

CLEVER WOMAN FORGER DEFIES POLICE EFFORTS

ROGUS CHEQUES CAUSE GREAT
DEAL OF TROUBLE

The keenest of the city's detective talent is now directed towards an attempt to capture a woman who is causing general dismay by a peculiar propensity she has of making out cheques for various amounts and signing other people's names to them.

So far as is publicly known, the lady in question is as talented in the art of cheque writing as she is addicted to the practice for several shopkeepers have souvenirs from her during recent weeks. These souvenirs are not, however, held by said shopkeepers as amongst their dearest possessions—they are worthless cheques by which they have been stung and, in some cases, stung badly.

This is by no means a new idea for dealing with the prevalent financial stringency. The same thing has been tried repeatedly, but as often as it has been tried the unfortunate perpetrator or found himself or herself in the toils.

In these cases, however, more cleverness than usual has been displayed and, so far, the police have not been able to lay hands on the forger. It is known that a woman is the "wanted" one and doubtless it will not be long before she is brought to justice. In the meantime, shopkeepers have souvenirs from her cheques.

SHIPWRIGHTS HOLD
ANNUAL MEETING

The annual meeting of the Shipwrights' Union was held last night. The Treasurer's and Secretary's reports were read and adopted and the election of officers was held, which resulted as follows:

Pres.—J. Boone, re-elected.

Secy.—W. Doran, re-elected.

Treas.—Thos. Nicholl, elected.

1st V. Pres.—A. Nosworthy, elected.

2nd V. Pres.—J. Butler, elected.

A committee of ten was then appointed with Mr. James Peddie as senior committee man.

Newsboy Remembered

An Advocate newsboy, who delivers the paper to the Police Station every day, was pleasantly surprised yesterday afternoon when he was presented by the officers in the guard room with a substantial sum of money as a Xmas gift in recognition of his faithful regularity in delivering their paper. The policemen took up a collection among themselves and the present was the result.



HERMAN KURTZTISCH,
Milwaukee, Wis.

"When it comes to eating, working and sleeping I'm like a different man from what I was a short time ago," said Herman Kurtztisch, 406½ Norris Place, Milwaukee, with the Northwest Life Insurance Co. in relating his experience with Tanlac.

"My whole system was about to give way as a result of two years' constant suffering from stomach trouble and I was so run down and worn out I was hardly able to work. I actually dreaded to eat, as after every meal I suffered so terribly from heartburn, and I was so nervous I got little rest day or night."

"If it hadn't been for Tanlac I'm firmly convinced I would have had to resign my place. It came to my aid in the nick of time and I am strong for it. Tanlac was worth at least fifty times what it cost me."

Tanlac is sold by leading druggists everywhere.

OBITUARY

ELSIE ALCOCK.

A message received in the city on Saturday last conveys the sad announcement of the passing of Miss Elsie Alcock, eldest daughter of Mr. and Mrs. W. H. Alcock of Gt. Gt. which occurred at that place on Friday. Deceased was in her 21st year and was held in the highest esteem by all in her native place. She leaves to mourn her, besides her parents, four sisters and two brothers to all of whom the Advocate tenders its sincere sympathy.

The World's Best Wheat "Windsor Patent" Canada's Best Flour

TELLS THE STORY OF TRAIN WRECK ON FRIDAY LAST

SIR P. T. McGRATH WAS ON WHEN SNOWSLIDE OCCURRED

Sir P. T. McGrath, who returned on last night's express tells the story of the wreck at Rapid Pond Friday night, when two cars were carried off the rails by a snow-slide. Sir Patrick's story is substantially as follows:

Following the arrival of the S.S. Kyle on Friday morning, after an excellent trip across the Gulf, the express pulled out from the terminal about 9 o'clock.

At the time the weather was very threatening, and shortly afterward a severe blizzard, evidently part of the storm which swept the Maritime Provinces, suddenly sprang up, considerably reducing the speed of the train.

Curling was not reached until shortly after 7 p.m. and here the West-bound express was passed, which reported a violent storm raging up the Humber Valley and along the Topsails. Conductor Veitch, it is understood, felt dubious about proceeding any further, but after a consultation with headquarters it was decided to continue, and if possible reach Kitty's Brook and put up for the night.

It was 10 p.m. before the train got away from Humbermouth, and forty minutes later, when 11 miles east of this point at a place known as Rapid Pond the mishap occurred which came near having fatal results. The train consisted of two engines, with push plow, two baggage cars, second class car, first class sleeper, and a caboose, which was being taken along to Grand Lake.

In the second class car, were 13 shipwrecked seamen comprising the crews of the schooners Kinsman and Amy B. Silver, which had been lost in mid-ocean, and were being sent to their homes.

In the first class car were Miss Margaret Matthews, a School Teacher of Springdale, N.D.B., Mrs. Barnes and five children bound to Lewisport. Rev. H. Boone of Medford, Mass., Mr. Silberman, a fur dealer from Boston, Mr. J. N. Purcell, a young Canadian airman from Toronto, who was bound to Grand Falls in connection with Major Cotton's airplane venture.

In the sleeper were Mr. J. Hutton Clouston, Mrs. Hanlin, wife of the

Manager of Browning's Bakery, who was accompanied by little Miss Rutledge, three months holiday in Detroit and Sir Patrick McGrath.

In the caboose were a number of railroad employees, including Road and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity. At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.

On the West Coast owing to the unprecedented weather conditions of late the road is not in such good shape, hence delays are bound to occur along this section.

Sir Patrick and all the passengers on the derailed train, are very loud in their praises of the train officials and the Company in general who did all possible for their comfort and welfare under most trying conditions.

All the available medical supplies were brought into action and under the guidance of Sir Patrick the wounded were temporarily bandaged. After daylight the seriousness of the accident became apparent, and it looked as if the passengers would be marooned for some time. There were no cooking utensils available and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity. At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.

On the West Coast owing to the unprecedented weather conditions of late the road is not in such good shape, hence delays are bound to occur along this section.

Sir Patrick and all the passengers on the derailed train, are very loud in their praises of the train officials and the Company in general who did all possible for their comfort and welfare under most trying conditions.

All the available medical supplies were brought into action and under the guidance of Sir Patrick the wounded were temporarily bandaged.

After daylight the seriousness of the accident became apparent, and it looked as if the passengers would be marooned for some time.

There were no cooking utensils available and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity.

At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.

On the West Coast owing to the unprecedented weather conditions of late the road is not in such good shape, hence delays are bound to occur along this section.

Sir Patrick and all the passengers on the derailed train, are very loud in their praises of the train officials and the Company in general who did all possible for their comfort and welfare under most trying conditions.

All the available medical supplies were brought into action and under the guidance of Sir Patrick the wounded were temporarily bandaged.

After daylight the seriousness of the accident became apparent, and it looked as if the passengers would be marooned for some time.

There were no cooking utensils available and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity.

At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.

On the West Coast owing to the unprecedented weather conditions of late the road is not in such good shape, hence delays are bound to occur along this section.

Sir Patrick and all the passengers on the derailed train, are very loud in their praises of the train officials and the Company in general who did all possible for their comfort and welfare under most trying conditions.

All the available medical supplies were brought into action and under the guidance of Sir Patrick the wounded were temporarily bandaged.

After daylight the seriousness of the accident became apparent, and it looked as if the passengers would be marooned for some time.

There were no cooking utensils available and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity.

At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.

On the West Coast owing to the unprecedented weather conditions of late the road is not in such good shape, hence delays are bound to occur along this section.

Sir Patrick and all the passengers on the derailed train, are very loud in their praises of the train officials and the Company in general who did all possible for their comfort and welfare under most trying conditions.

All the available medical supplies were brought into action and under the guidance of Sir Patrick the wounded were temporarily bandaged.

After daylight the seriousness of the accident became apparent, and it looked as if the passengers would be marooned for some time.

There were no cooking utensils available and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity.

At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.

On the West Coast owing to the unprecedented weather conditions of late the road is not in such good shape, hence delays are bound to occur along this section.

Sir Patrick and all the passengers on the derailed train, are very loud in their praises of the train officials and the Company in general who did all possible for their comfort and welfare under most trying conditions.

All the available medical supplies were brought into action and under the guidance of Sir Patrick the wounded were temporarily bandaged.

After daylight the seriousness of the accident became apparent, and it looked as if the passengers would be marooned for some time.

There were no cooking utensils available and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity.

At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.

On the West Coast owing to the unprecedented weather conditions of late the road is not in such good shape, hence delays are bound to occur along this section.

Sir Patrick and all the passengers on the derailed train, are very loud in their praises of the train officials and the Company in general who did all possible for their comfort and welfare under most trying conditions.

All the available medical supplies were brought into action and under the guidance of Sir Patrick the wounded were temporarily bandaged.

After daylight the seriousness of the accident became apparent, and it looked as if the passengers would be marooned for some time.

There were no cooking utensils available and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity.

At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.

On the West Coast owing to the unprecedented weather conditions of late the road is not in such good shape, hence delays are bound to occur along this section.

Sir Patrick and all the passengers on the derailed train, are very loud in their praises of the train officials and the Company in general who did all possible for their comfort and welfare under most trying conditions.

All the available medical supplies were brought into action and under the guidance of Sir Patrick the wounded were temporarily bandaged.

After daylight the seriousness of the accident became apparent, and it looked as if the passengers would be marooned for some time.

There were no cooking utensils available and breakfast consisted of crackers and frozen lemonade, which had to be thawed out before using.

At 10 a.m. however, two engines with plows attached and carrying a large gang of workmen arrived on the scene from Bay of Islands and the work of clearing up the wreckage was immediately proceeded with.

By noon Saturday the first class car was replaced on the rails, and with the others was then brought back to Curling where arrangements had been made to accommodate the passengers at the various hotels and boarding houses, while the injured were attended by Dr. Fisher.

Everything possible was done for the comfort of the passengers, during their forced stay at Curling, while all the trainmen and the working party toiled unceasingly under the supervision of Roadmaster Hannon and at 2 p.m. Monday the road was again open for traffic.

Under such trying weather conditions it was a big job, as when it rained in torrents and the men engaged suffered untold hardships.

Mr. Hannon was without rest for over four days, yet he kept at work and Sir Patrick and his fellow passengers speak very highly of his ability as a railroad man.

The damaged cars are now at South Brook siding and will be brought to the city at the earliest opportunity.

At 11 o'clock on Sunday night the passengers joined the incoming express which left Port au Basques on the arrival of Sunday's Kyle and remained at Humbermouth until the road was clear.

When the scene of the accident was reached the mail and baggage was transferred and the express left actually severing her hair at the Rapid Pond at 3:15 p.m. Monday, a back of the head, as clean as a bar-engine. Very little delay was encountered and good progress was made citywards. The Topsails were passed at midnight Monday with banks of snow from 10 to 12 feet deep on both sides of the track, while further east in the Clareville section there is hardly enough to make a snowball.

At Clareville the train was one and a half hours ahead of the usual schedule, the road being in excellent condition, while from that point to the city with one engine, the express made the regular scheduled run arriving in the city at 6 p.m. yesterday.