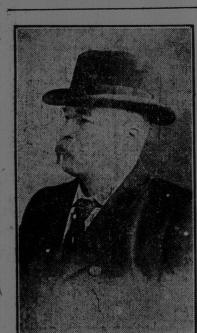
# VETERAN RAILROAD MEN RETIRING FROM SERVICE

About Forty of the Oldest I. C. R. Employes Have Taken Advantage of the Superannuation Scheme—Sketches of Conductors Millican and Rainnie and Drivers Prince and Tait, Four of the Most Popular and Widely Known of the Old Guard.

On or about the first of next month, as a result of the superannuation system recently introduced into the Intercolonial Railway, mery of the older nailway men, whose faces have been familiar to the travelling public for many years, will pass out of the sermany years, will pass out of the sermany travelling public for many years, will pass out



CONDUCTOR MILLICAN.

vice of the government railway for-ever. About forty men, the greater part of whose lives have been spent on the I. C. R. have already or will make their last run today. Those about to take advantage of the provident fund take advantage of the provident fund belong to every rank of railway life from that of conductor down. Many of them are residents of this city. Four of the most prominent of these are Conductors Rainnie, Kelly and Millicau and Driver Prince. Driver Hugh Tait, who has also been on the road for many years, is also to retire.

Mr. Tait, however, is not now a resident of St. John, having removed to Providence, R. I., some months ago.

Conductor James Millican Conductor James Millican was born in St. Martins parish, county of St. John, on August 14th, 1844. In May, 1861, when still in his teens, he entered the service of the European and North American Railway, now the Intercolonial Railway of Canada: The scene of Mr. Millican's first labors as a railread man was the old roundhouse a railroad man was the old roundhouse which stood just outside the eastern limits of the city and which was torn

down a few years since.

In 1863 Mr. Millican was removed from the round house and went on the line in the capacity of fireman. In the following year he became a brakeman, and held that position for seven years and held that position for seven years

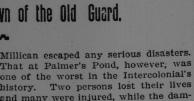


night trains between this city and Halifax. This duty fitted him for the charge of the C. P. R. trains, on which he ran from almost the time of their inception until 1903. Since that time he has been conductor of Nos. 1 and 2, which run between Moncton and St. John. The reason for the change from the C. P. R. to easier trains was the severe shock that his nervous system had received in the numerous accidents. had received in the numerous accidents that he had met with during his career on the rails. Conductor Millican brought his train into St. John for the

brought his train into St. John for the last time last evening.

In railway organizations Mr. Millican has occupied a very prominent position. He is a charter member of New Brunswick Division, No. 210, O. R. C., and as chairman of the O. R. C. board of adjustment helped some years ago to obtain better pay for the conductors.

He was also instrumental in the for-He was also instrumental in the for-mation of the Provident Fund scheme. As far as accidents and strange railroad experiences are concerned, Mr. brethren of the ticket-punch. As before stated, the effect of numerous ac-cidents has been rather disastrous to Mr. Millican's nerves. The first fatalwas many years are on the Sussex train, when Driver Salmon was killed Until the time of the Palmer's Pond accident, some ten years ago, Mr.

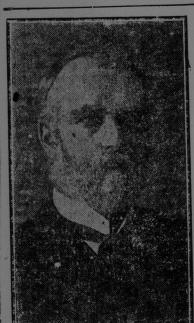


mont eight persons were killed and many maimed and injured.

More recently Mr. Millican's train ran into an open switch at Oxford Junction and smashed up a freight

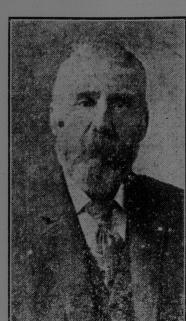
Perhaps the most dramatic incident in Mr. Millican's long life was the "Rafferty shooting affray," which took "Rafferty shooting affray," which took place some years ago on a train between Sussex and St. John. Patrick J. Rafferty got into a quarrel with a commercial traveller named Young, and pulling out a revolver, cried, "I'm going to shoot." On this occasion Conductor Milliean struck up the revolver, thus saving Young's life. He afterward clinched with Rafferty and had him handcuffed.

Mr. Millican is the father of five sons ity, has this week made him leaf



a train running from St. John to Sussex, then the terminus of the road In 1867, during the superintendency of Louis Carvell, Mr. Rainnie received his final promotion to the position of conductor. For many years Conductor Rainnie ran oetween St. John and Point du Chen3. Of late years he has been in charge of the C. P. R. train between this city and Halifax to St. John as week ago Wednesday. On that occasion the veteran realroad man bade farewell to all the old friends along the line, some of whom were acquaintances of a life time. At present Mr. Rainnie is enjoying a well-earned vacation in a unique manner. As a boy the old conductor worked in a shipyard and about ships and became imbued with a life for the sea, its ships and its sailors. This affection for the ocean lasted all through life and now Mr. Rainnie is tastling the pleasures of a life on the ocean wave.

being made conductor in 1871. From the year 1874 on Mr. Millican ran on might trains between this city and Halifax. This duty fitted him for the charge of the C. P. R. trains, on which



which were once at Shediac, have been removed to Moncton, which the old time-tables always spelt Monckton, and that place has changed from a way station to the second largest town of the province. Mr. Prince has been associated with all the other men mentioned in this article. The three con-

tioned in this prticle. The three con ductors mentioned have all had charge of trains on which Mr. Prince has run

Driver Hugh Tait, now of Providence, began his railroad life as fireman for Mr. Prince. The latter was born on October 26th, 1844. He has no

HAPPILY ANSWERED.

One of the hardest things for a player to bear is when an audience laughs during a serious scene. Many a performer by his wit has been able to save a scene. An incident of this kind

was experienced by the late Thomas Keene while playing Richard III. He

A horse! My kingdom for a horse! when a young man in the audience called out, "Won't a donkey do?" and

brakeman on the same train.

children living.

# The Furs of Quality



Halifax, N. S. Boston, Mass.

St. John, N. B.,

Amherst, N. S.

Winnipeg, Man.

membrane with a first control of Confedence William price by the Description of the State and State and State of the State and State and State of the State and State a



Mr. Keene quietly responded, "Yes; Cardinal Emilio Netto, who leaves his exalted place to become a monk

## SHOULD THE SHETLANDS BE GIVEN TO NORWAY?

Liberal Member Asks Question to Start Public Discussion.

The Islands are Still Populated by Norsemen-Great Times When Heir to the Earl of Bute Was Born.

GLASGOW, Aug. 31—Should the Shetland be handed back to Norway? This was the question put to the Premier recently by Mr. Cathcart Wason, the Liberal M. P. for Orkney and Shetland Mr. Wason, however, disclaimed land. Mr. Wason, however, disclaimed any desire to break up the British Isles. He admitted that he had phrased his question in such a manner to at-tract public attention. It is not generaltract public attention. It is not generally known that the Orkney and Shetland islands were formerly the property of Norway, and were formerly given up by that country. James III. of Scotland married Margaret, the daughter of King Christian of Norway, in 1468, and when the marriage treaty was made it was agreed that her dowry should be 60,000 florins. When the time to pay came King Christian found that his treasury was empty, and he gave the islands in pledge, agreeing to redeem them when he could raise the money. The debt has never been paid, and the islands have thus remained a Scottish possession. The people of the islands are almost pure Norse in blood, and until the end of the eighteenth century they spoke the Norse language. Many Norse words are still retained in their dialect, and they have little in common

godfather was Mr. Patrick Crichton Stuart; and the godmother the Dowa-

to the war of the rebellion as the Major of the Fifteenth Iowa Infantry. In one of the companions of that regiment was a young fellow named Darby 

Prince Edward Island Railway.

FIRST CLASS ONE WAY FARE.
August 22, 24, 26, 27, 28, 29 and 31—
CITY TICKET OFFICE, 3 King street, St. John, N. B. Telephone 271. SPECIAL EXCURSION

FARES TO TORONTO. August 23 and 30.

All tickets good to return, leaving from insomnia. It also acts as a sedative upon the human frame owing to the opium it contains.

### STEAMERS



iontreal, Quebec and Liver-pool Service. MPRESS OF IRELAND - Sept. 6th LAKE MANITOBA - Sept. 6th
EMPRESS OF BRITAIN, Sept. 20th
LAKE CHAMPLAIN, Sept. 25th
S. S. LAKE CHAMPLAIN and
LAKE ERIE carry one class of Cabin
passengers (2nd Class) to whom is
given accommodation situated in
best part of Steamer. \$42.50 and

First Cabin.—EMPRESS Boats, \$80.00 and upwards. LAKE MANItoba, \$65.00 and upwards. Second Cabin .- \$40.00, \$45.00 ar

Third Cabin.—\$26.50 and \$28.75 Liverpool.

HOUNT TEMPLE, - - Sept. St



S.S. "CALVIN AUSTIN" leaves St. John at 7.00 P. M., on Sat. urday, August 31st, for Boston,

Tickets and Stateroom accommodations of W. G. LEE, Agent, St. John, N. B.

RAILROADS.

## CANADIAN PACIFIC TORONTO EXHIBITION

Aug. 26 to Sept. 9. **EXCURSION FARES** From St. John, N. B.

\$20.55 Going August 22, 24, 26, 27 28 29 31, and September 3 Going on August 23rd and 30th only.

ALL Good for Return leaving TICKETS Toronto up to and including SEPT. 11TH, 1907.

The Canadian Pacific Railway Short Line Only One Night On The Road LABOR DAY, SEPT. 2, 1907 ONE FARE FOR ROUND TRIP Between All Stations Good Going Aug. 31st and Sept. 1st and 2nd. Good for Return Sept. 3rd, 1907.

pply toW.H.C. MacKay, Agent, St. ohn, N.B., or write W. B. Howard, D.P.A., C.P.R., St. John, N. B.

### INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 16th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN. No. 2--Express for Pt. du Chene Moncton, Campbellton and

godfather was Mr. Patrick Crichton
Stuart; and the godmother the Dowager-Marchioness.

Mr. Andrew Carnegie has consented to open the Edinburgh and Mid-Lothian Home-Workers' Exhibition on the evening of Wednesday, Oct. 16.

A SAFE PLAC.

A SAFE PLAC.

General William W. Belknap went to the war of the rebellion as the Ma-

Lettuce has a soothing effect on the