SUMPTION
N BE CURED.

s Discovery By the Famous Dr.
nan of Kalamazoo, Mich.—
Officials and Great Medical
Pronounce it the Only
e for Consumption and
All Throat and Lung
Troubles.

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YONKERMAN, the Discoverer of
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Derk P. Yonkerman, a great
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P. Yonkerman, 2085 Shakespeare
amazoo, Mich. Dr. Yonkerman
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o have this marvelous and only
for consumption. Write today.
cure and the free trial package
do you more good than all the
od-liver oils, stimulants or
mate and it will convince you
there has been discovered the
consumption. Don't delay—
an hour to lose when you have
throat or lung trouble. Send
package—duty free.


## CHATHAM.

**ers is Critically Ill and May Soon Die.**

(Special to The Sun.)

M, March 5.—Following the fire at Lloyd's millin-st night was an alarm at which was found to be a blaze at Bowser's Hotel. ght in the dormer window ony on the south roof of uilding. It was caused by ted pipe which projected roof. Very little damage s the fire was soon ex-

e was on fire about the hirty years ago. t the Lloyd fire was cover-nce.

gers is critically ill at his re and is not likely to live ow. This venerable pre-s lived in this town for is highly esteemed and pected by all classes.

abineau's team ran away on. Two children were n the sleigh, but are not be seriously injured.

## GO CONTRACTORS

**ip With Trades Unions re pathetic Strikers.**

March 5.—The building council last night passed establishing a rule that no with building trade unions ed that do not contain a biting sympathetic strikes. ion further declared that ts must contain the eight opted by the building con-ncil in 1900.

ide that there shall be no to the amount of work a in a day, no restriction tools and machinery, no any manufactured ma-prison made, that appren-permitted, that all work-berty to work for any one and that the employer or discharge whomever he

## OTHER HONEST MAN.

(Baltimore American.)

ger House, of the United Baltimore, recently received the , together with a five-cent

few days ago I took one of home on Gilmor Street. The ed and the conductor failed left at my corner, the con-far in front to pay him, and ount of my fare, which would on sooner but for the fact n out of the city." ported the occurrence to the road, and by their instruc-nest patron an annual pass, marking on the unusual na-e. The honest patron told a pread the news, and the next the receipt of another let-five-cent piece and this bit dence: use—I neglected to pay my nd I enclose it. Please send

r fifteen years, and

est families in the


# ST. JOHN SEMI-WEEKLY SUN

VOL. 26. ST. JOHN, N. B., WEDNESDAY, MARCH 11, 1903. NO. 20.



## ST. JOHN'S FASTEST GROWING STORE.

**General Dry Goods; Women's and Children's Garments; Men's Furnishing; Millinery and Dress Goods**

**WRITE FOR SAMPLES** and quotations of anything you need in Dry Goods.

MAIL ORDERS ALWAYS RECEIVE PROMPT ATTENTION.

**HERE'S A BONANZA IN WOMEN'S WALKING SKIRTS.**

ONLY **$1.98** EACH.

This picture represents one of the best styles of walking or dress skirts for spring and summer, 1903. Seven gores, with decided flare at the bottom. They are made from a good quality of very dark blue grey frieze cheviot. Just the right weight to hang nicely, trimmed with rows of stitching, perfect fitting, rightly tailored, skirts that will win the admiration of any woman (or man). Regular value $3.50; for this special sale $1.98.

Sizes:—Length in front, 37, 38, 39, 40, 41, 42; waist measure, 23, 24, 25, 26, 27, 28.

PLEASE NOTE.—This lot of skirts are marked at this special price to further introduce our Mail Order Department. If you want one we would advise sending the order at once, as all that are here of this lot next Saturday will be advertised in the St. John daily papers to go on sale Monday morning, March 16th. There are about 200 in the lot, but they will only last a few hours after the St. John women hear of them. Please mention this paper when writing. Write for samples of our New Dress Goods. They mean dollars to you.

## MORRELL & SUTHERLAND,

**27-29 Charlotte Street, St. John, N. B., Opposite Y. M. C. A. building.**


## BANGOR OFFICER

**Shot Dead By a Negro Resident of That City.**

**The Murderer Arrested Within an Hour and Taken to Police Headquarters**

BANGOR, Me., March 8.—While performing ordinary duties of his office at a late hour Saturday night, Patrolman Patrick H. Jordan was shot in the head and instantly killed in Carroll street, on the outskirts of the city. Within an hour of the time the body was discovered, William Alberts, a negro, had been arrested for the crime, and is now locked up awaiting the result of the coroner's inquest, which will take place this evening. Alberts, who was divorced from his wife last February, came to Bangor Friday night, and Saturday night at 11 o'clock appeared at his wife's house. He battered the door down, and the woman fearing for her life, leaped from a window, leaving Alberts in possession of the house.

An alarm was given, and Patrolman Jordan came to the house, followed by Patrolman O'Donahue. When the officers made their appearance Alberts leaped from a window and ran away, being followed by Patrolman Jordan. Patrolman O'Donahue went back to the patrol wagon and started to follow Jordan. He soon lost him, however, and after whistling after him several times, was forced to return down town on account of an alarm of fire.

Shortly after this a boy discovered a dead body in Carroll street, and word was sent to police headquarters. It was feared that Jordan had met with foul play as he was endeavoring to arrest his man, as Carroll street is in the direction in which he was headed. A squad went out, to find that their fears were correct, as Jordan was found with his head badly torn by a bullet that was fired at close range.

A few minutes after this, word was received that a negro, brandishing a revolver and boasting that he had killed a patrolman, had made his appearance in a house in Walter street, 100 yards from the spot where the officer's body was found. A big squad started at once for the place, in charge of Chief Bowen, who had taken charge of the case.

The house was surrounded, and Patrolmen Baker, Perkins and Finnigan entered by a back door, leaving the other officers outside. The place was in darkness, and groping their way through the back rooms, the men entered the dining room. One of the officers lighted a match and the negro was revealed lying on his side with a gun clutched in his right hand. He was feigning sleep.

All the officers had their guns drawn ready for instant trouble, and Baker, as soon as he saw the form, pounced on it, wresting the weapon from his hand. The negro offered little resistance and was carried to police headquarters.

Chief Bowen said tonight that all the evidence had been collected and that a very strong case for the State would be presented. There seems to be no doubt of Alberts' guilt.

Jordan was 36 years of age and leaves a widow and six children. He had been appointed but five days ago, having served as a special for fifteen months. Jordan was second officer in the steamer Penobscot of the old Boston and Bangor Steamship Co. before he went on the force.

The bullet has been taken from Jordan's brain, and is of the same calibre as the revolver, 32.

Feeling has been intense in Bangor all day against the alleged murderer, and violent expressions have been heard. He has been removed from the police station to the county jail.

## BURNED TO DEATH.

**Six Persons Cremated by Fire in Maryland,**

**And Five Others Turned Into Cinders in a Washington State Road House—Two Horrible Tragedies.**

CUMBERLAND, Md., March 8.—Six persons were burned to death and one was fatally injured as the result of a fire this morning in a small hotel at Leiter, a mining town near Elkins, W. Va. The dead are: Maggie Coughlan, Annie Burke, Henry Burke, Geo. C. Anderson, Mrs. George C. Anderson, a child of the Andersons. Robert Long was fatally injured. Several persons escaped with minor injuries by jumping from a second story window.

SEATTLE, Washn., March 8.—A special from Dawson says: Five people were burned to death in the Aurora Road house on Hunker Creek at 2 o'clock Thursday morning. Charles Bernsie, who owned the house, his wife and two children, and Thomas Baird, who was in charge of one of the government road houses, were burned to a crisp.

MONTREAL, March 9.—The Roman Catholic and Protestant school boards today decided to make a joint demand on the city council for higher school tax rate. The rate now is only 2½ mills, and both boards find it impossible to make ends meet.


# PURE PARIS GREEN

## In One Pound Packages.

FOR POTATO BUGS AND FOR SPRAYING TREES.

**Now is the time to book your orders.**

The prices will likely be higher as the season advances. Our prices are the lowest. We also have the best **SPRAYERS** on the market. Get our prices.

## W. H. Thorne & Co., Ltd.

**42, 44, 46 Prince Wm. Street Market Square, St. John, N. B.**


## ISOLATED P. E. I.

**Complaints of Passengers Misled by I. C. R. Advices.**

**While Government Steamers Are Frozen In, Traffic is Kept Up By the Capes Route—Worst State of Affairs for the Many Years of Grit Rule**

CAPE TRAVERSE, March 4.—Things are hustling here. A hundred and seventeen people crossed the Straits today and two tons of baggage.

One more opposition boat will be put in operation tomorrow and a limited quantity of smelts is being carried over.

The old and reliable Captain Thos. Howatt, together with his crew are authority for the statement that the Stanley could have crossed each day since Sunday in fifty minutes.

There are two and a half miles of water on the Tormentine side.

The balance of the way are leads and the ice well shook out, more especially at the turn of the tide.

COMPLAINTS OF PASSENGERS.

(Charlottetown Guardian, Lib. Ind.)

Winter after winter the Guardian and other Island newspapers as well have recorded the complaints of passengers seeking to come to the Island who could not obtain satisfactory information as to the way of getting here. The attention of the marine, railway and postal authorities has been so many times directed to this matter that it seems like cruel or stupid neglect, or worse, that a remedy has not been provided. Yet if the complaints which reach us are well-founded, as we are compelled to believe is the case, things are still running very much in the old rut.

It seems that some sort of information is given out semi-officially at Halifax, Truro, St. John, Moncton, and perhaps other points, but it has been of late so misleading as to be worse than useless. Persons have been sold through tickets to Charlottetown from different points via Pictou and told that the steamers were running, when they had in fact been laid up for a week or more. On being reminded that the steamers were reported as stuck in the ice the intending passengers were told the boats would be running by the time they got to Pictou. Other passengers tell that on purchasing through tickets to Charlottetown they were told by I. C. R. agents to go via the N. B. and P. E. I. railway to Tormentine, and that a steamer was running there.

There are a number of cases in which passengers have set out with the expectation of finding a steamer at the Capes, with chance of getting themselves and their baggage safely across in a steamer, only to find that the best they could get was a chance to work their passage by the iceboats and leave their baggage behind, or pay three cents a pound for it all, over forty pounds. If the government railway and steamer services were run on common sense principles, and as all railway and steamer companies conduct their business, the fullest and most accurate information would be given to the travelling public. As it is very little information of value seems to be given out, and much of what is given out is misleading and subjects the traveller to delay and loss.

When the ordinary means of travel have been wholly interrupted, as has been the case for weeks past, the obligation resting upon the government officials to keep the public informed ought to be considered as doubly binding. A daily telegram ought to be sent to central points on the mainland along the lines of travel telling in brief when the steamers are not running or to what parts they ply if they are running, and if the only crossing is at the Capes and by iceboat this fact should be distinctly stated. It is wearisome to have to remind the officials of these matters from year to year. It is cruel that so little heed is paid to the repeated remonstrances of the travelling public.

## MINORA FOR GIBRALTAR.

**A Proposition Now Under Consideration By British Military Writers**

The advisability of exchanging Gibraltar for some other strategic point in the Mediterranean is being discussed in the British military journals. The docks at Gibraltar, on the west side of the Rock, are exposed to the fire of long-range artillery from the Spanish mainland, and, docks on the east side would have to be protected from the eastern gales, for which purpose it would be necessary to construct immense breakwaters, in deep sea soundings, at a cost of many millions of pounds. This being the case the problem whether the strategic objects aimed at could not be obtained in a more complete and satisfactory manner by other means naturally arises.

Ceuta, opposite Gibraltar, and belonging to Spain, has been proposed, but the map of the country shows that the peninsula from a military point of view is much the same as Gibraltar, with its faults intensified. No place in the western waters of the Mediterranean seems to meet the case better than Minorca, with its magnificent harbor of Port Mahon.

This place offers great facilities for docks secure from attack. The harbor is about three miles long, and its width averages about a half mile. There is excellent anchorage for a large number of the heaviest battleships, the holding ground consisting mostly of sand, shells and gravel. Along its sides run hills protecting it from fire, and offering sites for forts with a good command of the surrounding area. The higher points of these hills are at the entrance to the harbor, where the modern and powerful fort of La Mola now commands the passage. As regards its position, it lies practically at the centre of a circle, on the circumference of which are the great naval ports of Cartagena, Toulon, Genoa and Spezzia, and in the direct line between Toulon and Algeria, and would consequently menace the line of communication between France and her great colony. It is, therefore, a grand naval strategical centre, and would constitute an excellent naval base, especially for a blockading fleet. The island is about 260 square miles in extent and is well stocked with cattle, sheep, goats and mules, while fruits and vegetables are abundant and wheat and barley are cultivated.

The British, of course, count largely on the national pride of Spain in effecting this exchange. Spain looks on Gibraltar as a part of her fatherland, and deeply resents its detention by the British; consequently that country will probably be favorably inclined to the proposal.

The exchange of Gibraltar for other territory has been proposed by several ministers. As far back as 1757 Pitt proposed to restore it in exchange for Minorca. Great Britain does not fear the actual power of Spain so much, but if Gibraltar were held out as a bait to induce her to join an alliance, Great Britain would have the use of the important ports of Ferol and Cartagena.

The history of Minorca is of interest. It was captured by the British in 1708 and held by them until 1756, when a great French expedition was planned against it. After enticing the British fleet away on other work, the Duke of Richelieu, with 15,000 men in 120 transports, conveyed by La Galissoniere with twenty sail of the line, laid siege to Port Mahon, in which was a meagre garrison under Gen. Blakeny. The British held out gallantly in Port St. Philip (still in existence, opposite the modern Port La Mola) for 39 days but eventually capitulated with the honors of war. During this siege the relief of Port Mahon was attempted by Byng without success, and for this the latter was superseded and eventually tried by court-martial and shot.

In 1763 Great Britain regained Minorca by exchanging it for Cuba and the Philippines. In 1782 it was again besieged by an expedition, which started from Cadiz under the Duke of Crillon, as if to attack the British West Indies, but turned round, slipped through the straits and sailed for Minorca, where it landed 5,000 men. Gen. Murray, the governor, retired into Fort St. Philip with his force of four regiments, and did not surrender until it had been reduced by scurvy and other diseases to 700. In 1798 Minorca again capitulated to the British, after the battle of the Nile, but in 1802 the then government, thinking Malta sufficient for British needs in the Mediterranean, ceded it to Spain under the treaty of Amiens.

## WORRIED TO GRAVE.

**The Sad Fate of a Negro Lad in a Massachusetts Jail.**

**Protested His Innocence to the Last—Had Been Sick Since Middle of January.**

CAMBRIDGE, Mass., March 8.—George L. O. Perry, the negro lad indicted for the murders of Agnes McPhee at Somerville and Clara Morton at Waverly, died at the Cambridge jail at 11 o'clock this morning, of nervous exhaustion. Perry survived an attack of typhoid fever and his death is announced to have resulted indirectly from worry, which prevented a complete physical restoration from the weakened physical condition in which the fever left him.

Though he was persuaded on Friday that his end was near, it is not known that he made any formal statement, but it is believed that he protested his innocence to the last.

Perry was taken ill Jan. 13, and passed safely through a run of fever. His predicament, however, preyed upon his mind continually, and although he had made a show of keeping up his spirits, he failed to regain his strength, and gradually wasted away.

A week ago he was told that he could not live, but he insisted that he would, and did not give up until Friday afternoon. On that day the house physician called upon him and told him that he had got to die.

"Oh, no," answered Perry; "I'll get well yet."

The physician repeated that he saw little hope for him. Perry lapsed into silence for some time, and then turning to the physician, asked in a hopeless voice: "Doctor, have I really got to die?"

"I think so," was the reply. "You're very weak, and I don't see how you can last much longer."

Asked if he desired the presence of a spiritual adviser, he answered: "I suppose I might as well have one."

Asked who he would have, he replied: "I don't care, anybody will do."

Rev. Robert H. Walker, pastor of the Church of the Ascension of East Cambridge, was summoned and remained with him some time.

On Saturday Perry's mother was sent for, and she is the last one who saw him alive besides the sheriff and the physician.

A ST. JOHN MAN

Principal of Wycliffe College—Where He Got His Sound Training—A Pupil of Bishop Medley.

(Toronto Globe.)

Rev. James Paterson Sheraton, principal of Wycliffe College, was born in St. John, N. B., and educated at the Grammar School under the care of its principal, James Paterson, LLD., of the University of Glasgow, his grandfather, who was a distinguish student both in classical and oriental languages, and in physical science. Dr. Sheraton graduated at the University of New Brunswick with honors (Douglas gold medalist), and afterwards studied theology, partly in the University of King's College, Windsor, N. S., and partly privately under the direction of the late Bishop Medley of Fredericton, by whom he was ordained deacon and priest. After a few years spent in mission work, chiefly in New Brunswick, he became rector of Fredericton, N. B. In 1877 he came to Toronto as the head of the newly-established Protestant Episcopal Divinity School, which became Wycliffe College, over which he has been principal since its inception, and also professor of systematic theology and of the exegesis of the Greek New Testament. In 1882 he received from Queen's University the degree of D. D., causa honoris. In 1885 he became a member of the senate of the University of Toronto. In 1891 he was made an honorary canon at St. Alban's cathedral. In 1897 he received the degree of LL.D., causa honoris, from the University of Toronto; and in 1900 the same degree from the University of New Brunswick. He has contributed numerous papers on theological subjects to reviews in England and the United States.

BOSTON, March 10.—During a tenement house fire on Webster street, East Boston, this morning a number of families had very narrow escapes from death from both flames and smoke. The police say that two men lost their lives. A search of the house is being made, as it is reported at the fire that an entire family were smothered. The fire loss was not great.


St. John N. B., March 11th., 1903.

## NEW SPRING SUITS.

We have just received and are now showing some of the **Best Values in Men's Spring Suits Ever Offered in St. John.**

They are a great improvement in style, fit and finish over the excellent garments sold here last year, which made this such a popular **Men's Suit Store.**

The goods are the newest from the foreign and domestic mills, the style, finish and trimmings all that can be desired.

Men's Spring Suits **$5, $6, $8, $8.50, $10 to $14.**

You are guaranteed satisfaction at this store.

**J. N. HARVEY,** - Men's and Boys' Clothier, 199 Union Street, St. John, N. B.


## TWENTY-TWO BODIES

**Many of Them Burned Almost Beyond Recognition,**

**Taken from the Wreckage of a Frightful Accident on the Erie Railway.**

**Oil Tank Cars Caught Fire in a Collision and Spread Wholesale Death and Destruction—The Thrilling Testimony of an Eye Witness.**

BRADFORD, Pa., March 9.—Tonight an extra freight train on the Erie road broke in two in the Olean, N. Y., yards. The detached parts crashed together and six tank cars containing oil caught fire. A large crowd of spectators gathered about the place to look at the flames, when an explosion occurred in one of the tanks. Burning oil was hurled over the crowd and the consuming heat enmeshed many victims. The exact number is at present unknown because the intense heat renders it impossible to reach the bodies which are being incinerated. One estimate is 15 dead and twice that number burned seriously.

OLEAN, N. Y., March 9.—A railway collision occurred a few miles from the city about 9 o'clock tonight, and it is reported a number of persons were killed. One of the trains in the crash was made up principally of tank cars filled with oil. Some of the cars were demolished and the oil caught fire. A large number of people were attracted to the scene of the accident from the city. Several terrific explosions, presumably of the oil in tank cars not demolished by the first impact of the collision, occurred about 10 o'clock. Soon afterwards a telephone message was received at police headquarters asking for all the ambulances and doctors in the city.

OLEAN, N. Y., March 9.—A man who returned from the scene of the fire at midnight reports having counted twenty bodies scattered along the track after the fire had subsided.

OLEAN, N. Y., March 9.—A score or more people were killed and a larger number injured by an explosion of oil near here tonight. A freight train on the Erie made up principally of tank cars filled with oil, broke in two, north of the city, at about 9 o'clock. The two sections of the train came together with a crash and one of the oil tanks was demolished. Fire broke out almost instantly and the sky was lighted up for miles. A large crowd of people left the city for the scene of the fire.

While they were lined up along the tracks a terrific explosion occurred. The flames communicated quickly with the other tank cars and a second and third explosion followed each other in rapid succession. Sheets of flame shot out in all directions. Scores of persons were caught within the zone of the fire and enveloped in flames. Men and boys ran screaming down the tracks with their clothing a mass of flames. Others fell where they stood, overcome by the awful heat. Just how many were killed is not known, as many of the bodies were incinerated.

Sydney Fish, a prominent business man, returned from the scene of the fire at midnight. He said:

"I was attracted to the scene of the fire between 9.30 and 10 o'clock. When I was within a quarter of a mile of the wrecked train there was a terrific explosion. Flames shot outwards and upwards for a great distance. I saw several persons who started to run away drop on the railway tracks and they never moved again. Others who had been standing close to the wreckage were hurled through the air for hundreds of feet. The scene was awful. Half a dozen young boys ran down the tracks with their clothing on fire. They resembled human torches. I could hear their agonized screams distinctly from where I stood. They ran some distance down the track and then threw themselves to the ground, grovelling in the ditches in their frantic efforts to extinguish the flames. They they laid still, some of them unconscious, others dead. I don't know how many were killed, but I counted twenty bodies before I came away."

Word was at once sent to Olean police headquarters by telephone. Every doctor and ambulance in the city was summoned. Grocery wagons and carriages of all kinds were pressed into service, and everything possible was done to bring the wounded without delay to the city hospitals for treatment.

At midnight the first of the wounded arrived at the hospital. They were found to be boys. Their injuries were frightful. Great patches of flesh were burned off and hung in shreds from their bodies.

OLEAN, N. Y., March 10.—A report from the scene of the accident at one o'clock this (Tuesday) morning says 22 bodies have been taken from the wreckage. Some of them are burned beyond recognition, only the trunks and skulls remaining.

OLEAN, N. Y., March 9.—It will be difficult to ascertain the names of a great many of the dead tonight, as their bodies were burned to ashes in the intense heat. A canvass is being made of the city as rapidly as possible to find out the names of persons who are missing. As the missing persons turn up, if they do, their names will be eliminated, and in the end a complete list of those who lost their lives will be secured.

Large crowds gathered at the hospital, and the faces of the injured were anxiously scanned as they were borne into the building on stretchers. Heartrending scenes were witnessed when one of the poor blistered bodies was recognized by a father or a mother or a brother, and it was with difficulty that the people were restrained from invading the operating room.

OLEAN, N. Y., March 9.—The latest estimate of the casualties places the number of dead at 22 and the injured at 45. Some of the injured will die.

IN ONE YEAR.

Magnets That Are Attracting Capital—Western Canada Has Easy Access to Every Continent on the Globe.

Made $2,097.85 in one year from 160 acres, besides paying for the farm and its running expenses! This is the report of one farmer who has gone into the wheat raising business in Western Canada. Such returns are the magnets that are attracting capital into the country at a rate that is astonishing Canada and that promises a development unparalleled in any agricultural country. The risks attending investment in the western prairies for wheat raising are at a minimum. The soil is practically inexhaustible in fertility, the climatic conditions furnish all requisites for perfect maturing of crops and make crop failure an impossibility. The railroads are keeping pace with the rapid increase in production and are making extensions into the newer districts. The Canadian wheat is of the best quality and commands first place in all markets. She can ship her products from two seaboards and has easy access to every continent on the globe. Wheat raising on a large scale is attended by less expense proportionally than on the small farm. The figures given above are not exceptional and indicate the possibilities in the case of extensive operations. Great aggregations of capital are going into the country for this purpose. Investments are regarded as safe as government bonds. One of the first companies to take advantage of the situation is the British-Canadian Wheat Raising Co., which represents 10,000 acres of the choicest wheat lands in Assiniboia, and is considering extensions. Its present holdings represent a wheat producing capacity of 300,000 bushels per year, and owing to the prolific nature of the western Canadian soil, this product can be duplicated each year for a century to come.

POKEY JOE HOGAN

A Well-Known and Popular Citizen of Charlottetown Stranded in St. John.

The C. P. R. and I. C. R. officers were honored yesterday by a visit from a native of Prince Edward Island, who is not without fame in his own country. The man was John Hogan and he wants to get back to the old sod. Mr. Hogan tells a story pitiful enough in its way but not uncommon in connection with the winter port trade.

"I left me home eight months ago last month," said Mr. Hogan, "an' got a job drivin' cows on one of Mr. Dempster's boats."

"What Mr. Dempster is that?" asked the C. P. R. agent.

"Mr. Elder Dempster, the man what runs the boats. An' I got back here a week ago, but they won't send me home. The man says he has no derangements with the capes but he will give me a ticket by Pictou an' I can pay me board there till th' ice melts. But I have no money an' I wants some breakfast. What's me name? Hogan—John Hogan—" here a broad simile overspread the wanderer's unshaven countenance but th' boys calls me Pokey Joe for short. Haven't any money an' I wants a cup of tea an' some bread. Booze? No thanks, I never drunk in me life an' I don't want none now,—jest some hot tea and bread. But can't you give me a ticket to me home? No! Well, I'l jest have to walk to Moncton. Good bye—what's that? Money? God bless you mister, good day."

Mr. Hogan was last seen making tracks for a Charlotte street restaurant.

FAIRVILLE NOTES.

It was reported the Cushing mill would resume work Monday morning, but the men did not attend. The pulp mill is running, but the saw mill is still quiet.

The doctors pronounce Conductor Burgess out of danger.


**O. J. McCULLY, M. D**

M. R. C. S., LONDON,

PRACTICE LIMITED TO DISEASES OF

**EYE, EAR, NOSE AND THROAT**

163 GERMAIN STREET.

Office Hours—9 to 12; 1 to 4; 7 to 8.