ROLL OF DEATH

Vietims of Atlantic City Horror Now Placed at Forty-four.

Due to Dual Identification—List May Expand Again to Fifty, as Six Injured are Expected to Die.

Fatal Crossing a Mecca - Thousands Flock to the Scene of the Disaster-Sweethearts May be Joined in Death.

Atlantic City, N. J., August 1.—This city has not yet recovered from the blow of the railroad catastrophe on Thursday evening. The gloom occasioned by the shocking deaths of so many people still hangs over the usually gay watering place. The same inrest is manifested in all the details of the disaster, and, as was the case yesterday, the fatal crossing is still the Mecca of curious thousands. With the exception of a few odd trucks and car wheels which remain beside the track, the crossing has resumed its normal appearance, bearing no evid-ence of the wreck of forty-eight hours

The coroner issued subpoenas today to all the railroad employes and several others who claimed to be eyewitnesses of the accident. Among the subpoenaed is O'Hallihan, who was the fireman of the Reading engine, and George F. Hauser, the tower man, who is held under \$500 bail to appear pefore the jury. O'Halifhan received injuries but is now able to be about. He and Hauser are closely guarded to prevent them from expressing any opinion or making any statement before they are called by the coroner.

Owing to the confusion, which under the circumstances was excusable the list of the dead was placed last evening at forty-seven, but today that number was decreased to forty four. The mistake occurred through dual identifications. The S. P. Murphy of Millville, reported dead, is now found to be alive and well. He is an influential brewer of Miliville, and was not on the excursion at all. The body identified as that of Murphy is that of Patrick Feighan, of No. 1,320 Thompson street, Philadelphia, a retire! liquor dealer, who was recognized today by

The list of forty-four will, it is feared, reach fifty within the mext few days, as six of the injured will probably die. I visited the hospital this evening where fourteen of the injured still remain. Two score or more of the victims were removed to their homes as soon as their condition would permit. As rapidly as possible relatives of the injured carry away these who can with any degree of safety be moved or bear a railroad journey.

THESE TWO ARE SWEETHEARTS In one corner of the ward lies Chas. Horner, a young man twenty years old, whose home is in Bridgeton. He is suffering excruciating pain from a severe fracture of both legs and a ture of the skull. Near him lies Lizzie Brannin, a resident of Millville. Horner is a grocer, and Miss Brannin is his sweetheart. Both had come on the Reading excursion for a day's out-

In the collision they were buried under the wreck, from which they were taken out unconscious. The girl remained in that condition until today, when she practically regained her senses. She is the only injured one who could not be identified, and in all the lists of the injured bulletined she has been named "unknown young woman." This morning she had a lucid moment and was asked her name. In a pittiful manner she gave it as Laura Ayers, but a friend of the dying girl came in shortly afterward and recognized her as Lizzle Brannin, Laura Ayres being the name of a companion Her injuries consist of a fractured arm, compound fracture of the clevical, two scalp wounds and concussion of the brain.

Her case has excited the interest of the corps of hospital physicians, who are giving her every attention, elthough they have abandoned hope of saving her life. Horner is expected to die also, and these sweethearts may be united in death.

In an adjoining ward is Samuel Wentzell, sr. Two of his family are included in the roll of death and two injured sons are with him in the hos-

He is one of the best known and most influential men in Cumberland county. His injuries consist of a severe scalp wound. One of his sons, William, who was hurled from the train on the Meadows, will likely die tonight. His condition is gradually growing worse. Besides a fractured clavicle he has sustained serious in ternal injuries.

Frank Morrell of East Orange, N. J. is now almost dead. He has not uttered a word since he was admitted His head has been injured. How baily the doctors are as yet unable to determine, and he received other injuries. His wounds are such that his recovery is extremely doubtful. Mrs. L. M. Mutta of Bridgeton, N. J., whose husband and two children were crush ed to death, is among those whose recovery is very doubtful. She bears ro outward sign of being hurt, but her internal injuries are thought to be fatal. Samuel Mutta, her son, is on the same floor with his dying mother, Both his feet are crushed and his read injured, but he is expected to Wm. Jones of Bridgeton is

in a very critical condition. THE LAST IDENTIFICATION. Aside from these, the injured are doing well, and are expected to recover All of the dead have been identified The body of Charles Sooy was post-tively identified as his this morning. The unknown man at Wright's under taking establishment was recognized as Benjamin F. Wood of Bridgeton. was identified as Kate Freas of Bridge ton. All the remains were shipped home today. None remain here but the

bodies of Samuel Thorn, the dead brakeman, and Farr, the engineer. O'Halligan, the fireman, who perhaps knows more than any other man of the causes leading up to the collision

morning, but positively declined to believed now that the third man in the cab of the engine was the engineer who was to take Farr's place, as the fatal run was to be Farr's last. There is a theory now advanced that the signals were given Farr too late for him to benefit by them, and that he, recognizing the imminent danger, was suddenly stricken with paralysis or heart failure. He had the reputation of being a very careful man, hardly one to take any desperate chances. Although his hand was on the throttle at the time of the collision, the passengers on the Reading claim there was no perceptible diminution of its speed, nor did they hear the wheezing of the

Mayor Franklin P. Stoy of Atlantic City has issued a proclamation exressing the sympathy of the citizens with the grief stricken relatives and friends of the victims of the disaster.

Funeral services were held last night over the remains of the dead engineer Edward W. Farr, at his home, on Atfantic avenue, Atlantic City. He was a member of several secret societies, and they all had representatives present at the services. The body will be taken to Camden for interment this

DISREGARDED THE SIGNALS. A very clear explanation was given yesterday by Melville P. Hall of the Hall Signal company of how the accident at Atlantic City occurred. According to Mr. Hall, whose signals are tirely due to a total disregard of warning signals by the engineer of the crossing to guard them against posally regarded by railway men as a sure preventive of any junction collision in case the engine driver attends to his business.

The diagram which is printed by engineer of the Hall company. It shows the bed of the road and the manner in which the tracks of the Camden and Atlantic City road and the West Jersey railway crossed each other. The single track dine represents the latter. The train which was coming from the north had the right of way. The signal man in the tower at the junction had been notified of its approach and had set the electric signals to the north to indicate that the road was clear. The semaphore further away showed a signal 1,500 feet away from the more southern signal, which was intended to give the engineer of the oncoming train the assurance that the way was clear and kidneys. It cured me when all that he might go ahead that he might go ahead.

The opening of these signals along the West Jersey road automatically closed the blocks on the Camden division and set the signals at the danger mark. The semaphore nearest Phila lelphia showed a green signal of warning that a train was about to cross on the West Jersey road, and the Camden train should be stopped. Between this semaphore and the next one, nearer the junction, there is a distance for the engineer to stop his train, even though it was travelling at full speed. The second semaphore was automatically set by the opening of the line of the West Jersey road at danger and showed a red signal. It is ninety feet away from the junction. The engineer of the Camden train therefore wilfully disregarded the signals in both instances and, believing that he could cross before the down train appeared , pushed his engine through

The collision was of course inevitable The responsibility for the accident, according to Mr. Hall, rests, therefore upon the engineer of the Reading line who was killed in the collision. The explanation is of great interest, inasmuch as it will go far toward quainting the coroner's jury with the circumstances of the collision and will tend to show conclusively who was to blame for the fearful loss of life.

The scene of the collision has been carefully inspected by the engineers of the signal company, and they find the signals had been set as they should have been, thus relieving the signal man of any responsibility for the disester. The West Jersey line had been opened for the Bridgeton train, and the act of opening it had closed the Reading line. Running past the danger signals caused the accident.

TEMPTED THEIR FATE.

The officials of the Pennsylvania and the Philadelphia and Reading railroad companies have announced that they will hold the strictest investigation into the causes of the disaster. Meanwhile the patrons of these roads talk about "locking the stable door after the horse has been stolen," and intimate that "Ned" Farr, engineer of the Reading train, met good fortune when he

A commuter who travels daily on the Reading road said yesterday:
"Farr has been tempting fate ever since he had the 'run.' In this he was no exception to the rule. The bane of that section of the Reading line which runs from Philadelphia to Atlantle City is the racing proclivities of

its engineers.

"One who stands on the 'm by the railroad track can understand the whole thing at a glance. Never was there stronger temptation afforded to engineers with 'sporting blood' in their veins to open the throttle wide and 'let her go.' On the right, looking from Atlantic City, are the tracks of the Camden and Atlantic; on the left those of the Reading. They gleam, parallel, over a stretch of meadow long enough to enable a locomotive to get up her full speed and hold it. The road bed is perfection. Excitement runs high when the two trains—the Camden and the Reading—a gunshot apart, rush along, side by side, from Philadelphia toward Atlantic City, at

the rate of a mile a minute." Even with the ruins of the great disster right before their eyes, the commuters yesterday told of those races with an appreciable zest. "They'll be at it again in two weeks." said the commuter. "They can't get tain of the St. Paul could brush with the Campania,"

"But the racing between the Camden and Reading trains is not the worst feature. It is the racing of the West Jersey and Reading trains for the grade crossing at the tower be-tween Pleasantville and Atlantic City that invites calamity. Two trainsone travelling north, the other southare scheduled to arrive at that crossing almost at the same time. The engin eers are late, and to be on time is to an engineer more than all the tables of the law. So it is a race with each man to get by that crossing before his rival. As for the crossing itself, it is the veriest death trap ever con structed. Little more than the breadth of a woman's hand divides safety from destruction. And yet Farr, I am told, drove toward that crossing with one eye on the Camden train that was rushing along at his left. The wonder is that a collision did not occur long

WOMAN'S WORRIES

Would be few Were it not for Her Aches and Pains-Fewer Still to Men and Women Alike, Wers the Great South American Remedies in Every House.

No case af rheumlatism or neuralgia of so long standing that it will not succumb to the wonderful South American Rheumatic Cure. Mrs. John used at the junction where the collision occurred, the disaster was enfrom rheumatism. At times confined train on the Camden and Atlantic local physicians, but with little or no city division of the Philadelphia and Reading railroad. Every precaution spaired of. I was induced by a friend spaired of. I was induced by a friend to my bed. I doctored with little or no relief. My recovery was almost despaired of. I was induced by a friend spaired of. to my bed. I doctored with all the had been taken by the roads by plato to try South American Rheumatic cing electric automatic signals at the Cure. After taking a few doses I was sible collisions. The system of block had been taken I was as well as ever. able to sit up, and when four bottles signalling is perfectly well known to When it is remembered that the pain travellers, but the system that was in was so intense at times that I could use at the junction where the disas- not be moved in my bed, I can but say ter took place was one which is gener- that my cure has been a wonderful

The most insidious of all diseases ar perhaps those of the kidneys, and it is only within a few years that adthe Herald was drawn by the electrical and has successfully coped with the vanced medical science has stepped in, ravages of these dread disorders. The thousands of cases which have been helped and absolutely cured in the use of the great South American Kidney Cure is proof that the proprietor of the formula which gives to the world this valuable healer has made a thorough study of such diseases, and the cure speaks the great truths he doiscovered. A. Williamson,, Customs officer, Kincardine, Ont., a prominent citizen of that town, lends his testimony to the great benefit derived from its use. "I can highly recommend this specific as the greatest of boons to suffering humanity for all affections of the bladder

The dyspeptic—who does not pity him? Emaclated, weary, gloomy, suffering agonies in mind and body. how many persons there are who have all of these symptoms, and neglect to give them the medical aid needed, and in an almost incredable time are drawn into a maelstrom of physical ailments. South American Nervine never fails in such cases. It gives quick relief, and persistency in its use is always rewarded by a cure. "I suffered agonies from aggravated indigestion and dyspep sia," says W. F. Bolger, of Renfrew "I was induced to use South Am erican Nervine as a last resort, and two bottles cured me of sufferings which had baffled every treatment be-

THE POLITICAL SITUATION.

G. King, M. P., Retires from Queens and Sunbury-Hon. A. G. Blair to Run in His Place.

To the Liberal Electors of Sunbury Queens:
Gentlemen—When compelled to vacate the seat to which I had been fairly elected by you in 1891, I was strongly urged by my family and intimate friends that, in my own and their interests, I ought not to consent to enter upon another election contest. This view was entirely in accord with my own feelings, and it was only after the urgent solicitation of the united party in the two counties that I very refuctantly consented to become your candidate in the last general election. The step which I shen took in accepting the nomination was prompted alone election. The step which I she took in accepting the nomination was prompted alony a desire to meet the wishes of the party which has etood undinchingly by me during my whole public career, and at the same time render all the assistance I could to the men who were fighting for liberal principle in the parliament of our country.

At the election which has just taken place you gave me unquestioned proof of your continued confidence, and highly appreciating as I did, this expression or your feeling towards me, I had no expectation that I should not occupy the seat to which I was returned during the coming sessions of parliament. Circumstances have since arisen which have during the coming sessions of parliament.

Circumstances have since arisen which have forced me to conclude that in the interests of the liberal party a different course from that which I had outlined for myself ought to be pursued. Our party has been wictorious, not only in the united counties of Sunbury and Queens, but throughout Canada, and our honored leader in the formation of a liberal government for Canada has, in his wiedom and with my entire approval, invited the Hon. A. G. Blair to accept the portfolio of railways and canals. This position, which he after a good deal of hestation decided to accept, requires that he should occupy a seat in the house of commons in order that he may be able to fill the office to the public satisfaction. After consultation with as many of

After consultation with as many of my friends as I have been able to meet in the time at my disposal I have formed the opinion that I can better serve the interests of the two counties by retiring at the present time in order to make a vacancy for the candidacy of Mr. Blair as a minister of the crown. I ask you to believe that I have taken this step in what I honestly consider to be the true interests of the country and the liberal party, and I would earnestly solicit of you all that you give to Mr. Blair the same measure of support which you have heretofore so generously extended to myself. Thanking you, as I do most sincerely, for the many expressions of confidence and esteem which I have received at your hands, I remain, gentlemen,

Very respectfully yours,

G. G. KING.

INFORMATION WANTED.

A reader wishes to know the name of the author, and in what poem th following lines are found:

woods are hushed; their music New leaf: new life, the days of frost are o'er;
New life: new love to suit the newer day.
The above lines are found in Tennyson's poem, The Last Tournament.

A crowd of women on a porch cal make more noise and say less than any other collection of creatures known to the scientific work

away from it any more than the cap- PLUNGED INTO A HUGE WAVE.

Torrent of Water Poured Over the Etruria's Bow.

Passengers Wakened from Sleep by Floods Pouring Into the Saloons and Cabins-Damage Done by the Deluge.

New York, Aug. 1 .- Nearly 600 passengers on the Etruria, at 2 o'clock last Puesday morning, were aroused by the ush of a huge wave, which, mounting the port bow, smashed her forward iron works, deluged the forehold, unshipped the vessel's belt, wrecked the creen stanchions, and then poured in torrents through the port companionways and invaded the rooms of the leepers.

The vessel left Liverpool last Saturday, and docked here today. Monday afternoon last she ran into a fierce westerly gale, which finally veered around, and at nightfall came howling out of the south. Capt. Ferguson had everything made snug, and as it was impossible to walk the decks in safety, the passengers, when the lights went out in the saloon at 11 o'clock, retired for the night.

At 2 o'clock the next morning the ressel's bow rose into the air, and plunging down again met the wave full on the port bow. It was like meetng a solid wall of stone. The vessel stopped suddenly and quivered, and then came the sudden deluge of water. Many of the passengers, awakened rudely from sleep, found themselves on the floor.

The water poured into the saloon cabins on the main deck and deluged the beds of the occupants. From scores of cabin doors the heads of frightened people protruded, some calling for riends, others for the ship's officers. Those who retained their senses heard the engines suddenly stop, the scurrying of footsteps overhead and the shouting of orders in loud tones from the officers. In fifteen minutes order was restored

Up forward the wave wrecked the atchway, and, getting down into the hold, ruined luggage and rusted several bicycles. It also tore the big bell from its place near the forehatch and sent it thundering along the deck. It brought up against the bridge.

In front of the main bridge are a dozen heavy five-inch oak stanchions Five of these were snapped off as if had been pipestems. When the wall of water had completed its work the Etruria's head was eased off, and she laid to for two hours and a half. The storm by that time had subsided, and temporary repairs had been made. No one was injured.

The steamship Paris arrived at her dock this morning from Southampton after a trip lasting 6 days and 22 hours and 31 minutes. The sea was very rough one day, and one exceptionally high wave washed over the bridge. Another wave broke down the iron doors of a companionway and flooded the steerage. No one was injured, and it took only a few hours to repair the

An iceberg was sighted about six miles to the northeast early on the same afternoon. Capt. Watkins calculated that it was 83 feet high and 200 feet long. The Paris steamed into a thick fog yesterday, and was compelled to slow down for 9 1-2 hours.

THE LARGEST FAMILY ON RE-

In the Harleian manuscript, number seventy-eight and 980, in the library of the British museum, mention is made of the most extraordinary fam ily that has ever been known in the world's history. The parties were a Scotch weaver and his wife (not wives), who were the father and mother of sixty-two children.

The majority of the offspring of this prolific pair were boys (exactly how many of each sex is not known). for the record mentions the fact that forty-six of the male children lived to reach manhood's estate, and only four of the daughters lived to be grown-up women. Thirty-nine of the sons were still living in the year 1630. the majority of them then residing

in and about Newcastle-on-Tyne It is recorded in one of the old his tories of Newcastle that "a certyne gentleman of large estaytes" rode 'thirty-and-three miles beyond the Type to prove this wonderful story. It is further related that Sir J. Powers adopted ten of the sons, and three other "landed gentlemen" took ten each. The remaining members of extraordinary family were brought up by the parents.

TWENTY-FIVE YEARS MARRIED. At six o'clock on August 4th the employes of Manchester, Robertson & Allison gathered in one of the large rooms of the carpet department and Mr. Barnaby, on behalf of the staff, briefly addressed Joseph Allison, extending the congratulations on twenty-fifth anniversary of his marriage. Mr. Barnaby spoke of the gradual increase of the business of the well known firm since its formation, and on behalf of the employes wished Mr. and Mrs. Allison many

years of health and prosperity. Mr. Allison was then presented with a massive silver epergne, with cut glass dishes, containing the inscription: "Mr. and Mrs. Joseph lison, 1871, August 3, 1896." Two dishes standing along side and quite in keeping with the epergne, were the gift of Messrs. Manchester and Rob-

Mr. Allison, who during Mr. Barnaby's remarks was considerably effeeted, was unable to more than thank the employes for their handsome gifft. He broke completely down and the tears rolled down his cheeks. Mrs. Allison, who was also present, was vis ibly affected.

10 ets Cures Constipation and Liver Ills. Dr. Agnew's Liver Pills are the mos perfect made, and cure like magic, Sick Headache, Constipation, Biliousness, Indigestion and all Liver Ills. 10 cents a vial-40 doses.

Though a husband is a greater source income to his wife than her cow, she never looks at him with as much speculative pride.

Children Cry for Pitcher's Castoria. MAIRINE MATTERS.

Lantalum has purchased by private e wrecked steamer hesper, ashore ockeport. Mr. Lantalum has men near Lockeport.

sale the wrecked steamer Hesper, ashore near Lockeport. Mr. Lantakum has men working at her.

Alkan as. Corean sailed from Newfoundland on Monday for Hakfax with English goods for this port.

The schooner Grace Rice is reported ashore at Port Hood and in a damgerous pos.t.on. She is a three-masted schooner of 145 tons, built at Weymouth in 1883 and owned by Thos. C. Rice of that place. Capt. Richard Marshall commanded her.

Steamer Loughrage Holme, at Liverpool from Boston, picked up, July 24, two men from the fishing schooner Norma off Cape An. The rescued men reported the Norma was anchored on the Banks when they left her to attend trawis. While they were at work the schooner parted her cable, and, fog setting in, they were unable to find her.

A Chatham, Mass., despatch of the 4th says: A collision occurred at 9 o'clock last night near Pollock Rip lightship between the three-masted Boston schooners Mattie A. Franklin, Capt. McDonald, bound from Philiadelphia to Portland with coal, and the Charles L. Jeffreys, Capt. Theall, from Hills-Franklin, Capt. McDonald, bound from Philadelphia to Portland with coal, and the Charles L. Jeffreys, Capt. Theali, from Hillsboro, N. B., for Newark, N. J., with plaster. Both vessels were somewhat damaged, but not sufficient to deter them from proceeding to their respective destinations this morning, after receving some assistance from the Monomov life-saving crew and making some minor receirs.

after respective destinations this morning, after receaving some assistance from the Monomoy life-saving crew and making some minor repairs.

The following charters are reported: Ship Lizzie Burreil, Batiscan to Rio de Janeiro, lumber, \$10.60; barks Strathome, Saguenay to Buenos Ayres, lumber, \$9; Oh Kim Soon, Kings Ferry to Las Palmas, lumber, at or about \$3.50; schs. Bartholdi, Orange Bluff or Cranfield to Pt. Spain, lumber, \$6.75 and river towage; John H Cross, Edgewater to Hakfax, coal, \$5 cents; Mary E, (rechartered), Edgewater to Digby, coal \$0 cents; Clayola, Edgewater to Chariottetown, coal, 90 cents; Gladys, Port Johnston to St. John, coal, at or about \$6 cents; Leonard B., Perth Amboy to Canning, coal, \$1; Josie, Weehawken to Weymouth, coal, \$1; Wm. Jones, Guttenburg to Gloucester, coal, 50 cents; Ira D. Sturgis, Pt. Liberty to Dover, coal, 70 cents and towage.

The blg three-masted American schooner Warner Moore, Capt. Crockett, bound from Hillsboro for Alexandria with a cargo of plaster, arrived here yesterday morning in distress. Capt. Crockett reports that about midnight on Monday with very thick weather he made land right ahead. While she was in stays her jibboom struck and was taken cut. The vessel then drifted on the rocks near by. All sail was lowered and a kedge anchor put out. By means of this the schooner was pulled off. Four Pisarinco dishermen, Samuel Fenguson, Lobt. McAllister, Henry Baird and Wm. Gabbratth, who were out fishing, boarded the vessel. They informed the captain that the Moore struck near Spit Rock. When asked if they could bring her up to St. John they replied in the affunative. They had got her up to the sland when Pilot Rodgers went on board. He had her put on the mud in Rodney shp. A number of planks are badly chafed, and she is full of water. Capt. Crockett cays he will put her on the blocks at once.

The Moore is owned by A. F. Crockett & Co. of Richmond, Va., is 421 tons register and was built at Newburyport in 1883.

The Pisarinco men got \$45 for the services rendere

The Pisarinco men got \$45 for the services rendered by them.
Ship Chas. S. Whitney, Capt. Morris, from Southampton, arrived at Spencer's Island on Monday. Neil Hoyt goes up with a number of men today to load her. The Whitney was 62 days coming out.
Sch. James Farnham, Capt. Foster, which at one time an between this port and Meteghan in opposition to the J. D. Payson, was wrecked the other day near Meteghan Breakwater. She was owned by J. W. Raymond of Port Mattland and was insured for \$200.

Steam collier Gu'mare, from North Sydney

Steam collier Guinare, from North Sydney for Hallfax; went ashore on the northern end of Big Ledge, White Point, near Cape Canso, 1 a. m., Sunday; full of water, rudder post gone, probably a total wreek. Had 180 tons of coal on board. The Guinare was built in 1878 in Lanark, G. B., iron, 247 tons gross; cargo insured in J. T. Twining & Son's agency; vessel in Kenny's and Strachan's agencies, Hallfax.

Bark Buteshire loads resawn lumber at Pensacola for Montevideo for orders at \$12; if Buenos Ayres, \$12.50.

Sch. Pefetta is chartered to load creosoted piling at Norfolk for Hallfax and Boularderie, C. B.

Steamer Beron Douglas, Capt. Durkee, from New York vis St. Vincent, C. V., for Port Natal, has, arrived in Simon's Bay, towing steamer Oscar II., Arnsen, with loss of crew. (The Oscar II. was last reported arrived at Delagoa bay, July 27, frem New York, etc.) Steam collier Guinare, from North Sydney

KOOTENAY, A SURE CURE.

KOOTENAY CURED WHERE DOCTORS FAILED.

S. S. Ryckman Med. Co., Hamilton. Gentlemen,-For a number of years was greatly troubled with a skin disease. I went to Hot Springs, Ark., and actually believe I consulted over the hotel this afternoon. He knew fifty doctors at different times without getting any relief. I took one bottle of your Kootenay Cure and it has cured stated that he had been drinking a me. Previous to using it I was unable to shave myself. It is no doubt a won-

highly.

derful medicine. I recommend it most Yours truly, A. TRUMAN, 109 King Street, E., Hamilton, Ont.

WANTS ALL HER FRIENDS TO KNOW. in Ottawa Lady Had No Hope, But Tried It and Was Cured.

Mrs. Thomas A. Pirie, Ottawa, adds to the great volume of voluntary testimonials the following story of the case: Ottawa, August 7th, 1895. S. S. Ryckman, M. P.

Dear Sir: I cannot find words to ex press to you my gratitude for the services your Kootenay Cure has done me. I had been treated by the best physicians in Ottawa for Rheumatism, but they told me that my case was so complicated, my trouble having originated from La Grippe, that any relief they could give me would only be temporary. Just at this time I heard of your remedy, and you were kind enough to call on me. I had very little hope of relief at first, the rheumatism having settled in my muscles and almost determined to try once more, and began to take your medicine, and in my case, physically speaking, old things have the place, and after going from stand ed. My nerves are as strong as ever purchasing some cheap specimen of they were in my life, and no change in the finny tribe, and departing. This the atmosphere has any effect on me was annoying to the fealer when his now. I cannot thank you enough, but place was full of customers, and so write this so that some other sufferer may read it and seek relief. You can refer any person to me at my residence _199 Albert street, Ottawa, and I shall be only too happy to give them any information in my power. Yours gratefully.

MRS. THOMAS A. PIRIE, 199 Albert street, Ottawa For sale by Geo. A. Moore, Samue Watters, G. W. Hoben, Druggists. Canadian Drug Co, Wholesale Agents.

Until a girl reaches 10 years of ag it is a pleasure to receive little attentions from her, for you know that she has not yet begun to think of marry

It must be pleasant to sit around with a pretty girl these moonlight nights, but it must also be a terrific bore to hear her talk. It is the frills that cost. Fried liver,

potatoes and calico cost almost noth-

DEATH OF NEHEMIAH M'DONALD

On Friday, July 31, Nehemiah McDonaid, one of the oldest and most respected residents of Wickham, Queens county, while shingling the roof of his woodhouse, fell to the ground and sustained severe internal injuries. Immediately after the accident he was found by some members of his family unconscious, and so remained until Saturday night, when he died. Dr. M. H. McDonald was in attendance and rendered all possible medical assistance without avail. Mr. McDonald was of loyalist descent and occupied the beautiful homestead at McDonald's Point, which has been occupied by his ancestors since the landing of the loyalists. He was one of the last of a large familiy of sterling men and women who did much to make that section of Queens county the beautiful and prosperous neighborhood it is. He was justly esteemed by all who knew him. A widow and nine children survive him. . He was buried on the 3rd inst. in the family burial ground at McDonald's Point.

THE NEW CORN MILL.

Fowler & Calhoun's new corn mill n the west side will be mished at once. The surveys are being made. The firm have leased from the city the old Dunn mill property, 750x260 feet. They will erect here a mill 160x60 feet, and 37 feet high; an elevator 40 feet square and and 70 feet high: a boiler and engine house 100x40 feet; a warehouse 100x45 feet; and a cooper shop with a plant to employ about 10 coopers. The mill will turn out about 400 bbls of cornmeal every ten hours, or 1,000 in 24 hours. Room is provided in the plans of the buildings for adding a plant to turn out 200 bbls of wheat flour in ten hours. The mill and elevator will be right at the wharf, with railway accommodation, and will therefore have an exceptionally advantageous locacion. This firm have now on cars here or in transit 28 cars of corn, the largest lot ever brought here as one

THE CENTREVILLE RAILWAY.

"All things come to those who wait" if they wait long enough; and now, Centreville, which has been waiting patiently for the past eight or ten years for direct railway connection, is likely to reap the reward of patience and perseverance within a few months. All sorts of predictions vouched on the surveying operations going on last summer, but after some delays operations appear to have reached a practical point. Mr. Mc-Intyre of New York of the firm of Babcock, Leary & Co., is at the Wilbur. This firm have the contract for building the road, and Mr. McIntyre is here to sub-let the work. He says work is to be started on sections at once, as soon as contracts can be made, and pushed forward as rapidly as possible. The contractors expect to have cars running on part of the road this season, and have it all completed if possible. There is good reason to hope, therefore, that before many months the citizens of Centreville will hear the whistle of the train coming into their village.—Woodstock Press.

DR. BEYNON DISCHARGED.

A Newcastle despatch of August 3rd says: The examination in the shooting case was commenced at 6.30 this evening. Police magistrate discharged Dr. Beynon and in summoning up the evidence said there was not a tittle of evidence against accused, and all the testimony showed he was entirely blameless and fired the shots in

self-defence. McKenzie is much better. His de positions were taken in his room in very little about the affair, but gave a straight-forward testimony, and good deal and almost everything was a blank to him.

THE SCHOOL TRUSTEES.

A meeting of the board of school trustees was held Tuesday, August 4th, to make arrangements for the issue of some new debentures.
The chairman of the board, Mr. Justice Barker, informed the trustees that he had tendered his resignation as chairman to the local government some days ago. He said he took the

have the time to do the work required of the chairman The board arranged for the signature of the bonds by Mr. Coll in the event of there being any delay in the appointment of a successor to Judge

step because he found that he did not

TALKING TO THEM.

Barker.

(From Harper's Round Table.) There is a fish dealer in New York who has a large number of rich customers. Once or twice a week his store can be found full of ladies who are doing their own marketing. The dealer is all smiles to his customers on stroyed my nerves. However, I de- such days, and very anxious to keep their good-will and trade. For some time an Irishman had been coming in passed away and all things have be- to stand, and peering long and closely come new. I can go anywhere, unaid- at the fish, he usually wound up by one morning when the fishman entered and began going from one stand to another as usual, he called out: "Look here, my good man, what are you always smelling my fish for?" The question was heard by every one, and they all listened for the an-

> 'Faith, olm not smellin' thim; it's talkin' to thim oi am." "Talking, did you say?"

"Yis; sure oim askin' thim the news from the sea." "Wel," said the dealer, impatiently, what did they say?"

"Sure, they didn't know, yer honor; they telt me they hadn't been there for over a month."

CHARLOTTETOWN MAN DEAD.

Charlottetown, P. E. I., Aug. 4.-George Peake died suddenly on the street of apoplexy last night. Peake was for years a member of the firm of Peake Bros. & Co.

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