

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, APRIL 6, 1904.

TWENTY CARS WRECKED AT ROTHESAY SUNDAY AND 50 CATTLE WERE KILLED.

Estimated Loss of \$12,000 to
\$15,000 in I. C. R. Disaster;
No One Was Hurt.

Immigrant Train Following Flagged Promptly, and Passengers Aid in Clearing Wreck—Underworks of Car Dropped and Cattle and Freight Cars Piled Alongside the Track—Many Head of Stock Killed Outright; Injured Shot or Knocked on Head to End Their Misery.

The village of Rothesay was given a shock Sunday morning at 9.45 o'clock when a freight and stock train was wrecked there. Twenty cars left the rails and were smashed to pieces, fifty head of cattle, valued at about \$3,500, out of 200 head were killed and about \$12,000 to \$15,000 damage done in all. It was one of the worst accidents that has ever occurred on this section of the road. The cause is not definitely known, although it is thought that some of the gear of a car collapsed and dived down the embankment.

An immigrant special was following the freight train and as it was promptly flagged a more serious accident was averted. It was delayed for nearly eight hours while the auxiliary crews were getting the line laid so that trains could pass.

The track had been shifted round the wreck by shortly after 6 o'clock last evening so that the immigrant special was enabled to pass en route west. The injured cattle were placed on board cars provided and brought to town. The work of clearing the road was accomplished in good style.

The special stock and freight train was made up of thirty cars and was in charge of Conductor W. H. Wilbur, while Engineer G. DeMille handled the throttle on the big freight engine.

The thirty cars were made up of twelve cars of cattle, two of sugar, one of steel billets, six of coal, one of paper. The conductor's van, a passenger car with a dozen costumed men, and six other cars containing miscellaneous freight.

The train left Moncton at 5.30 o'clock Sunday morning. Conductor Wilbur had a clear line to St. John, and was being followed, about twenty minutes later, by a train of a dozen cars containing immigrants, who disembarked at Halifax from the Allan liner Bavarian.

At 9.45 o'clock Sunday morning, Conductor Wilbur's special passed Rothesay station. He was seated in the cupola of his van when the train passed the station.

Train Went to Pieces.
Suddenly, about 500 yards west of the platform Conductor Wilbur saw his train go to pieces. There was not very much of a shock. The engine and a box car attached kept the rails, then nineteen cars began to dance. They plunged and reared like frightened steers; two of the first cars to leave the rails plunged over on our side, to the right of the roadbed and clear of the track. Then came ten more cars of cattle. The first of this ten left the rails and at right angles shot to the side of the roadbed and through the wire fencing. The nine others with cattle followed suite. All left at right angles and lined up side by side like horses in a stable.

Next to a dozen cars of live stock were cars of miscellaneous freight. First came box cars laden with coal, then a car of rolled tar paper and casks of oil, then two cars of sugar and one car of steel billets. These heavily laden cars crushed the frail cattle cars together and all were jammed into a mass of broken wood. Only one car, that loaded with coal, telescoped to any extent, and it was high in the air, piled on top of another broken car of coal.

In the rear of the derailed and demolished cars were six freight cars, a van and a passenger car containing the driver and crew. These were looking over the stock. These cars were not damaged and held to the track.

A Wild Scene.
The wreck is the worst seen in years in this province and it all happened within a few moments. The cattle which were on the accident scene were awful. As the cars crashed upon each other, the sounds of breaking of wood, and overturning freight, were belittled by the death cry of cattle, the bellowing of injured bullocks, and the frightened cries of the stock. It made a horrible melody and the scene was one of wild disorder.

To the right of the track, about twenty-five yards away, two bullocks, which escaped in some unaccountable manner, were bellowing in their fright. How they got clear of the wreckage and gained such a safe place within a couple of minutes, is a wonder.

Conductor Wilbur, who is an experienced man at his work, hastened first to the Rothesay station and telegraphed to St. John and Moncton about the wreck.

Immigrants Help the Cattlemen.
The cattlemen on the train hastened to work in saving as many of the 200 head of cattle as they could. The danger signal was put out by Conductor Wilbur for a special train of immigrants that was only 20 minutes following. This train was brought to safe standstill at the Rothesay station and, hearing of the wreck, only a few minutes later, the sturdy Britanians hastened from their cars and greatly aided the cattlemen in getting the injured stock from the overturned and crushed cars.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two. The car timbers were spat out in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

The cries of the suffering and injured bullocks were wild, and the bellowing of the other cattle was in seeming sympathy with their more unfortunate brethren. The signs that met the view of the rescuers were sickening. In one place a dozen head of cattle were crushed under the wheels of a car. In another a small calf had been half cut in two by a track and its head torn off, while others with carcasses cut in two, the car timbers were spat out in two.

feet of dead bullocks sticking up through broken timbers.

Whole Carload Saved Unhurt.

One car, with the sheathing torn from the upper side, was thrown from the track, almost on its top. In it were eighteen head of cattle. When the rescuers arrived they set to work with axes and cut out the end of the car pointing towards the highway. The animals were piled on the top of each other in a heap and it is remarkable that when there was a chance made for them to leave the car, they jumped out and only a couple showed anything like injury. Of the 200 head of stock in the train it was wonderful that 150 were saved. There were only about six or eight head of cattle which got clear of the wreck injured so badly that it was necessary to kill them. The other forty-four were killed outright in the crushed cars.

Some persons or persons who arrived on the scene early began putting the injured animals out of trouble by the shot from a rifle. A few were killed in this manner, while others were taken in charge by butchers from the crowd, who were in a hurry to get the cattle to the slaughterhouse.

John Storn, who has charge of shipping the cattle from Sand Point, drove to the scene of the wreck shortly after hearing of the disaster, and aided by this cattle forankee, while others were taken in charge by butchers from the crowd, who were in a hurry to get the cattle to the slaughterhouse.

There was hay on the train and the animals were given their feed, while they huddled closely together for protection from the cold northeast wind that was blowing.

There were suggestions that the 150 head of cattle be driven into the city, but Mr. Storn would not listen to any such suggestion. Some of the cattle walking about could be seen to be lame, and to land them at West St. John stock yards they should be reshipped at Rothesay and given a ride to the yards, where they will be again fed and watered, placed on board the Dominion liner and sent to Glasgow, to be slaughtered for the Scotch market.

Mr. Storn was anxious to have cars brought from the city, the cattle loaded into them and taken on their journey, but he has a delightful light, airy room, which he will use also as an office. Engineers' quarters have been provided off the engine room, and a most excellent galley has been constructed in the fore part of the ship.

This boat is now one of the fastest, trimmest and most comfortable little pleasure boats plying in the bay. Her owners have about completed arrangements for her summer's running. We are informed she is to make a weekly round trip between St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

uninjured for shipment. The remainder will be disposed of by auction.

Saving the Freight.
Auxiliary crews will start this morning to clear the main line, put the track in repair and save what freight is worth bringing to the city. The dead cattle will be brought to the city and the hides will be disposed of, and the carcasses sent to the Chemical Fertilizer Company.

Daniel Munro, owner of the stock, will arrive in the city today, Mr. Storn having telegraphed for him.

While the immigrants were stalled at Rothesay the residents supplied them with tea, coffee and other provisions.

THE NEW CHANCELLOR.

Major Howell's Successor in Salvation Army Post Here Was Formerly a Printer in St. John—His Successful Work.

Major Phillips, who has been appointed to succeed Major Howell as chancellor of the Salvation Army's operations in the maritime provinces, under Lieut. Colonel Sharp, will arrive today. He is a Salvationist of long standing. He joined the army more than twenty years ago in the old country, and became an officer there. He passed through the International Training Home, Clapton (Eng.), but after several appointments in the old land, his health failed, and he had to retire for a time.

To improve his health he came to Canada, and located in Halifax. He afterwards came to St. John and worked for some time on the Progress and Telegraph job printing staffs. Some twelve years ago he was re-appointed as an officer to take charge of the army's printing department, which position he held for five years. He was then appointed to the position of chancellor of the province, with headquarters at Spokane (Wash.).

After two years in the extreme west, his next orders brought him to London, where he served in the capacity of chancellor for three years. He then came to St. John, and on the appointment of Major Howell, was transferred to the post where he has been for two years. During this period the major has travelled extensively in all parts of the Northwest as far as Calgary and Edmonton, also through the state of North Dakota.

He speaks enthusiastically of the great west, both as to its future from a national as well as an army standpoint. His wife is an eastern officer, and has some considerable service in the maritime provinces. She will be remembered in army circles as Ensign Gwynne.

The major has been in the city for a few days, and will take up their duties immediately on arrival.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of *Dr. J. C. Williams*

STEAMER KILKEEL
Will Give a Fine Service to Head of the Bay.

Last fall certain enterprising citizens of PARSBORO purchased and imported the steamer Kilkeel. She was at that time a launch, strong, speedy, little boat, fitted entirely for the carrying of freight, but with no passenger accommodations. During the last month she has been laid up at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

The boat is now one of the fastest, trimmest and most comfortable little pleasure boats plying in the bay. Her owners have about completed arrangements for her summer's running. We are informed she is to make a weekly round trip between St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

SAW ST. JOHN SHIP A TROSSING DERELICT

New Brunswick's Agent General Writes of the Loss of the Mary A. Troop.

PASSED CLOSE TO WRECK

On Voyage from Jamaica to England, Mr. Duff-Miller Sighted the Abandoned Vessel—Steamed Near to Offer Aid, But No One Was There to Help.

C. A. Duff-Miller, agent general for New Brunswick in England, sends the following interesting item regarding the Mary A. Troop:

"It will perhaps interest your readers to hear that on my way back from Jamaica on board the Elder-Demeter liner Port Royal, I passed in mid-Atlantic a St. John ship lying water-logged and abandoned by her crew.

"She was a complete wreck, only the foremast with the yardarm hanging to it. All the bulwarks were gone, but a tattered flag, which had been rigged up on a jurnmast at a signal of distress, attached to the corner of the cabin, was still intact.

"We sailed up to within fifty yards of the wreck, blowing our whistle and firing two guns, without any sign of life being given from the derelict, and as the water was washing over her, the captain decided there was no chance of anyone being alive on her, and we proceeded on our way with rather sad hearts, not knowing what had been the fate of the crew.

"I made inquiries at Lloyd's immediately on my arrival here and was rejoiced to hear that her people were taken off by the steamer Curlew and landed at St. Michael, Azores, on the 14th inst. It was at 8 a. m. on the 8th inst. that we passed the wreck, and I had no time to spare when we got up to the derelict to find that she was a vessel sailing from New Brunswick, namely the Mary Ann Troop, 1,118 tons. Your nautical friends may be interested to know that when seen by us she was in latitude 34.07 N., longitude 58.57 W., which placed her 33 miles from Bermuda, northeast of that island.

"I find on inquiry that she had left Pensacola with timber for Rio Janeiro on the 5th January, so she had made very little progress on her voyage when disaster overtook her. I hope to be able in a day or two to learn particulars as to the fate of the crew and whether they were all saved."

The Mary A. Troop was owned by Troop & Son, and her wreck was reported some time ago.

Easter Day in St. John.
Sunday, the festival of Easter, the greatest event in the Christian year, was well observed in St. John. All the churches were well attended, and in all seasons music and beautiful flowers were very much in evidence.

Outdoors the air was raw enough to deter most of the winter's clothing should be retained, and with the exception of a few bright bits of color in the hats of the ladies, there was little to remind one of the time of the awakening of nature was at hand.

Very few people were on the street, however, during the hours of service, for most citizens had found their way to one church or another, all of which go to show that no matter what any one may say to the contrary the people of St. John are an essentially religious people.

Towards the end of the service many much colder, and those who were coming home from evening service hurried along the streets to their warm homes. And so another Easter passed hurriedly with the story of the mysterious event it is designed to commemorate. The sermons of all the city clergymen were all appropriate and eloquent of the season and the season's story.

News of the River.
Reports from up river show that the ice is still solid, and the outlook is that this fortnight or thereabouts will pass before commences any decided breaking up.

At Fredericton and Woodstock the stream can be passed with safety, but from here to Purdy's Point the river is practically open.

The boats are hardly yet in readiness to begin navigation. The machinery of the Majestic will be inspected today, and early next week the boat will go below the falls. The hull will receive a plating and new propellers will be added. The saloon woodwork of the steamer has been thoroughly cleaned and prepared to receive passengers.

The exterior of the Majestic has been painted but work still goes on in her saloons.

This boat is now one of the fastest, trimmest and most comfortable little pleasure boats plying in the bay. Her owners have about completed arrangements for her summer's running. We are informed she is to make a weekly round trip between St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports. At Windsor she will connect with the train of the PARSBORO, and at St. John, PARSBORO, Windsor and return, touching at necessary intermediate ports.

MANCHESTER RO