

AT MINNEAPOLIS.

Death of Mrs. Lydia A. Moore of Charlotte Co.,

And of Miss Jennie A. Anderson, formerly of St. John, North End.

The Minneapolis, Minnesota, Times of January 19th, publishes on opposite pages portraits and sketches of Mrs. Lydia A. Moore, and Miss Jennie A. Anderson, both natives of New Brunswick. Of Mrs. Moore, the Times says:

"Mrs. Lydia A. Moore, the wife of Joseph Moore, died on Monday last at her home in this city. Mrs. Moore was born in St. David, N. B., December, 1811, and was 86 years of age. Sixty-one years ago she married Joseph Moore of Moore's Mills, N. B., and came west in 1836 to this city. The deceased early associated herself with the Methodist church and during her life has been an earnest and consistent Christian. The pall bearers were six grandsons. She leaves an aged husband, now 91 years of age, one brother, David P. Perkins, of this city, and one sister, Mrs. Arthur Clowman of Biddeford, Me.; also two sons, Winchester E. and J. Willard, and two daughters, Mrs. John A. Thompson and Mrs. George W. Crocker, and also the widow of her eldest son, the late Charles W. Moore."

Of Miss Anderson the Times speaks as follows:

"Jennie A. Anderson, who was known to thousands of poor people all over the northwest, and who died a short time ago, was born in St. John, N. B., July 2, 1870. Her father was a native of Shubenich Island. He was accidentally killed in 1884 while engaged as manager of a lumber mill in New Brunswick. In the same year Miss Anderson joined the Methodist church and in a letter written to her father a short time before his death, she said: 'I have given my heart to God and have felt better ever since.' This was no hypocritical phrase, but meant more to her than even she herself realized. Her after life proved that this was so. In 1891 the family came to Minneapolis and the year following Miss Anderson accepted a position with the Associated Charities. Later she was given charge of the employment bureau and more recently still was given charge of the register, in which is kept a record of all those persons who apply to the charities for relief. Her great tact and infinite patience made her services in this line of work invaluable. She and her husband both to the end endeavored to help the poor, whom she loved and aided. Since 1891 up to her death Miss Anderson ranked among the active workers of the Young Women's Christian Association. She enjoyed the work of the association to the utmost. In 1891 she joined the Hennepin Methodist church and distinctly became interested in the Y. P. C. E. work. Shortly after her death the society passed a series of resolutions, expressing their feeling of personal loss."

Miss Anderson, whose death in Minneapolis early on New Year's morning, was thus commented upon in the Times of the 19th, was well known in St. John, particularly in North End Methodist church circles. Her father, the late Andrew Anderson, lived in St. John for many years, having come at which time a boy, from the Shubenich Islands, his half brother, Peter Y. Macdonald, having preceded him some years. Mr. Anderson was for some time a surveyor of lumber here, later opening the Anderson mill on the Strait Shore until its destruction by fire in 1873. During the last years of his life he was manager of the Hopeville Mill Co. at Albert, where he was accidentally killed in October, 1884. Mr. Anderson was a typical Methodist class leader, Sunday school worker and local preacher, exercising the latter function twice on the Sabbath preceding his death.

Miss Anderson's life, brief as it was, but 27-28 years, seems to have been as complete as that of many an older person, and her many St. John friends will rejoice to hear of her triumphant entry upon the realities of the better life for which she was so evidently prepared. Her mother, who is a daughter of the late Miss Spence, her brother, Walter P., and two sisters reside in Minneapolis. One sister lives in New York city.

FAIRVILLE NEWS.

A very pleasant affair took place Thursday evening at the residence of the bride's father, William Cole, Millford, when his daughter, Reine, was united in marriage to Adam Campbell, one of the popular young C. P. R. engine drivers. Miss Jennie Campbell, sister of the groom, acted as bridesmaid, while the groom was supported by C. B. Black. Rev. Mr. Morton officiated. The bride was the recipient of many beautiful presents.

The flag was flying on the Aberdeen Temple of Honor hall Friday in honor of the marriage of Adam Campbell, who is a member.

Miss Elsie Worden's very sudden death Wednesday evening was a great shock to her relatives and her many young friends in Fairville. She was only sick five days. Miss Elsie Worden came here about four years ago, and has been living with her aunt, Mrs. Newton Fowler, ever since. She was a member of the Fairville Baptist church, also a member of the Sabbath school, at which she was a strict attendant. A funeral service was held Thursday evening at eight o'clock at Mr. Fowler's residence. Rev. G. R. White officiated, and the Baptist choir was present and sang Asleep in Jesus and Safe in the Arms of Jesus. Her Sunday school class of about 25 pupils, also the attendants of the asylum, a handsome wreath; also beautiful flowers were sent by Mrs. Young, matron of the asylum, and the Misses Abrams. Her remains were taken to the Narrows Friday afternoon for interment.

A DEFEAT IN INDIA.

Lieut. Col. Houghton and Several Officers and Men Killed.

CALCUTTA, Jan. 30.—Gen. Westmacott telegraphs from Camp Mammami that the fourth brigade became entangled in a gorge near Shinkumar yesterday and suffered serious losses. Lieut. Col. Houghton, Lieut. Spring, Dowdall, Hughes and Walker, together with fifteen men of the Yorkshire Light Infantry and three Sikhs, were killed; Major Earl, Lieut. Hall, thirty-one men of the Yorkshires and two Sikhs, wounded. Major Earl severely, and twelve Yorkshires are missing, including one who was wounded and captured by the enemy.

It appears that a combined movement was planned to cut off the retreat of a number of Afridis who had been driving their cattle to graze on the Kajural plain, west of Bara fort. Two columns marched from Ali-Musaid and Jamrud to block the way north, a third column from Bara marched westward over the plain toward the hills, while a fourth, consisting of the Yorkshire regiment and a regiment of Sikhs, advanced from Mammami with the view of getting to the rear of the Afridis and preventing their escape toward Bara valley.

The first three columns performed their allotted movement without loss, meeting with very few of the enemy.

The fourth, under Col. T. J. Seppings, lost Mammami early Saturday morning. The leading troops reached Shinkumar-Kotal at half-past ten, finding no opposition.

Col. Houghton with the Sikhs proceeded to search the caves. On the arrival of the main body at Kotal it was discovered that a company of Sikhs had somehow been withdrawn from the high ridge on the west, the key of the position, which the enemy forthwith occupied. To retake this involved heavy loss. Lieut. Dowdall was killed while charging at the head of his men.

About midday the troops began to return to the camp, the enemy harassing the rear guard and left and taking many casualties.

The rear column cleared the pass about five o'clock with the assistance of General Westmacott, who came up with two guns and four hundred rifles on receiving Col. Seppings' message that the force had become entangled. The retirement was conducted admirably, the officers speaking in the highest terms of the gallantry of the troops.

Lieut. Col. Houghton's body has been recovered, and search parties have started for the others. The column has been reinforced by seven hundred men and twenty-five men from Bara and Col. Stuebel's fifty infantry, two guns and a squadron of cavalry will move to the north of the pass. The enemy's loss was severe.

Gen. Sir Power Palmer is preparing to make reprisals. Sir Wm. Lockhart will arrive here today.

HEROIC MEASURES.

(From the Chicago Tribune.)

"Why should I suffer the pangs of hunger any longer?" exclaimed the discouraged desperado, "I will end this misery at once and forever!"

Whereupon he rushed out of the house and made his way to a clinic where skilled operators were removing human stomachs free of charge.

It must be very painful for the fellow who has a lot of felons on his hands.



It makes the skin clear by making the blood pure. No better beautifier than B.B.B.

Mrs. R. E. Lees, Fenelon Falls, Ont., says: "I feel thankful to say that through the use of B.B.B. I am strong and healthy to-day. I was troubled with eczema, which broke out all over my body in a scarlet rash and then turned to large sores, some as large as a 25 cent piece. I tried two doctors and they did me little good. At last I got Burdock Blood Bitters and took four bottles which entirely cured me and I cannot say too much in its praise. It has made my skin clear and smooth."

FATAL RAILWAY ACCIDENT.

St. John Day Express from Boston Leaves the Rails at Orono, Me.

Mrs. J. C. Murray of St. Stephen Killed, and A. B. McLean of St. John Injured.

Capt. Robert Carson, Who Had His Collar Bone Broken, Tells a Sun Reporter About the Accident.

A serious and fatal accident occurred on the Maine Central railway on Saturday afternoon to the St. John day express which left Boston at seven o'clock in the morning and was due here at 10:40 in the evening. The accident occurred at 4 o'clock near Orono, Me., and it was nearly three hours later before anything of the serious nature of the affair was known in this city. Then nothing definite could be learned until late of the names of the killed and those seriously injured. Of the killed it appears only one name from this province, Mrs. Jennie S. Murray of St. Stephen, while A. B. McLean of the A. B. McLean Co. of this city and Capt. Robert Carson of St. Martins are the only ones from this province known to have been seriously injured. Mr. McLean had three ribs broken and was badly shaken up, while Capt. Carson had his collar bone broken and is suffering somewhat from injury to his hips.

The Canadian Pacific train which connects with the Boston express at Vancouver came into the city on time Saturday night with passengers from local points.

The train from the scene of the wreck arrived at 8:30 o'clock Sunday morning, but only had two passengers, Capt. Carson of St. Martins and a young man from Cape Breton, who had escaped injury. The others bound to this city or points east remained at Oldtown or returned to Bangor for treatment.

Capt. Carson was seen by a Sun reporter at Mrs. Price's, corner Princess and Sydney streets. About the face he was none the worse of his rough experience, but he had his arm in a sling and complained of a soreness about his left side. The accident occurred at 4 p. m. Saturday. I was in the first class car and had been in conversation a few minutes before with A. B. McLean of this city and also C. E. Leachler of the International Steamship company of this city. Just before the train left the track Mr. Leachler returned to the Pullman car. The first class was pretty well filled, principally with Maine people. When the accident occurred I grabbed hold of the seat, but our car went down over the embankment about twenty-five feet and turned upside down. The seats were torn from their fastenings and cushions, frames of seats, etc., were piled upon the occupants of the car. I was buried up to about my waist in cushions and frames of seats, and for about five minutes I thought I would suffocate from the dust. Then I managed to free myself, and others who had not sustained any serious injury started to help those who were almost powerless to help themselves. The sight that met my eye in that car I will never forget. Blood and bruised faces met my eye in every direction. Sitting just in front of me were a gentleman, his wife and baby. Shortly before the accident occurred a man wearing a large bearskin coat came into the car and took a seat on the opposite side to the man and his wife. The baby was thrown into the arms of the man with the bearskin coat. The father and mother were considerably out about the face and the blood flowed freely, while the man with the bearskin coat was a/o out about the face, but the child escaped injury. The man had held the baby in his arms.

Capt. Carson and Mr. McLean got out of the car in about half an hour after the accident and walked up the embankment together. The train, Capt. Carson thinks, must have been going forty miles an hour at the time of the accident, which is supposed to have been caused by a broken rail. The accident occurred just after the train had passed over the Orono, Me. bridge. The engine remained on the rails, but all the cars except the private car of the president of the Maine Central, which was the rear one, left the rails. All the injured passengers were sent to either Bangor or Oldtown.

W. K. Thompson of Pittsburg, Pa., injured, was bound to this city on a visit to R. A. H. Morrow.

THE NEWS AT ST. STEPHEN.

ST. STEPHEN, Jan. 30.—The arrival of the Sun tomorrow will be anxiously awaited for the details of the terrible disaster on the Maine Central. Very little can be learned here, though it is known that some Catais people were on board. Mrs. John C. Murray of St. Stephen is reported among the dead. Her husband, a liquor dealer of the old school for many years, died here last November. His brother died within a few hours of him, and a double funeral was held from the same house. Within a few weeks Mrs. Murray was called to the deathbed of her mother at New Bedford, and she had since been visiting relatives there and at Vasey, Me. She boarded the train at Vasey Saturday afternoon to return to her home here.

Julian Merrill, also among the dead, had many friends in this vicinity. Jed Clarke of Calais, reported as one of the passengers, has been through three serious railway accidents. The mercury has been below zero since Friday. On Friday night it is reported to have gone as low as thirty below.

(By the Associated Press.)

BANGOR, Me., Jan. 30.—Two of those injured in the Orono railway accident died this morning—Daniel Cunningham of Troy, Me., at 2 o'clock, and Rev. Matthew H. McGrath of South Boston, stationed at Winn, Me., at 6 o'clock. This makes four dead.

The list of dead and injured, as far as can be ascertained tonight, shows four dead—Daniel Cunningham, wife of Troy, Me.; Mrs. Jennie S. Murray, supposed of Calais, Me.; and Rev. Matthew H. McGrath of South Boston.

Those seriously injured: Stanley Bean of Passadunk, Me., fracture of base of skull; case critical. Edward L. Madocks, Skowhegan, Me., fractures of skull; condition serious.

D. F. Atherton, student in Bangor Theological Seminary, cuts on head and severe shock.

Mrs. John—Treat, Enfield, ribs broken, fingers crushed, scalp wounds and general bruises.

A. B. McLean, St. John, N. B., ribs broken, spine injured and severe shock.

Frank U. Jenkins, brakeman, Vancouver, Me., ankle broken, back injured, many bruises.

J. E. Leavitt, Oldtown, jaw broken in four places, bruises.

W. K. Thompson, Pittsburg, Pa., scalp wound, cut face, severe shock.

In addition to these, twenty-eight others suffered injuries more or less painful.

As to the cause of the accident, there are many rumors and conjectures, but no definite knowledge. The railroad officials will say nothing, and there will be no satisfactory information on the subject until next Friday, when probably the railroad commission will hold a hearing in the case.

General Superintendent McDonald came here today in a special from Portland and visited the scene of the wreck, returning to Portland in the afternoon. One of the wrecked cars has been placed upon the track, but it will take a week to clear up the wreck. The track was cleared for traffic a few hours after the accident.

It is known now that the conductor signalled the engineer to stop when the train was on the curve about six hundred feet from Orono station, having just then discovered that he had on board three passengers for that station. Whether or not this had anything to do with the train leaving the track can only be conjectured.

The railroad officials say that it is nothing unusual for trains to be slowed down on the curve, and that so far as they know the track was in good condition. The weather had been very cold for some days, and it is thought that the action of the frost may have so affected the fastenings of the rails as to cause them to spread. That the rails spread is the most generally accepted theory, but it is only one of a dozen theories.

Two of the railroad commissioners were at the scene today and examined the place.

Some of the injured are in Oldtown hospital, one in Bangor hospital, several at the Orono house, several at Bangor hotels, and many others at their homes or those of friends.

The scene of the accident was today visited by thousands, despite the bitter cold.

TEMPERANCE COLUMN.

By the Women's Christian Temperance Union of St. John.

Trust the people—the wise and the ignorant, the good and the bad—with the gravest questions, and in the end you educate the race.

Extract of an address delivered recently in Montreal by Dr. Amelia Youmans:

It has been said that the cradle stood between the woman and the ballot. How she wished that his child's cradle stood between every man and the ballot. Then she would vote for that child's best interests. We were constantly being told that legal prohibition would not keep liquor out. Why not? Legal measures were constantly being used to stamp out other contagious diseases, and at the cost of great personal annoyances, for yet, when it was a case of prohibiting smallpox or cholera no one grumbled. In the case of tuberculous milk in Manitoba the manufacture was stopped by killing the cows, and the farmers never talked "sumptuary laws" then. Yet if the nature of that diseased milk had been to create a false appetite for it we would probably have heard more protests against prohibition.

The people's will must be behind the law, and to this end Dr. Yeomans urged the need of education all along the line. But if the law, the will of the people, was not enforced, the onus must rest with the law breakers. "Thou shalt not" of the income law had always been disregarded by smugglers and moonshiners. If we should, after the plebiscite, secure a prohibitory law that should be as well enforced as the Maine law, it would be to the country an incalculable benefit.

People used to think alcohol was good. Now scientific men taught us differently. They said it had no food properties whatever. It was not even a stimulant, but a depressant. Arctic explorers found themselves better without it, and even prize fighters refrained from its use while they were in training. Edison, when asked by Miss Willard why he never used either alcohol or tobacco, said he needed the whole power of his brain for his work. What the time was ripe for was not so much a plebiscite as a commission of scientific experts to show us alcohol's exact properties. Would we take a plebiscite on the sale of opium? Yet in India they use opium as we do alcohol.

But, it was often asked, what about the individual liberty of the saloon-keeper? She would point them, in reply, to a man she met not long ago in Winnipeg who had spent days away from his shop keeping his wife out of the saloons and out of the hands of the police. What about his personal rights to earn his living and to have a decent wife? Was not the saloon-keeper infringing on them? Then, people talked loss of revenue. Yet from forty millions direct expenditure and four millions more, indirect, the country only got eight millions revenue in return. Then, what about the revenue lost by the death of 4,000 persons every year due to the traffic? Fire was good in our stoves. But when the whole house was on fire, who talked of regulating it? The greater evil of our nation was on fire with alcohol. The little children were born into the world cursed with the inherited taste for it. Its flames danced on fashionable dinner tables, flashed high in the saloons and houses of shame, smouldered in rescue homes and orphanages and too often only died with their victims in lunatic asylums. We must educate, agitate, watch, pray and vote. And the Christian man must vote as he prayed.

LADY SOMERSET RESIGNS. On account of ill health she is no longer President of the British Women's Temperance Association.

The Cable despatches from London on Friday, Jan. 30th, brought the news that Lady Henry Somerset has resigned as president of the British Women's Temperance Association. It is believed here that this also carries with it the vice presidency of the World's W. C. T. U. Some time ago, Lady Henry was thrown from her carriage and seriously injured. She has not fully recovered from this, and, in addition, her general health has not been good for some time. Her recent attitude on the contagious diseases act, which provoked much opposition in the ranks of the W. C. T. U. leaders, also may have hastened her resignation. Miss Willard writes: Lady Henry Somerset has for many years been subject to a difficulty of the heart, which developed last summer to such a degree that the ablest physicians were consulted, and declared that her only safety lay in giving up her work. This she was most reluctant to do, and continued to hope that she might be able to come to the conventions in Toronto and Buffalo, and to exercise a general supervision of the society in England. But prolonged ill-health convinced her that it was best to resign the presidency of the British Women's Temperance Association. Lady Henry is under careful treatment at Eastnor Castle, and although she will probably not be able to resume active work, it is hoped that her invaluable services to the temperance reform will not be wholly discontinued. Lady Henry Somerset will have the appreciative sympathy of all good people at this time, when, by reason of her devoted labors, she is temporarily at least unable to continue them.

A THROBBING HEART

Is caused by wrong action of the heart, and can only be cured by correcting and regulating its working. Murburn's Heart and Nerve Pills do this. Here is the proof: Mr. John Griffin, St. Lawrence Hotel, says: "They cured me of nervousness, throbbing heart beat, dizziness and constant headache. My heart beats as steady as a clock now."

ROMANCE AND REALITY.

First college girl—What is to be the title of your graduation essay? Second college girl—Beyond the Alps lies Italy. What's the title of yours? First college girl—Beyond the stars lies the washbowl.

DROPSY TREATED FREE.

Positively CURED with Vegetable Remedies. Thousands of cases called hopeless. From a y doctor's cure in a few days symptoms rapidly disappear, and in ten days at least two-thirds of all symptoms are removed. BOOK of testimonials of miraculously cured cases sent FREE. 10 DAYS TREATMENT FREE by mail. Dr. H. Green's Sons, Specialists, ATLANTA, Ga.

LT. COL. DOMVILLE

Back from Yukon—He Talks of the Necessities of the New Gold Region.

A Railway Badly Needed—There is Ample Food for Those Already There but New-Comers at Present Must Suffer.

(Mail and Empire, Thursday.)

Lieut. Col. Domville, of P. Kings county, N. B., who has been up the White trail and around the Alaskan coast for the last four months gathering information regarding the best route for entering the Klondike, arrived in the city yesterday and registered at the Queen's Hotel. Having gained the information he sought, he came to Toronto to purchase machinery for the first steamerboat on the Yukon river. He also purchased a steam launch for the same purpose. He very kindly accepted Mail and Empire representative an interview in which he gave his opinion of how Canada's great gold district should be opened up.

"The only way to get into the country properly," said he, "is to build a railway, and the practical route for that purpose is the White trail. The best route is by the Yukon river, which, of course, is the all-water route. The Stikine river route is absolutely useless at this time of year."

Continuing, Lieut. Col. Domville stated that the White trail was about 25 miles long, and from it to the Klondike river was about 24 miles further, making it a total of about 49 miles to travel after entering the trail before reaching the river. The Stikine, on the other hand, was from 140 to 160 miles in length, and only opened for navigation about May 15th or 20th. The White trail was open the year round.

"A railway through the White trail will not cost much," said he, "and it will not be difficult to build. We have had an engineer over the route, and have ascertained the probable cost will be. It can be built without a government grant, and will pay well. I wouldn't ask a shilling of a cent from the government."

Questioned regarding the condition of those at present in the country, he stated that with the number that were coming out, he was living on short rations, he thought those who were in could not last through the winter. It was impossible to get any quantity of supplies through at this time of year.

The grave responsibility rests on the government, said Mr. Domville, "of opening up the country by a railway. They feel that the information in their possession warrants it. If they haven't sufficient information to justify the expense, the reports that are in circulation regarding the district cannot be true, or, in other words, there can be nothing in the country. But if Ogilvie's report, which all estimates are based, are correct, they are in duty bound to open up the country with a railway."

Col. Domville stated further that he was at present negotiating for the building of a railway through the White trail, and that they were going to send out a thoroughly equipped party by their own steamer to explore the country. He thought that the reports regarding the gold producing possibilities of the region were fairly correct.

KIDNEY SENSE.

Cure-alls are out of the Question in Kidney Diseases. A Specific Kidney Tonic is the Safe Remedy.

How Many Discover When It is Too Late that the kidneys have literally been ground out by the little solid particles which are contained in the blood of all sufferers from kidney disease, and that the kidneys are the organs. Common sense says and medical science has proven it that a liquid solvent which will dissolve and eliminate them from the system is the only safe cure for kidney disorder. South American Kidney Cure is a solvent. It has been tested in almost hopeless cases and there is yet to be recorded against it a failure to cure when it has had a faithful trial. Pills will not do it as they are not solvents. Don't trifle.

FROM AUSTRALIA.

One Hundred and Eighty Arrive at Vancouver Bound for the Klondike.

VICTORIA, Jan. 30.—The steamer Warrimoo has arrived from Australia and Hawaii. She brought 180 miners from Australia on their way to the Klondike. The Warrimoo brought from Honolulu news of the wreck of the steamer Kala, with a cargo of sugar. She ran on a reef. The steamer and cargo are a total loss. The loss on the steamer was \$25,000; fully insured.

Thb Kala, belonged to the Inter-Island Company, and the sugar was consigned to M. F. Grimshaw & Co. Mark N. Kennedy, a freight clerk of the steamer Klamu, was drowned through the overturning of a boat on the rocks at Pappaukau.

Veterinary Column

J. F. H. Cambridge, Mass.—A sprain such as you describe is not incurable. Use TUTTLE'S ELLIXIR. Foreman, Elgin, Ill.—There is only one sure way to locate lameness. Apply TUTTLE'S ELLIXIR, and it will remain on the part affected.

Mrs. F. S. T., Richmond Va.—If you find a case of colic that TUTTLE'S ELLIXIR will not cure, it will refund you the \$100 reward offered by Dr. Tuttle.

Willis S. Davis, M. D., Alton, N. H., writes: "To whom it may concern:—This certifies that my horse, the 15th of January, 1893, ran away with a hitching post, and was so badly that he was pronounced worthless by several horse doctors. I tried various remedies for six weeks, and he was worse at length. I used TUTTLE'S ELLIXIR, and in three weeks, from the time I commenced to use it, I had him on the road ready for work. The money is now in my pocket, and it is difficult to find the scoundrel."

TUTTLE'S ELLIXIR cures Rheumatism, Sprains, Bruises, Pains, etc. Samples of either the five for three Scott's Emulsion for post-ages. Fifty cents buys either Elixir of any drug, or it will be sent direct on receipt of price.

D.R.S. TUTTLE, 27 Beverly St., Boston, Mass. PUDDINGTON & MERRITT, Agents for Canada.