

MARYSVILLE TOPICS

April 18—The home of Mr. and Mrs. Wister was the scene of a very pretty wedding yesterday when their youngest daughter Etha was united in marriage to Wesley Rickard of Lower St. Marys by Rev. Mr. Berry in the presence of a few relatives. The bride was prettily attired in white silk, carrying a bouquet of white carnations was unattended. Her travelling suit being of brown with hat to match. The happy couple left last evening for Halifax to spend a few days, and will then go to Boston by boat before returning home.

Mrs. Alex Gibson Jr has returned home after spending a delightful visit in Boston with her daughter Mayme.

Mr. Don Bird rested very easy last night and is doing as well as can be expected after his serious operation for appendicitis.

Mrs. Elbridge Walker has been spending the last few days in Lincoln with her aunt Mrs. Wellington Yexxa who has been very sick.

The many friends of Miss Myrtle Pym will be sorry to hear that she has taken an ill turn and there is very little hope of her recovery.

An English Chemist Has Discovered How to Grow Hair

In England the ladies have entirely abandoned wearing hats, which is due entirely to this new discovery.

It has been proven that Henna leaves contain the ingredients that will positively grow hair. That they contain this long-sought-for article is proven every day.

The Americans are now placing on the market a preparation containing the extract from Henna leaves, which is having a phenomenal sale.

This preparation is called SALVIA and is being sold with a guarantee to cure Dandruff and to grow hair in abundance. Being daintily perfumed, SALVIA makes a most pleasant hair dressing. Ryan, your druggist is the first to import this preparation into Fredericton and a large, generous bottle can be purchased for 50c.

Mr. C. H. McLean of St. John arrived in the city this morning. He is at the Queen.

SKIPPER OF TITANIC HAS BEEN IN HARD LUCK

(New York Evening Post.)

The commander of the Titanic was Captain E. J. Smith, and it is reported that he went down with his ship and thus preserved the best traditions of marine life. The other officers of the Titanic are:

Surgeon, W. F. N. O'Loughlin. Assistant surgeon, J. E. Simpson. Purser, H. J. McElroy. Second purser, R. L. Barker. Chief steward, A. Laitimer.

Smith rose from the ranks. He commanded the Adriatic, and later the Olympic when she collided with the British cruiser Hawke. Then, as the position of greatest honor and responsibility, he was given command of the Titanic.

As a boy in 1869 he went on the Senator Weber, an American clipper, purchased by A. Gibson and Company of Liverpool. Here he served as an apprentice, and in 1877 he went to the square-rigger Lizzie Fennel as fourth officer. In 1880 he was appointed fourth officer of the White Star steamship Celtic—the old Celtic, which subsequently was sold to the Thingvalla Company and renamed America. In 1887 he went to the Republic as captain and later to the Baltic. These are the original boats in honor of which the present giants of the White Star fleet have been named. Later, the captain took command of the freighter Cufa, and then the Runic. After that he went to the old Adriatic, then the Celtic, Britannic, Coptic, in the Australian, Germanic, Majestic, Baltic and then to the Adriatic.

FORTY UNEVENTFUL YEARS AT SEA.

Trouble came to the veteran commander only at the climax of his career. Previous to the Hawke disaster, he had met no serious accident. In 1907, when he came to this port in command of the Adriatic, on her maiden trip, he said:

"When any one asks me how I can best describe my experiences of nearly forty years at sea, I merely say, 'uneventful.' Of course, there have been winter gales and storms and fog and the like, but in all my experience I have never been in an accident of any sort worth speaking about. I have seen but one vessel in distress in all my years at sea, a brig, the

crew of which was taken off in a small boat in charge of my third officer. I never saw a wreck, nor was I ever in any predicament that threatened to end in a disaster of any sort. You see, I am not very good material for a story.

"The love of the ocean that took me to sea as a boy," he added, "has never left me. In a way, a certain amount of wonder never leaves me, especially as I observe from the bridge a vessel plunging up and down in the trough of the seas, fighting her way through and over great waves, tumbling, and yet keeping on her keel, and going on and on—I wonder how she does it, how she can keep aloft in such seas, and how she can go on and on safely to port. There is a wild grandeur, too, that appeals to me in the sea. A man never outgrows that.

THOUGHT DAYS OF DISASTER OVER

Captain Smith always maintained that shipbuilding was such a perfect art nowadays that absolute disaster, involving the passengers, was inconceivable. Whatever happened, he contended, there would be time enough before the vessel sank to save the lives of every person on board.

"I will go a bit further," he said, "I will say that I cannot imagine any condition that would cause the ship to founder. I cannot conceive of any vital disaster happening to this vessel. Modern shipbuilding has gone beyond that."

An officer of the Adriatic who heard part of Captain Smith's remarks, put in:

"Don't forget when you write of the captain's 'uneventful' life to put in that it is the great captain who does not let things happen."

But the wisest and most capable captain cannot help letting icebergs happen. Rocks and reefs he can evade fogs and storms he can pick his way through, but the iceberg is marked by no red cross on the chart, and has no wireless, lighthouse, or bell-buoy.

What will become of Captain Smith as the result of this second great disaster to a boat under his command? In the case of shipwreck or collision at sea the general rule of the big steamship lines has been that the cap-

tain who is at fault not only loses his place in the service, but frequently has his certificate suspended by the licensing authority. This is one reason why captains prefer to go down with their ships.

A few companies, the North German Lloyd among them, are lenient, giving commanders and other officers another chance if their previous record is good, and if the ship does not become a total loss. On the other hand, the White Star Line and others have been inclined to rule that commanders who lose their vessels or are in a collision that costs the company a big sum of money are to be dismissed.

Captain Imán Sealby, who commanded the Republic when she sunk after a collision with the Italian liner Florida on Jan. 23, 1909, although no blame was attached to him or faulty navigational or steamship in handling his vessel, was dismissed from the service and went to the University of Michigan to study admiralty law. All his sea career had been with the White Star Line, and he had been sixteen years in command in the China, Australian, and Mediterranean trades.

Captain E. Prehn, of the North German Lloyd liner Prinz Friedrich

ONE WHO KEPT HIS COMMAND

Wilhelm, backing out of his pier at Hoboken in September, 1910, went two thirds of the way across the river and collided with the outbound French liner Lorraine smashing in her bows and doing considerable damage to her plates. He is still in command of his vessel, which is evidence that the directors considered he was not to blame.

NEGLECTED HIS SHIP TO DINE

Capt. Le Horni formerly commander of the Peninsular & Oriental Navigation Company, stranded his vessel the China, off Perim Island, in the Red Sea, in 1897. It cost the company about \$400,000 to get her off. At the court of inquiry it was proved that the second officer, who was on the bridge while the captain was at dinner, had sent down three notes by the quarter-master to inform the captain that ship was rapidly nearing Coal Point and that the course should be altered. It was the birthday anniversary of Lady Brassey, one of the passengers, who sat at the captain's right hand, and he was engrossed in conversation that he pushed the notes aside and the ship went aground before the passengers had finished their meal.

That disaster ended Capt. Le Horn's career. An order was issued by the company that officers were not to associate with the passengers in future, and notices to that effect were posted in all the cabins. This was the cause of about 400 officers resigning, as they were men of good families and had means of their own. Today, owing to the lack of officers, the Peninsular & Oriental Company is forced to take its junior officers from the British cadet ships.

A peculiar case, where a captain lost his certificate as well as his ship, was that of the stranding of the cruising steam yacht Norse King in April, 1893, on the coast of Zante, when she had about 250 tourists on board. Capt. Wright was keeping a course about seven miles off the coast on a clear evening about five o'clock, when a deputation of the women passengers asked him if he could go in a little closer in order that they could see the picturesque white villages, which shone in the sunlight against the vine-colored hills in the background.

The skipper kindly altered his course accordingly, but a crash followed which changed the passengers' cries of admiration to screams of fear. The Norse King had gone hard and fast on a reef running out from shore. The 250 passengers were three weeks on Zante, living on dried currants, figs, wild pig and hard cheese made from goats' milk. The Norse King was a total loss, and Capt. Wright had his certificate suspended for twelve months.

One of the chief factors which militate against a starship company giving a captain another command after he has lost his vessel is the insurance companies. From the time a man gets command of a ship his record is kept at Lloyd's agency, London, in a big book alphabetically arranged, so that the underwriters can refer at once to the career of a captain when he is appointed to a new ship.

Wood's Phosphodine, The Great English Remedy, Tones and invigorates the whole nervous system, makes new blood in old veins, cures nervous debility, mental and brain worry, despondency, sexual weakness, emissions, spermatorrhea, and effects of abuse or excesses. Price \$1 per box, six for \$5. One will cure six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. Send no money. The Wood Medicine Co., Toronto, Ont.

NEWS AND NOTES.

According to the last quarterly statement for the year 1911 the aggregate membership of the organizations that were affiliated with the American Federation of Labor during the last month of the quarter was 1,381,587, and increase of 115,638 over the corresponding month of 1911.

The average wage received by bricklayers in England is \$9.72 a week for fifty-two and one-half hours. The bricklayers in Germany receive \$7.50 a week, and are required to work fifty nine hours.

Mrs. Theresa Markey is still confined to her home with congestion.

DR. NESBITT MAY GIVE UP THE FIGHT

Chicago, April 17—All indications point to the conclusion that Dr. William Beattie Nesbitt will waive extradition and return voluntarily to Toronto at the end of the present week. Mr. H. H. Dewar, K.C., is expected on Friday, and upon his arrival the decision will be made. Both Dr. Nesbitt and his Chicago counsel, Mr. W. K. Pattison, indicated in interviews with The Globe that this course was under consideration, but added that the final decision must await a personal conference with Mr. Dewar. Meantime, Superintendent Joseph E. Rogers and Detective Wallace, who for the past three days have been exceedingly busy men, departed this afternoon for Toronto to report upon the situation and take counsel with the authorities there.

The situation is accordingly at a temporary standstill. Part of the embargo against the press was raised this morning and the county jail authorities permitted the newspapermen to see and talk with Dr. Nesbitt on securing a permit from Warden William E. Davis. The reticence of the federal and police officials, however, is unrelaxed, and many high-colored, fantastic and ridiculous stories are being exploited in the press in consequence.

The real developments of the case have centered around the keen battle of legal wits which has been steadily going on since the formal arraignment before the extradition commissioner on Friday afternoon. These culminated in the intimation to Mr. Horace D. Nugent, the British consul-general, by the legal advisers of Dr. Nesbitt, that a writ of habeas corpus was being applied for, and the liberation of the accused demanded, on the ground that the warrant on which he was held was faulty. The action however, had been forestalled by a little over half an hour, when Mr. A. W. Bulkeley, representing the attorney general of Ontario, with Messrs. Rogers and Wallace, waited upon Commissioner Foote and Detective Wallace swore out a new and amended warrant.

It was learned that the accused might be held or waive extradition unconditionally in view of the fact that other charges were being prepared. Commissioner Foote's instructions from the secretary of state however, indicate that nothing in the way of a roving inquiry or blanket charges will be permitted by the federal authorities. If a new charge is made and the existing charge dropped, Dr. Nesbitt will be liberated and will have to be rearrested. The extradition proceedings, it would appear, must be conducted on one specifically defined charge.

Suffered Greatly With Her Heart.

Became So Weak At Times Could Hardly Walk.

Many people may be unaware of having anything wrong with their heart till some excitement, overwork, or confinement in an overheated or overcrowded room, or public building makes them feel faint and dizzy.

On the first sign of any weakness of the heart or nerves, flagging energy or physical breakdown, you should not wait until you case becomes desperate before you avail yourself of a perfect cure by using Milburn's Heart and Nerve Pills.

Mrs. D. McGilvery, Bathurst, N.B., writes:—"Just a few lines to let you know what Milburn's Heart and Nerve Pills have done for me. I suffered greatly with my heart and became so weak at times I could hardly walk. A friend of mine advised me to try your Pills, which I did, and soon found great relief. They are the best medicine I have ever taken for heart trouble."

Price 50 cents per box, or 3 boxes for \$1.25, at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

NEWS AND NOTES.

The number of volunteer organizers commissioned by the American Federation of Labor in 1911 was 1,534. There are now 1,647 volunteer organizers commissioned by the federation.

The total funds of the Boot and Shoe Operatives' Union of Great Britain now amount to \$669,000, which is a gain in the last half year of \$23,000. The membership of the union is 32,928.

The cork industry in Toulon, France, pays a wage that is very small. Girls engaged in counting and sorting earn as 15 cents a day, while those working the hand operated knives receive 30 to 40 cents a day. The wages of some of the higher paid employees do not exceed 75 to 80 cents a day.

The general executive board of the United States Brotherhood of Carpenters and Joiners is holding its Spring session in Indianapolis at present. Among the matters to be considered by the general executive board during this session are the Chicago strike and the plans for the erection of a home for aged and infirm carpenters and for the sick and disabled members of the organization.

INTERCOLONIAL RAILWAY

Through Service

TO HALIFAX AND THE SYDNEYS FROM ST. JOHN

NIGHT EXPRESS LEAVING AT 11.30 P. M., CONNECTS AT TRURO WITH THE MORNING EXPRESS FOR SYDNEY, AND WITH STEAMERS LEAVING NORTH SYDNEY FOR NEW-FOUNDLAND.

NUMBER 26 THROUGH EXPRESS FOR HALIFAX, LEAVING AT 12.40 P. M., CONNECTS AT TRURO WITH THE NIGHT EXPRESS FOR SYDNEY.

BUFFET SERVICE ON NIGHT EXPRESS SERVING BREAKFAST BETWEEN TRURO AND HALIFAX

DINING CAR ON MORNING EXPRESS FROM TRURO TO SYDNEY SERVING BREAKFAST AND LUNCHEON

THROUGH SERVICE TO QUEBEC AND MONTREAL, CONNECTION FOR THE MARITIME EXPRESS LEAVES FREDERICTON 6.30 P. M.

F. B. Edgecombe City Ticket Agent.

CHEW KING GEORGE'S NAVY PLUG
For Sale Everywhere
The Rock City Tobacco Co. Ltd. QUEBEC

A Genuine Rupture Cure Sent On Trial To Prove It Don't Wear a Truss Any Longer.

After Thirty Years' Experience I Have Produced An Appliance for Men, Women and Children That Actually Cures Rupture.

If you have tried most everything else, come to me. Where others fail is where I have my greatest success. Send attached coupon today and I will send you free my illustrated book on Rupture and its cure, showing my Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief when all others fail. Remember, I use no salves, no harness, no lies. I send on trial to prove what I say is true. You are the judge and once having seen my illustrated book and read it you will be as enthusiastic as my hundreds of patients whose letters you can also read. Fill out free coupon below and mail today. It's well worth your time whether you try my Appliance or not.

Pennsylvania Man Thankful

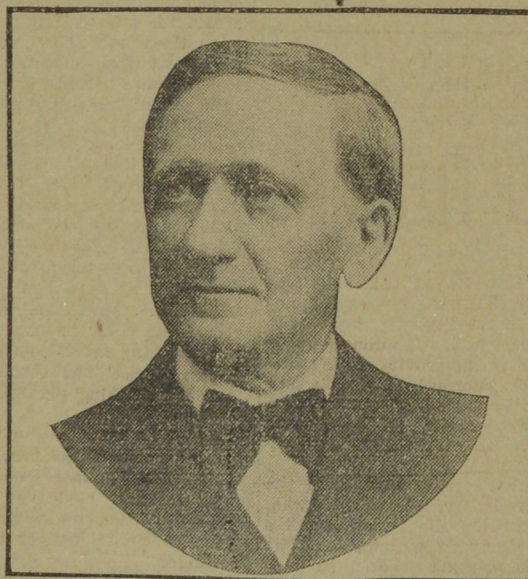
Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in. It would be a veritable God-send to the unfortunate who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it. My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers. I am, Yours very sincerely, JAMES A. SHITTON, 80 Spring St., Bethelham, Pa.

Recommend From Texas Farmer

Brooks Rupture Appliance Co., Marshall, Mich.

Gentlemen:—I feel it my duty to let you, and also all people afflicted as I was, know what your Appliance has done for me. I have been ruptured for many years and have worn many different trusses, but never got any relief until I got your Appliance. I put it on last November, but had very little faith in it, but must say I am now cured. I have laid it away—have had it off for two weeks and doing all kinds of farm work with ease. While I was wearing it, I had



The above is C. E. Brooks, inventor of the Appliance, who cured himself and who has been curing others for over 30 years. If ruptured, write him today.

lagrippe and coughed a great deal but it held all right. Words cannot express my gratitude towards you and your Appliance. Will recommend it to all ruptured people. Yours sincerely, J. E. LONG, Bald Prairie, Texas.

Others Failed But the Appliance Cured

C. E. Brooks, Marshall, Mich.

Dear Sir:—Your Appliance did all you claim for the little boy and more, for it cured him sound and well. We let him wear it for about a year in all, although it cured him 3 months after he had begun to wear it. We had tried several other remedies and got no relief, and I shall certainly recommend it to friends, for we surely owe it to you. Yours respectfully, WM. PATTERSON, No. 717 S. Main St., Akron, O.

Cured At the Age of 76.

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—I began using your Appliance for the cure of rupture (I had a pretty bad case) I think in May, 1905. On November 29, 1905, I quit wearing it. Since that time I have not needed it. I feel void of rupture and rate myself among those cured by the Brooks Discovery, which, considering my age, 76 years, I regard as remarkable. Very sincerely yours, SAM A. HOOVER, Jamestown, N. C.

Child Cured In Four Months.

Brooks Rupture Appliance Co., Marshall, Mich.

Gentlemen:—The baby's rupture is altogether cured, thanks to your appliance, and we are thankful to you. If we could only have known of it sooner our little boy would not have had to suffer nearly as much as he did. He wore your brace a little over four months and has not worn it now for six weeks. Yours very truly, Andrew Egenberger.

Ten Reasons Why

You Should Send For Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.
2. The Appliance for retaining the rupture cannot be thrown out of position.
3. Being an air cushion of soft rubber it clings closely to the body, yet never blisters or causes irritation.
4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.
5. It is small, soft and pliable, and positively cannot be detected through the clothing.
6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.
7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.
8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.
9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.
10. My reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and my prices are so reasonable, my terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

I send my Appliance on trial to prove what I say is true. You are to be the judge. Fill out free coupon below and mail today.

Free Information Coupon

C. E. Brooks 914 State St. Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name..... City..... State..... R.F.D.....