

GOT HIS INDIAN MAID.

Ontario Man, Grown Wealthy in Oklahoma,
Eloped With his School Girl
Love of Cayuga.

Chicago, Aug. 13—Hugh Shea, a rich cattle owner of Oklahoma, failing to secure a license to wed Laura Bulwer, an Indian girl of Cayuga, reservation whom he met at Hamilton, Ont., is supposed to have eloped with her to St. Louis. The girl is a half-breed, and unusually pretty. Her father had heard of the proposed marriage, and when the couple applied for a license they were turned away, the charge being that the girl was but 16 years of age.

The ranchman came to Chicago, three weeks ago with four carloads of cattle, which he tried to sell advantageously, but the strike had knocked prices, and after three weeks of waiting for better conditions he sold his stuff at a loss. The Indian maiden was waiting for the disposal of the stock in order that she might unite her fortunes with the cattleman.

Several years ago Shea and the girl went to school together at the Six Nation reservation. Canada, fell in love with each other then, and agreed to be married when she became of proper age. They met in Chicago, and the marriage was arranged.

Lively Boer, an Indian chief, is the father of the girl. With her he was connected with a tent show now giving exhibitions in Chicago. He opposed the match, as did the chief showman, and the letter to clerk Salmorsin was the result. The Indian maid, who has departed with her lover to get married where a license clerk will believe her age statement, is a beauty.

THE WHIPPOORWILL

Mark! to the lay, 'tis the whippoorwill's song,
"Whippoorwill," sounding the forest along;
The daylight has fled—night reigns over all,
And silence gives place to whippoorwill's call.
Gladdening and cheering the darkness of night,
Till morning brings in the glory of light.

With silver-toned echoes the woodland rings,
"Whippoorwill," sweetly and grandly she sings.
Her anthem of praise to God for His love
In sending down blessings from Heaven above;
Who keepeth all creatures under His care,
And provides the humblest with bounteous fare.

Through summer's heat, her night vigils she keeps;
"Whippoorwill," she never wearies nor sleeps;
On swift wings of silence, like meteor's flight,
She catches her prey till dawning of light.
Then to her home, in the old sombre wood,
To slumber in peace and quiet solitude.

Her season is o'er—no longer she'll stay,
"Whippoorwill," farewell she sings her last lay,
Till spring's balmy breezes kiss mother earth,
And forest and field come forth in new birth;
Her flight is by night—she shuns the bright day,
She has gone through darkness far, far away!

—Alexander Muir.

FIRE-FIGHTING HISTORY.

Now Canadians and Their Fire Engines
"Castor" Showed Paris Something.

That Canadian methods of fighting fire were in the van as far back as 1855 may not be known to many who have followed with admiration the record of our gallant Toronto brigade during the recent disaster, says a correspondent of The Toronto Globe. At the time of the disastrous fire in Paris, on the Quai de Billy, which occurred on November 18th, 1855, there was at the Universal Exhibition then being held a Canadian fire engine, named the "Castor." At the commencement of the fire the appearance was so alarming and gave such indications of extension that the Canadian commissioners were induced to place at the disposition of the local authorities the prize fire engine. It was put in the charge of Mr. Perry, an officer of the Canadian Fire Department, who was in Paris at the time who rushed it to the Quai in a remarkably short time, and, drawing the water direct from the Seine, kept several of the local fire engines supplied with a constant stream. At the height of the fire, when the flames attacked the military bake-house, Mr. Perry directed that the whole jet be directed on the flames. The stream was so strong and effective that it cut off the fire at this point, and undoubtedly saved the Government granaries and their immense supplies of corn and flour. Some idea of what this meant to the French people may be gleaned from the fact that stores were always kept in the building to supply forty thousand men for three months.

By a strange coincidence, the Canadian Commissioner had been shown over this building only two days previous, and had taken great interest in the machinery and the new appliances just installed. One of this party, whose name is unfortunately not known, performed a most heroic act at the fire. At the height of the conflagration, hearing the alarm whistle of the boilers (an indication that they were overheated, and would explode unless the steam were let off), though every passage appeared blocked by the smoke and flame, he forced his way into the engine room, guided by the sound of the alarm, opened the valves and

saved the building from being blown up.

The splendid work done by the Canadians attracted the attention of all Paris, and Marshal Magnan, through the English Ambassador, expressed the gratitude of the people for the help given them by the Canadians.

The Republic of Canada.

Twenty years ago 20 per cent. of the people of Canada would have welcomed the annexation of the Dominion to the United States. Ten years ago only 10 per cent. of the men who think thought seriously of such a move, and to-day no one ever mentions the matter at all. Twenty years ago only a few dreamers dreamed of the republic of Canada. Ten years later 10 per cent. of the people were in favor of it, and to-day twenty out of every hundred Canadians would welcome the news that Canada had cast off the cable that moored her to the Motherland and had blossomed out as a nation.

The relations between the people of the United States and of Canada will grow more friendly and pleasanter as the years go by because of the wholesale swapping of citizens now going on. Millions of Canadians have gone to the United States, and in the next decade millions of Americans will have crossed into Canada. We shall like each other better as we see each other more, for we North Americans are the people—all of us.

—Leslie's Monthly.

Interesting War Relics.

Some interesting war relics were on exhibition at the recent meeting in Toronto of the Army and Navy Veterans on May 10th. Mr. John Munn, chaplain of the order, obtained on loan from Lieut. Turner, formerly of the 20th Devonshire Regiment, whose father, Col. Turner, served with the 11th North Devonshire Regiment through the Peninsula campaign, a number of interesting mementoes.

One relic was a tattered silk flag, which was carried by Colonel (then Ensign) Turner at the Battle of Waterloo, and which was presented to him by the officers of the regiment after the campaign. Several medals, presented to Col. Turner, also form part of the collection. Another honorary member of the Veterans lent a Court suit, worn by Chas. Paing Destoe, one of the secretaries to Charles I., whom he followed all through the Civil War. Various other relics were also on exhibition.

Another Way Up.



"What's your husband doing?"
"Going up to his room. Since he has been ill the doctor has forbidden him to climb stairs."

Everything Is Grist.

Flipp—I hear that they use all sorts of materials in the manufacture of illuminating gas nowadays.

Flopp—True. They even make light of the consumers' complaints.—Cleveland Plain Dealer.

Hugo and His Disciple.

A young man, an admirer of the great poet, attended one of Victor Hu-



HOW MUCH
IS BABY
WORTH?
NOBODY KNOWS!



But it's worth taking care of, anyway. If it's precious little life is threatened from CHOLERA, DYSENTERY, DIARRHOEA, CHOLERA INFANTUM or BOWEL COMPLAINTS of any kind give it

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EXTRACT OF
WILD STRAWBERRY,
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Pumpkin Seed -
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Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.

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" I.C.R. " in Nova Scotia
" D.A.R. " in Nova Scotia
" P.E.I.R. " in P.E. Island

GOING DATES:
Aug. 31st, 1904, from Nova Scotia East of New Glasgow
Sept. 1st, 1904, from Nova Scotia West of New Glasgow,
P. E. Island and New Brunswick.

ONE-WAY SECOND CLASS TICKETS TO WINNIPEG only will be sold, with a CERTIFICATE extending the trip, before September 10th, without additional cost, to other points in Manitoba and Assiniboia.

FARM LABORERS will work not less than 30 days at harvesting, and produce Certificate to that effect, they will be returned to Original Starting Point at rates shown above on or before November 30th, 1904.

TICKETS WILL BE ISSUED TO WOMEN as well as Men, but will not be issued at Half-Rate to Children. Tickets not good on Ocean Limited on Intercolonial Railway or Imperial Limited Express Trains on Canadian Pacific Railway.

For further particulars apply to C. B. FOSTER, D.P.A., C.P.R., ST. JOHN, N.B.

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The Industrial, Agricultural and Live Stock Departments will be of outstanding interest. DAILY HO SE SHOW before the grand stand, the fashionable event of the season. AMUSEMENTS—This year, simply the best has been secured. The strongest attractions ever offered in St. John.

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INTERCOLONIAL RAILWAY.

Tender for Quay Wall of Cribwork

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Quay Wall, Halifax, N. S.," will be received up to and including

THURSDAY, THE 25TH DAY OF AUGUST, 1904 for the construction of a Quay Wall of Cribwork at HALIFAX, N. S.

Plans and specification may be seen at the office of the Terminal Agent at Halifax, N. B., where forms of tender may be obtained. All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office, Moncton, N. B.,
August 4th, 1904.

Aug. 8—d131

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**INTERCOLONIAL
RAILWAY**

On and after Sunday, June 12th, 1904, trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE ST. JOHN

No. 6 Mixed for Moncton	8.00
No. 2 Express for Halifax, the Sydneys and Campbellton	7.00
No. 4 Express for Point du Chene	11.10
No. 26 Express for Point du Chene, Halifax and Pictou	11.45
No. 136 Suburban for Hampton	13.15
No. 8 Express for Sussex	17.15
No. 138 Suburban for Hampton	18.15
No. 134 Express for Quebec and Montreal	19.00
No. 156 Suburban for Hampton	22.40
No. 10 Express for Halifax and Sydney	23.25

TRAINS WILL ARRIVE AT ST. JOHN

No. 9 Express from Halifax and Sydney	6.25
No. 135 Suburban from Hampton	7.45
No. 7 Express from Sussex	9.00
No. 133 Express from Montreal and Quebec	12.50
No. 5 Mixed from Moncton	15.10
No. 137 Suburban from Hampton	15.30
No. 3 Mixed from Point du Chene	17.05
No. 25 Express from Halifax, Pictou and Moncton	17.15
No. 1 Express from Halifax	19.45
No. 156 Suburban from Hampton	22.05
No. 81 Express from Moncton, (Sunday only)	1.35

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight. Moncton, June 9, 1904.

W. J. IRVINE, D.D.S.

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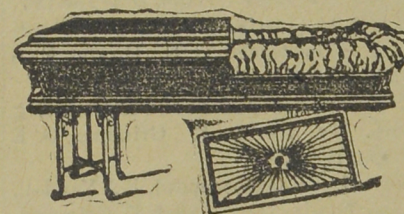
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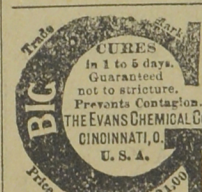
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