

ARCTIC HERO SUES TO PLEASE WIFE.

Dr. George Shorkley of Camden, Me., Hero of North Pole Expeditions, Returned to Find Love Grown Cold.

Camden, Me., April 10.—The life story of Dr. George Shorkley of this town, who is suing for a divorce from his wife, Mrs. Alice M. Shorkley, is a pathetic one. A brave man and a skillful physician married a young woman whom he believed and trusted as he did his own life. He had lived with her but two years when duty seemed to call him to accept the invitation to go as physician for the Baldwin relief expedition and later on with the Zeigler expedition. When he returned to Camden in the fall of 1905 it was to find that the news of his safety, after he was given up for lost, came to his wife as an unwelcome instead of happy news.

No one doubts that Dr. Shorkley loved his wife, and the loss of her affection cut him to the quick. Even now he studiously avoids all mention of her name even to his most intimate friends, and in suing for the divorce his wish to please the woman he once loved is seen, for only a divorce will give her the freedom that she apparently desires.

MRS. SHORKLEY IS TALL AND DARK OF STRIKING BEAUTY.

Dr. Shorkley has retained as counsel Judge Reuel Robinson of Camden. Mrs. Shorkley is thought to be in the West at present, although her husband had no knowledge of her whereabouts. It is thought that she will come East to contest the divorce.

Mrs. Shorkley is about 30 years of age, tall and dark and of striking beauty. She could easily be picked out in a crowd of women because of her prepossessing appearance. She is the daughter of Mr. and Mrs. Thos. McLaughlin of 136 Kenduskeag Ave. As a young girl she was one of the belles of Oldtown, where she grew to womanhood. She had many admirers before she met Dr. Shorkley. But when the marriage vows were plighted at Camden a little less

then five years ago, it was thought to be a love marriage.

Since his return to Camden Dr. Shorkley has taken up the practice of medicine so successfully that his old patients have returned and many new ones have come to him. At the March town meeting he was elected a member of the school board. He is also a member of the Camden Gun Club. Dr. Shorkley is a member of Claremont commandery, K. T. of Rockland, and on the Zeigler expedition he took with him a banner from Claremont commandery, which he planted on the most northernmost point reached by him.

Dr. Shorkley is an able speaker and has delivered several lectures upon his experiences in the frozen north. During the past two months he has received two flattering offers to go out as surgeon with two projected polar expeditions.

"Will you accept either of these offers?" asked the Herald representative of Dr. Shorkley. "I cannot say at this present stage of the game," was the reply, but to those who know him it would not be the least bit surprising if Dr. Shorkley should accept one of these offers.

Dr. Shorkley is confident that some daring man some time will find the north pole. He says:

"Yes, I believe the north pole will yet be found. Peary may do it this time, although his equipment is not superior to any of the others that have tried during the last 20 years. In that respect he has no advantage. He is trying the Greenland route and may succeed. I hope so. I admire his persistence and pluck, although I have never met him personally. Of course I am not sanguine of his success, for I have been there and know full well what it means. To find the pole is now only a question of transportation. That problem will some day be solved and it will be done by the Anglo-Saxon race."

IMMENSE RUSH TO WESTERN CANADA.

The Influx of American Settlers this Season Will Break all Records.

Edmonton, Alta., April 9.—The first spring weather has brought new settlers into the Edmonton district, and the present season promises to exceed all former ones, in the number of homesteads taken up. The first rush from the States started last week, when a carload of settlers arrived here from Dakota to take up homesteads. They were in such a hurry to reach their destination, that leaving their wives and daughters in Calgary, they rushed on to Edmonton, and notwithstanding the day was Sunday, entered the immigration office and ransacked the place for maps and information as to suitable lands. They said they were closely pursued by hundreds of settlers from the States, and wanted the first choice of lands. This illustrates well the great rush of immigration to Canada, and what is most gratifying, they are a sturdy, prosperous and industrious race of farmers, well calculated to make good citizens of the Dominion.

There has also been a steady influx of settlers from Ontario and the Maritime Provinces, and last week a carload of settlers arrived from Carleton Place and took up homes in the Daysland district, a thickly settled and fertile region between this city and Calgary, on the line of the Canadian Pacific Railway. Perhaps the greatest activity in farm lands is along the line of the Canadian Northern Railway, and hundreds of settlers are coming in to build homes for themselves along that line. New towns are springing up, and that railway is compelled to run its daily train from Winnipeg to Edmonton in two sections in order to meet the rush of business.

A prominent grain and cattle merchant of Chicago has predicted that there will be close to half a million settlers come into Canada from the United States during the present year. Whether this figure will be reached is a matter of speculation, but the present rush argues well for the realization.

There has been a corresponding activity in Edmonton real estate, and notwithstanding the fact that there are sixty-seven licensed firms doing business in the city, they all seem to do a thriving trade. There have been several transfers on business property on Main Street during the past week, and the highest price yet realized was \$600 a foot frontage for business lot formerly occupied by the Bank of Nova Scotia. This makes \$38,000 for a fifty foot lot, and is probably the highest price yet paid west of Winnipeg for a business lot. Several new handsome buildings under course of construction on Main Street, and the Merchants' Bank building, a four storey structure of brick and stone, is nearing completion. The large and splendidly equipped hotels have been found inadequate to meet the increase of travel, and plans are already under way for a large addition to the Windsor Hotel, to cost in the vicinity of \$100,000.

A site has been chosen by the Dominion authorities for the new post-office building, the old one having been found entirely inadequate for the business done. There has been great activity in the building trade here, and many large and handsome residences are under course of construction. A large percentage of the residences here are being built of brick, which gives a substantial appearance to the town not seen in other western cities. This is largely owing to the fact that a point considerably above the present bridge, which is too low to be convenient to travel. The new bridge will be built to the level of the city, and will be a great convenience, inasmuch as it will do away with the circuitous route by which the C. P. R. now enters the city, and will obviate the necessity of transferring passengers from Strathcona to this city by bus. The city authorities will be asked to share the expense of accommodating the new bridge for teams and passengers, to which they will, in all probability, concede. This railway will cross the city about Ninth Street west, and will have a union station with the Canadian Northern at the north of the city.

The present season promises to be an unprecedented one for the west in railway construction, and if all the plans at present promulgated, are carried through, the west will be spanned in all directions by systems of railroads. Besides the C. P. R. and Canadian Northern, at present entering this city, the Grand Trunk Pacific will have an entry here in the not far distant future, as shown by their surveys already published, and it is altogether unlikely that the Canadian Northern Railway will rest until it is completed through the mountains and to the Pacific coast, and with these two transcontinental railways passing through, the most hopeful cannot predict what a great future lies before Edmonton as the centre of the greatest wheat growing country in the world.

Surrounded on all sides by fertile and well watered lands, it is an ideal location for the prospective settler. This, together with the unlimited quantities of soft coal which can be found on nearly every farm in this vicinity, makes assurance doubly sure that manufacturing industries will find this city an ideal location. Mining experts affirm that immense quantities of splendid steaming coal will be mined near this city, and that argues well for the future prosperity of the city. The fact that capitalists are investing heavily in farm lands in all directions shows that there is every assurance of success in the future for settlers coming into the country.

As an instance of the great rush

of settlers during the present month, there was no less than one hundred and thirty-four homestead entries recorded at the Red Deer land office during the week ending March 28th. There are over twenty railway companies seeking incorporation at the present session of the Alberta legislature. Four towns—Lethbridge, Wetaskewin, Leduc and Medicine Hat—are seeking a city charter, which is good evidence of the advance of the west.

The Edmonton City Council has joined the Union of Alberta Municipalities recently organized in Calgary for the purpose of mutual benefit and advancement. A committee of the council is already making preparations to welcome Prince Arthur of Connaught, on his coming visit to this city next month. Edmonton will be sure to tender him a royal reception.

A MOTHER'S SACRIFICE.

Mrs. Morrissey Draws Children From Track as Train Approaches and is Killed by Boston Express.

Mt. Vernon, N. Y., April 10.—Just as Mrs. Nellie Morrissey snatched her two children this evening from the path of one fast flying train of the New Haven Railroad, she was herself struck by another and instantly killed. Mrs. Morrissey, who was 35, and lived in Mt. Vernon, returned from shopping in New Rochelle to find that her two children had strayed upon the tracks. Her second glance showed that coming towards them, at full speed, was an express train, while a curve of the road would prevent the engineer from seeing them in time to stop. The mother darted up the high embankment to the track.

"Run over to the other side," she cried, calmly pointing to the south bound tracks. "Run over there, my children, quick," at the same time pushing them. Wondering, the children complied, crossing the track ahead of their mother almost as the train was upon them. The mother followed, still urging the little ones on until they had crossed both the tracks and were waiting for her. As she stepped on the other track, it was to stand directly in front of the Boston express, going fifty miles an hour, and she was hurled over the embankment. Death was instantaneous.

MAILS CLOSING.

6 a.m.—For St. John, etc., St. Stephen and Charlotte Co., Carleton, Victoria and Madawaska Counties, and United States.

7:00 a.m.—Woodstock and Gibson Branch Stations.

WAY MAILS—East Side St. John River.

7:00 a.m.—For Keswick Ridge, Southampton, etc., Mondays and Thursdays.

West Side St. John River.

7:00 a.m.—For Springhill, Kingsclear, Prince William, etc., Mondays, Wednesdays and Fridays.

7:00 a.m.—St. John River via Steamer, For Ormoco, Sheffield, Gagetown, etc.

9:15 a.m.—St. John, etc. C. P. Railway Stations, East: Nova Scotia and P. E. Island.

10 a.m.—For St. Marys Ferry, Gibson and Marysville.

WAY MAILS.

2 p.m.—For Nashwaak and St. Marys Ferry, daily, Nasomouth, etc., Maryland, Hanwell, Lower St. Marys and Royal Road, Wednesdays and Saturdays.

3:30 p.m.—For Gibson, Marysville, Boiestown, Doaktown, Blackville, etc., Chatham and I. C. Railway Stations north and south.

4:45 p.m.—For St. Stephen, Woodstock, United States, Montreal, Toronto, Ottawa and North West Provinces.

4:15 p.m.—For St. John, etc., Nova Scotia and P. E. Island.

8:15 p.m.—For St. John, etc., Nova York, Mondays and Thursdays.

MAILS RECEIVED.

9:30 a.m.—From St. John, etc., and Nova Scotia.

From Hantown, Royal Road, etc.

11:00 a.m.—From Nasonworth and New Maryland, Wednesdays and Saturdays.

12:00 a.m.—From Montreal, Ottawa, North West Provinces, etc., and United States.

12:30 a.m.—From I. C. Railway Stations, North Shore and Quebec.

St. John River via Steamer.

5 p.m.—From Ormoco, Sheffield, Gagetown, etc.

8:30 p.m.—From Woodstock and Gibson Branch Stations.

8:45 p.m.—From Nova Scotia and P. E. Island.

WAY MAILS.

7:00 p.m.—West Side River St. John—From Meductic and Way Offices, Tuesdays, Thursdays and Saturdays.

9:15 p.m.—East Side River St. John—From Woodstock and Way Offices.

Mr. Gayboy—What did my wife say when you told her I wouldn't be able to come home tonight until a late hour?

Messenger—She didn't say anything.

Mr. Gayboy—Then you must have gone to the wrong house.

THE HERALDS FASHION PLATE.



FOR THE VERY LITTLE GIRL.

Those dainty little frocks of fine white materials made on simple lines are far more becoming to the small maid than a riot of frills. The few trimmings that are used are in the form of fine hand run tucks and insertions of narrow laces or embroideries. Here the Mother Hubbard idea is carried out by numerous dainty tucks in a cluster of four forming the tucks. The neck is cut square and filled in with Valenciennes insertion, edged with a narrow frill of the same lace. Three tucks of half inch width are run by hand above the hem, allowing for the lengthening of the little skirt. The full bishop sleeve is gathered into a band of the lace insertion, finished in the same manner as the square neck. A pretty idea is to wear beneath one of these dainty little frocks a china silk or sheer lawn slip of pale pink or blue.

MONSTER SHIPS TO SURPASS ALL.

Cunard Liners Soon Launched Largest and Broadest Ever Built—Carry 3,000 Passengers—Fitted Like Hotels.

London, April 10.—The two new Cunard Liners, which are being built with the £2,000,000 (\$10,000,000) lent by the government, are fast nearing completion and will be launched in June or July of this year. They will be named the Mauritania and the Lusitania and will be the largest ships the world has ever seen.

Some remarkable figures regarding the two vessels are supplied by the Cunard company. Each vessel will have a gross tonnage of 32,200, while they are 60 feet longer than any other liner afloat. They are 88 feet in beam, and in this respect are the first to surpass the Great Eastern, which was 83 feet in breadth. They will each have accommodations for 3,000 passengers and carry a crew of 800.

They will be propelled by turbine engines capable of developing 80,000 horse power, and are expected to travel at a minimum speed of 24 knots an hour.

Marine engineers predict that the two vessels will be the steadiest ships on the ocean, and will be fitted in a manner equal to the most gorgeous modern hotels. The decorations will consist of reproductions of the great works of art, while the system of elevators between the various decks will provide for the rapid transit of the passengers from one part of the ship to another.

The first class dining saloon will be unprecedented in marine architecture. It will be a massive and gorgeous apartment 125 feet long and 80 feet wide, and will comfortably accommodate 500 persons at one meal time.

The saloon will be lighted by a great dome, extending up through the two decks, and crowned with a roof of cathedral glass.

More than one engineering record has been broken in the construction of these ships. The stern frames and brackets are the largest ever known—the former alone weighing 47 tons, and requiring no fewer than 69 tons of molten metal in the making. The rudder weighs 79 tons, and each link in the 2000 fathoms of cables is 22½ inches long and weighs 160 pounds. Each link was tested and withstood a strain of 370 tons.

BETTER MAPLE SYRUP.

Less White and Less Brown Sugar Goes Into Vermont Product Owing to Pure Food Law.

Rutland, Vt., April 10.—The new pure food law is having its effect on the maple sugar crop for 1906. The grocers say that it is usual during the latter part of February and early in March to fill many 100 and 200 pound orders from farmers for white or brown sugar, white sugar being most commonly used because it has a distinct taste. This year, however, the sale of sugar was normal during the period named. Drummers say the wholesale trade did not experience the boom in the smaller towns of Vermont that is usual in the late winter, attributable to use of sugar to adulterate maple sugar.

The past week has been excellent for the sugar makers. Fine sugar is bringing twenty-two cents a pound and syrup is \$1.25 per gallon.

TO CURE FEVER, CHILLS, AGUE

We know no remedy so reliable as Nerville. Twenty drops taken in hot water three times daily not only stops the chills but destroys the disease completely. Nerville has a direct action on ague and chills and removes their exciting causes. In stomach and bowel disorders Nerville has held first place for nearly fifty years. It is powerful, swift to act, thorough and perfectly safe. Being pleasant to taste, it's popular with everybody. Your druggists sell Polson's Nerville in large 25c. bottles, satisfaction guaranteed.

YARD ENGINE RAN AWAY.

Three Men Killed on Baltimore and Ohio Railroad.

Keyser, W. Va., April 9.—A runaway engine crashed into a string of cabooses standing on the tracks of the Baltimore & Ohio Railroad, resulting in the death of three men. The wreckage caught fire and J. W. Jennings, a conductor of Brunswick, Md., and M. Keyser, a brakeman of Sandhook, Md., were roasted to death. J. L. McKenny, a conductor of Martinsburg, W. Va., died soon after being dragged from the debris. W. B. Long, a brakeman, also of Martinsburg, is in the hospital seriously injured.

Happy at Last

Her Husband no longer gets Intoxicated—Samaria Tasteless Remedy Cured Him.

This lady says: "For the first time since I have been married I am happy and content—my husband is cured of his bad habit of drinking. Several months ago you sent me a free sample of your remedy at my request, and without my husband's knowledge I gave it to him in his tea and food. I then got a full treatment and gave it regularly. It is wonderful, and cannot sufficiently thank you for the blessing it has brought to my home."

Free Package.—A pamphlet giving full particulars, testimonials and price sent in plain sealed envelope. Correspondence strictly confidential. Address: THE SAMARIA REMEDY CO., 100 Jordan Chambers, Jordan St., Toronto, Canada.

THE WORLD OVER.

Thousands of Mothers are using

DR. CODERRE'S INFANTS' SYRUP

For Children's ailments, you cannot but admit the fact that this preparation is one of merit and is all what is claimed for it. It is safe, pleasant and soothing for children teething, and a prompt cure for bowel and stomach troubles.

Physicians and Professional nurses recommend it.

In purchasing, see that Dr. Coderre's signature and portrait is on every wrapper. Beware of the many SYRUPS put up in a similar form and made to look like Dr. Coderre's.

Price, 25c. per bottle, or by mail on receipt of price.

Sole proprietors, THE WINGATE CHEMICAL CO. LIMITED, Montreal, Canada.

STANTON'S PAIN RELIEF, A FAMILY REMEDY FOR INTERNAL AND EXTERNAL USE

HAVING MOVED, WILL BE OPEN FOR BUSINESS IN A FEW DAYS.

S. KERNER

Old stand of Samuel Owen.

EASTER OPENING

ON

Tuesday, April 10th

AND FOLLOWING DAYS. A CORDIAL INVITATION IS EXTENDED TO ALL.

MISS MORGAN,

YORK STREET.

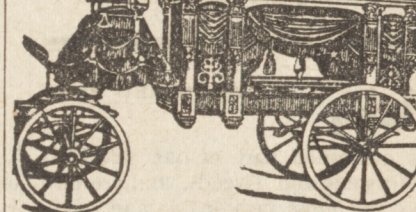
FREE



R.B. ADAMS

ROBT. B. ADAMS

Above the Herald Office. Tel. 130.



INTERCOLONIAL RAILWAY

On and after Sunday, Oct. 15th, 1905 trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE FREDERICTON

No. 303 Mixed for Campbellton, Moncton, Chatham and Loggieville, 5:45

No. 301 Express for Montreal, Chatham, Loggieville, 12:20

No. 317 Suburban for Marysville, 6:15

No. 321 Suburban for Marysville, 11:15

No. 327 Suburban for Marysville, 12:25

No. 329 Suburban for Marysville, 2:00

TRAINS WILL ARRIVE AT FREDERICTON

No. 302 Express from Montreal, Quebec, Chatham and Loggieville, 12:08

No. 304 Mixed from Chatham Junction, Chatham and Loggieville, 12:35

No. 318 Suburban from Marysville, 6:15

No. 322 Suburban from Marysville, 11:15

No. 328 Suburban from Marysville, 12:25

All trains are run by Atlantic Standard time. Twenty-four hour notation. 24:00

On and after Sunday, Oct. 15th, 1905

J. J. Winslow, B.A., F. H. Peters, B.A., C. H. Allen.

Winslow, Peters & Allen

Barristers and Attorneys-at-Law.

Notaries Public, etc.

Offices, Colter Building, opposite Normal School, Queen st., F.Ton.

Tel. 125

5,000 Feet of Room Moulding

Just received. Let us send you samples.

JOHN G. ADAMS, Down Town, Next above Queen Hotel. Phone 62

REMEMBER

D. J. Stockford says that Mayor McNally told him that he heard Ald. McGinn say that Ald. Hanlon told him that Candidate Reid heard that there was no doubt that Ald. Maxwell said that Ald. Colter thought that Ald. Scott had told Ald. Hooper that Ald. Mitchell had declared to Candidate Kelly that it was generally believed that Harry McLeod said in plain terms that he heard Mr. Farrell say that his friend Ald. Moore had said that the city clerk informed him, at the city hall, that it was well known that Ald. Boyce had caught Ald. White in saying that in his opinion it was a matter of fact of great public interest, that George Beatty had said Solomon Kerner told him that

W. A. LINDSAY

would this week receive a fine lot of Bouctouche oysters, which he will deliver to any part of the city for eighty cents a quart; also that Lindsay serves the best twenty cent dinner in Fredericton.

Prince Edward Island Railway

TENDER.

Sealed Tenders, addressed to the Secretary of the Department of Railways and Canals, Ottawa, Ont., and marked on the outside "Tender for Cribwork Rest Piers, Hillsborough Bridge, P. E. I.," will be received up to and including

TUESDAY, APRIL 17th, 1906,

for the supplying of materials and the construction of two Rest Piers for the Hillsborough Bridge, P. E. I. Drawings and specification may be seen at the Resident Engineer's office, Charlottetown, P. E. I., and at the Chief Engineer's office, Moncton, 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., 26th March, 1906.

March 31—d131.