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MYSTERY ABOUT A DEATH

WAS J. HAINES, NAPANEE, JOHN MARTIN OF WOODSTOCK?

Napanee Chief of Police Trying To Solve A Mystery—Woodstock People Are Somewhat Uncertain.

The Woodstock Sentinel Review has the following:—A man, aged about sixty-five, who gave his name as James Haines, and said he was interested in the moving picture business in Woodstock, was seized with a fit on the street in Napanee last Friday morning, and died in that town on the following Monday. Yesterday, B. H. Whitehead, proprietor of the Opera House Drug store here, received a letter from F. W. Barrett, chief constable in Napanee, which said that among some papers in the dead man's pocket, he found his (Whitehead's) address. The constable asked for any information available regarding the man.

Inquiries regarding the identity of Haines, revealed the fact that a man, answering generally to the description given by the constable in Napanee, had been employed in Griffin's Opera House as a licensed fireman, but had gone under the name of John Martin, and had boarded at the home of Edward Radford, on Broadway street. Further inquiry resulted in the information that he had told the people where he lived at, because of the fact that there was a man living in Woodstock, his small very often did not reach him, and other complications were continually arising, and for that reason he would call himself James Haines. Two weeks ago he left the city saying that he was going to Brockville, to see a brother who had met with an accident. Before going, he told Mr. Radford that he was to get his mail, and keep it for him until he returned. The next development was the communication received by Mr. Whitehead from Napanee, which said that Mr. Griffin thinks that the man is the same one who worked for him during the winter, and according to the description given, Edward Radford is of the same opinion. But here a complication arises. A lady who knew Martin very well says she saw him on the street in Woodstock this morning and that he spoke to her. It is said that there is a man in the city who greatly resembles Martin and it might have been this person who was mistaken for the man presumed to be dead.

Martin was said to be very well off. He owned property in this city, and also had some property west of Chatham. In addition he is said to have money invested in the state of Iowa, where he also owned some land. He was described as a man who had saved his money.

The Real Menace

London, April 12.—The Times in an editorial says it is clear we still hold the crest of Messines Ridge. The real menace in the further progress of the present attack is that it may imperil our possession of the valuable ridges east of Ypres. "The plain truth is that our troops are once more in the thick of a desperate conflict whereon the whole fortunes of our forces in France may eventually turn."

Mayor Church has urged for more ship orders in Toronto, claiming that the Dominion Government should divert more business to the city.

THE WORLD'S NEWS IN BRIEF FORM

Tidings From All Over Told in a Pithy and Pointed Way.

A long range bombardment against Paris was resumed again on Thursday afternoon.

Canadian Pacific Railway earnings for the week ending April 7th, 1918, \$2,844,000; increase, \$154,000.

France was given another credit of one hundred and twenty five million dollars by the United States.

The St. Hyacinthe, Que., civic filtration plant, now near completion, is to be electrically operated.

Major-General Skrilite West has been appointed acting British military representative at the Supreme Council at Versailles.

The F. W. Woolworth Company showed an increase of 12.26 per cent. in sales for the first three months of 1918, compared with a year ago.

A list of casualties issued by the United States War Department on Thursday afternoon totalled 110, among whom were three lieutenants.

At Halifax the soldier Reynolds formerly a sergeant, charged with the theft of \$22.40 from the Militia Department, was given two years' suspended sentence.

It is likely that when Sir William Hearst returns to Toronto in a week's time writs will issue for the holding of elections to fill the four vacant seats in the Provincial Legislature.

BULGARS REPLACE GERMANS IN WEST Wounded Teutons Being Distributed From Aix-la-Chapelle.

The Hague, April 12.—According to a report from a reliable source, Bulgarian and Austrian troops are replacing German troops at some German garrisons. Very large numbers of wounded are being distributed to Aix-la-Chapelle to places in the neighborhood. Not far from the Dutch frontier, on the route from Aix to Vaals, is a large factory, known as the English Factory, which has been converted into a hospital, and 3,000 wounded have already been received there. Every effort is made to conceal the extent of the losses from the German public. Transport trucks take the large, largely of ordinary civilian trucks, as the supply of Red Cross cars is inadequate, and the flooring of the trucks is usually covered with thin layers of straw, but this is not always so. In some cases the wounded lie on bare boards.

At Aix thousands of wounded arrive daily, and many of the dressings of the men have never been properly bound. The sights, as a consequence are sometimes distressing. Despite precautions, the facts regarding the losses leak out and the obvious anxiety to conceal them only increases in increased curiosity on that part of the public which has an inkling of the facts. Hence there are rumors of great defeats, where the local press calls attention. In Aix it is estimated that in the early days of the offensive, roughly a hundred thousand wounded were brought through the city, the majority being sent on farther after one or two days.

VESSELS CAME TO GRIEF Capt. James B. Foote, Toronto, Claims Interest.

A. B. MacKay, formerly of Hamilton but now of Buffalo, is defendant in a suit brought before Justice Rose, Toronto, by Capt. James B. Foote, Toronto, for an accounting or the amount alleged to be due him as a result of dealings he claims to have had with the defendant in steamships.

The plaintiff alleges that in 1913 he and the defendant bought the Turret Chief, one of the boats which came to grief in the big storm on the Upper Lakes that fall. The boat was abandoned by the owners, and was bought from the insurance companies for \$3,500. Foote avers that he had a five per cent. interest in the vessel, which, after being repaired, went with a cargo from Chicago to Leith, where she was sold to a firm which put her into the Archangel trade. The price paid by the firm at Leith, he says, was \$30,250. In December, 1915, the Algonquin was bought for \$80,000, and in her Foote claims to have had a five per cent. interest, paid for out of his share of the profits on the sale of the Turret Chief, which he says, remained in the defendant's possession. This vessel was sold two months later, and was torpedoed while making her first trip to Britain for her new owner. The plaintiff claims that he got none of the money received for her by Mackay, who negotiated the sale. The defendant denies that the plaintiff ever had an interest in either of the boats.

Died From Eating Pills. Peterboro, April 12.—Hazel Jean Ackford, the little two-year-old daughter of Mr. and Mrs. Ackford, died on Wednesday. The little girl was perfectly well at 10 o'clock but later showed signs of convulsions. Dr. Carmichael was called, but arrived to find the little girl had died. The doctor made an examination and found indications of strychnine poison from pills which she had eaten.

Col. Guthrie Dead. Oswego, N. Y., April 12.—Announcement has been received of the death at Camp Zachary Taylor, Kentucky, of Col. William L. Guthrie, 30th Engineers, United States army, of pneumonia. Colonel Guthrie was formerly stationed here having been in charge of rivers and harbors for the district extending from Buffalo to Ogdensburg.

President Wilson's Act. (Canadian Press Despatch) Washington, April 11.—President Wilson, by proclamation, has directed the taking over of all coastwise shipping lines of country. The Government will assume control of vessels, wharves, docks, warehouses, tugs, lighters and barges and all other physical property of the steamship companies.

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