

MEMORY OF OUR HEROES. Monument to Brave Canadians Killed in South Africa.

Those who have been recently in Dominion square have observed the cranes there and the workmen engaged in excavating the foundations of some erection of considerable size. This is the monument intended to commemorate those of the Canadian contingents who fell in the South African war and the valor of their comrades, and also the patriotism and public spirit of Lord Strathcona and Mount Royal in raising and equipping a regiment of horse for service in South Africa.

The principal feature of the monument is an equestrian group in bronze, in which the horse, terrified by a shell, is rearing and is being soothed by a scout of the Strathcona horse. The latter is all on the alert, searching the ground in front of the enemy from whom the shell has come, while with quiet power he shows his hand on the reins over the horse's neck. The two sides of the monument will receive bas-reliefs in bronze commemorative of two very important battles in which the Canadians participated. Above the bas-reliefs will be the following inscription: "To commemorate the heroic devotion of the Canadians who fell in the South African war, and the patriotism and public spirit of Lord Strathcona and Mount Royal in raising and equipping a regiment of horse for service in South Africa, as an evidence of his sympathy with the cause of imperial unity."

On the front of the monument will be a bust of Lord Strathcona in bronze, with his crest and motto. The other end will be devoted to the list of battles in which the Canadians took part. The four angles of the pedestal are emphasized by supports which will give pleasing lines leading from the bronze to the steps of the pedestal. At the base of the four sides will be placed cartouches on which will be inscribed the names of the four Canadian contingents. The height of the pedestal will be 18 feet from the bottom of the first step to the top. Steps will lead from the path surrounding the oval plot of ground up to the bronze bas-reliefs. The oval plot will be decoratively treated, and the platform of the monument is raised about three feet above the path. Otherwise it would appear to be sunk into the ground. The top of the pedestal measures about five and a half feet by ten feet and the statue is twelve feet in height from the base to the top of the horse's head. The bas-reliefs measure about five feet two inches by four feet three inches. The steps are of Stanstead granite, and the pedestal of light gray granite, which possesses a beautiful light gray color and a fine grain. The site is perhaps one of the most satisfactory that could be obtained anywhere. The eight converging paths give an opportunity of viewing the monument from almost every point. The sculptor is Mr. George W. Hill, a Canadian, a native of Richmond, Que. He studied at the Ecole des Beaux Arts, Paris, and was one of the strongest pupils in Julian's. He was one of the competitors for the Sir John A. Macdonald statue in Dominion square, but was not successful on that occasion. He has been very busy occupied with sculpture and decoration. He is now the sculptor for the Strathcona statue from a field of about twenty-five sculptors, including prominent Americans. The conception is the result of close collaboration between the sculptor and the architects, Messrs. E. & W. S. Maxwell, in every detail. The sculptor has obtained in Paris criticisms of his quarter-size models from some of the most eminent animal sculptors who have given special attention to horse studies and from figure sculptors, and he has received much praise for the excellence of his work. The monument will be one of the few equestrian statues in Canada, and in spirit and conception it should prove quite a departure. The erection of the monument is due to Sir William Van Horne, Mr. R. B. Angus, and Mr. James Ross, trustees of the fund; Mr. E. S. Clouston, treasurer, and Mr. P. S. Davidson, secretary. The response to their appeal for subscriptions was very hearty, and they have in their hands \$30,000, the sum which the memorial is expected to cost. The making of the foundation is practically finished, but of course the work will be soon interrupted by the state of the weather. In the spring it will again be pushed forward, and it is expected that the unveiling of the monument will take place in July next.

RESTIGOUCHE BROKE RECORD. Trip From Sydney to Quebec the Latest Ever Accomplished at This Season.

(Quebec Telegraph, Dec 8.) The steamship Restigouche, owned by the North American Transportation Company, which runs between Montreal, Quebec, Gaspe and Newfoundland during the summer season arrived in port last evening at 5 o'clock from Sydney, C. B., with a full cargo of coal. The Restigouche went into the Louise Basin and this morning commenced to unload her cargo on the Point a Carcy wharf. The captain, speaking of his trip up the St. Lawrence, which is the latest ever made by any merchant vessel in the history of Canadian navigation spoke highly of the Restigouche, which he said is one of the staunchest crafts afloat. The main plates of the vessel are three-fourths of an inch thick, and in every other respect is the finest put together, and is besides an excellent sea steamer that can stand all kinds of weather. Capt. Sears said the Restigouche left Sydney at midnight Dec. 4, and took 67 hours to make the trip, counting a delay of 12 hours, he was obliged to anchor on account of a severe gale and binding snowstorm between St. Denis and the lightsight, in the south channel. Capt. Sears, speaking of winter navigation, said: "I am firmly of opinion that a trip is possible at all times up to Murray Bay, especially to the foot of the traverse, some 65 miles below Quebec, where the real difficulty commences. Up to this point there are fields of ice to contend with, but they are easily overcome. The narrow channel up the traverse is the actual obstacle. When we rounded the Isle aux Coudres the north channel, which I read and I took the best and safest, not withstanding the opinions advanced in favor of the north channel. We encountered gales all the way accompanied by snowstorms, and were obliged to fetch up and buck the ice three times on account of its density and thickness, which in places was as much as 8 and 9 inches. We were obliged to anchor between St. Denis and the lightsight all Tuesday night, and the next day set sail at day-light. When we came to the foot of the traverse we encountered an impassable mass of ice, and could see no landmarks on account of the snow that covered the ground, and from there up through the traverse it was all guess work. We, however, determined to push ahead, as I knew to stop would mean the loss of the ship. The ice was particularly thick and densely packed off Bellechasse, but I was well aware of the strength of the vessel and pushed on, and though we could see no marks and could not even see the buoys up to them, but finally got through in safety and reached port all right last evening at 5 o'clock. In my opinion the only means to attain winter navigation will be by specially constructed steamers of from 1,000 to 1,200 tons register. Large vessels will be useless, as the ebb tide and ice will certainly be against their success. The greatest hindrance to winter navigation is the traverse with its narrow channel, though there is a wide expanse of water, but outside the channel it is shallow. I came up through the channel at full speed, which in my judgment was my only chance of success, and had to stop and back up three times to buck the ice. No huge vessel could possibly do this, and I could not have succeeded only for the great strength in the build of the Restigouche and her splendid power engines. To my mind the ice-breakers will not supply the need. The ice breaker is only a sham. What is required is the specially constructed ships for winter navigation, and when this is put into practice, then the scheme may be successful."

The council of the Halifax board of trade had a conference Friday with Mr. Tiffin, I. C. R. traffic superintendent, at which they urged a reduction in the export rates of flour, so as to place Halifax in a position to compete with New York for flour shipping. The board of trade representatives were well received and Mr. Tiffin assured them of his support of the proposition when it comes up before the Canadian freight association. They also asked an extension of the fast-freight service from Montreal, representing that while the present service is first class and much appreciated, it is somewhat limited. Mr. Tiffin gave no definite promise on this matter, but the Board will follow it up. Saturday evening a deputation from the board had a conference with Hon. Mr. Emmerson and the local members of parliament. The principal matters considered were increased railway yard space, double track from Richmond to the terminus and the building of a four pier and shed. The minister and members appeared very much interested and promised their support in urging at the coming session the necessity of the improvements suggested.

U. S. Colonel Cured of Rheumatism. So Crippled He Couldn't Walk—Absolutely Helpless Till He Took The One Sure Cure. FERROZONE Relieved At Once—Cured Permanently—Well Ever Since.

Colonel H. M. Russ, of Edwards, St. Lawrence county, N. Y., is one of the fine old heroes of the Civil war. After being permanently cured by Ferrozone, the Colonel wrote: "I couldn't get around without a cane, and then only with difficulty. Rheumatism took complete control of my limbs. The suffering was more intense than hardships on the battlefield. When my doctor had done his best I got Ferrozone. Then came a quick change. Ferrozone gave me comfort at once, eased the pain and took the stiffness out of my muscles. I am well to-day. Ferrozone cured me completely. I can jump and run like I did forty years ago. No matter how long you have suffered Ferrozone will bring you prompt relief. It will increase your strength, renew your vitality, drive out every trace of rheumatic pain. Never known to fail; 50c. per box, or 6 for \$2.50, at all medicine dealers, or Pelson & Co., Hartford, Conn., U. S. A., and Kingston, Ont." FIRE IN CINCINNATI Cincinnati, Dec. 13.—The plant of the Globe Soap Co. was destroyed by fire tonight, entailing a loss of \$100,000, fully covered by insurance. Belvoir—Miss Goldstein is a mighty pretty woman—a perfect Venus, in fact. Perry—I believe you—about as there is in so much marble.

IN HALIFAX They Want an Export Flour Rate and More I. C. R. Facilities.

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THE TEMPLE OF HONOR. The Grand Temple of Honor commenced its semi-annual session in the Market building yesterday afternoon. Dr. W. F. Roberts, the grand worthy templar, presided. Mr. Lewis, the G. W. C., conducted the devotional exercises, after which it was reported by the credential committee that eighty-six delegates were eligible for seats in the Grand Temple. The Grand Worthy Recorder, Mr. De Witt, resigned his office, and the election of a new one was left till the evening session. His report showed a subordinate membership of 181, and a section membership of 65. Two councils for conferring degrees reported membership of 43. The G. W. Treasurer reported that after paying all expenses there would be a balance of about \$100. At the evening session the G. W. F. read his report. Since September, two new temples have been established. Milford No. 7 and Fraternal No. 8, Alexandria section No. 2, has been reorganized. Matters relating to sections, and to the advisability of giving a prize to the junior member who had the largest number of new members to his credit at the end of the year was left to the executive. The Grand Temple voted that a minimum salary of \$25 should be given the G. W. Recorder commencing Nov. 1. It was decided to appoint a temperance education committee to prepare a course of lectures. The Grand Worthy Templar's report was adopted. W. C. Simpson was nominated for Grand Recorder, and was elected unanimously. He chose as an assistant representative W. W. Blewett. The matter of the annual session was brought up and it was decided to meet with Fraternal Temple early in June.

At a recent meeting of the Temiscouata Railway Company, held in Quebec, the following were elected directors for the ensuing year: Messrs. F. Grundy, J. H. Walsh, A. Steele, Sherbrooke; Wm. Cook, A. Cook, W. Noble, Campbell, A. Laurier, Quebec. At the directors' meeting held subsequently, Mr. F. Grundy was elected President, Mr. J. H. Walsh, Vice-President, D. B. Lindsay, Secretary, and General Manager, and G. G. Grundy, Superintendent. The statement admitted at the meeting for the year ending June 30th, 1904, were considered highly satisfactory. The company was about to make an issue of prior lien bonds to the extent of \$250,000, to be devoted to the further improvement of the road and to carry out betterments now under way. (Quebec Telegraph.) IS THERE A MATTER TO WHICH YOU THINK PUBLIC ATTENTION SHOULD BE CALLED? TELL THE TIMES ABOUT IT.

ARE YOU SICK? If so, where? Headache? Dry, hacking cough? Foul tongue? Loss of appetite? Pain in stomach? Bowels? General weakness? These are but a few of the signs of indigestion. Some others are: Wind in the stomach or bowels; constipation or diarrhea; pale complexion; spots before the eyes; dizziness; loss of flesh; irritability; sleeplessness; nervousness. All these symptoms will plague and torment you, and will never permanently leave you, once you suffer from them; only as sure, in time, to get worse, if not treated by the best known scientific method of cure—Stuart's Dyspepsia Tablets. These curative tablets are composed of ingredients which modern knowledge of the true inward processes of digestion approved of as forming the best, safest, surer and most scientific combination of medicinal drugs, that can be used to relieve all the conditions of ill-health brought on by this much-dreaded disorder. A disease so "protean" or changeable in its manifestations, assuming so many different symptoms, that more times than not, it is mistaken for some other disease altogether, and the poor patient may die, or at best allow the seeds of permanent, chronic sickness, to germinate and take root in his system. So it is a real danger we ask you to avoid, when we say: In case of doubt, take Stuart's Dyspepsia Tablets. Even if disordered digestion is not the real cause of your sickness (which probably, though, it is), your digestion is nearly certain to be out of order, and if allowed to remain so will seriously complicate your sickness for you. Stuart's Dyspepsia Tablets, then, will be sure to do you good, and will not interfere with any other medicine you may be taking. They will help to make your food make you strong, and thus, if in no other way, help you back to health by helping your system to throw off disease like a healthy duck shakes water off its back. Shake off your sickness with Stuart's Dyspepsia Tablets. IN TELEGRAPHIC AND GENERAL NEWS THE TIMES LEADS.

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RAILROADS. INTERCOLONIAL RAILWAY

On and after SUNDAY, Nov. 20, 1904, trains will run daily (Sunday excepted) as follows: TRAINS LEAVE ST. JOHN. No. 2—Express for Halifax and Campbellton ... 7.00 No. 6—Mixed train to Moncton ... 6.30 No. 4—Mixed, for Moncton and Pointe du Chene ... 13.15 No. 26—Express for Pointe du Chene, Halifax and Pictou ... 12.15 No. 8—Express for Sussex ... 17.10 No. 134—Express for Quebec and Montreal ... 18.00 No. 10—Express for Halifax and Sydney ... 23.25 TRAINS ARRIVE AT ST. JOHN. No. 9—Express from Halifax and Sydney ... 6.20 No. 7—Express from Sussex ... 9.00 No. 133—Express from Montreal and Quebec ... 13.50 No. 5—Mixed from Montreal and Pictou, Pt. du Chene and Campbellton ... 17.40 No. Express from Halifax ... 18.40 No. 81—Express from Moncton (Sunday only) ... 24.35 All trains run by Atlantic Standard Time: 24.00 o'clock is midnight. D. POTTINGER, General Manager. Moncton, N. B., Nov. 18, 1904. City TICKET OFFICE—7 King St., St. John, N. B. Telephone 1058. GEO. CARVILL, C. T. A.

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