

Mr. Emmerson says:

That any man who would vote against the Liberals is

"Unworthy of Canadian Citizenship"

He also says that those who oppose the Grand Trunk Pacific Scheme are

"Fit Subjects for a Lunatic Asylum"

Here are some men who, until this election, have been strong and prominent Liberals, and who are now, according to Mr. Emmerson, "unworthy of Canadian citizenship" and "fit subjects for a lunatic asylum."

- James F. Robertson
- Howard D. Troop
- James Pender
- Ex-Ald. McPherson
- John B. Cudlip
- B. J. Dowling
- J. S. Climo
- Major John S. Hall

- D. J. McLaughlin
- E. C. Elkin
- Harvey P. Hayward
- James Kennedy
- J. E. Secord
- Geo. C. Lawrence
- C. K. Cameron
- R. G. Courtney

And there are hundreds of others who will, according to Mr. Emmerson, prove themselves "unworthy citizens" and "lunatics" by voting on November 3rd for

Daniel AND Stockton

AND

Against Portland, Me.

CIRCULAR TO R. C. CLERGY.

Archbishop Bruchesi Pro-nounces Against Oper-atic Music in Churches.

(Montreal Witness.)

Previous to his departure for Rome on Nov. 3 next, Archbishop Bruchesi has addressed an important circular to his clergy.

His Grace opens by explaining that his voyage is simply by anticipation for the visit which he was bound to make in 1905, under the canons of the Church, and his reason for doing so is in order to comply with the desire of the Pope that as many bishops as possible should attend the religious festivities of Dec. 8, next, in connection with the fiftieth anniversary of the proclamation of the dogma of the Immaculate Conception.

All the Roman Catholics of the diocese are then invited to illuminate their residences on the evening of Dec. 8 as was done on the same date in 1854.

The subject of the sacred music is then taken up, and after stating that happily the views of the present Pope on the subject have been observed to a great extent, for a considerable time, in this diocese, still there are some needed reforms. His Grace rules that no musical compositions becoming the concert hall more than the church, are to be tolerated in the services. Some of those pieces which flatter the ear but do not inspire piety, are merely operatic airs to which sacred prayers have been adapted.

The circular then prescribes that the leaders of church choirs must henceforth abstain from publishing in the newspapers the musical programme to be rendered by them on solemn feasts, for in a matter so great as religious worship, anything resembling a concert or an advertisement should be avoided. The reference to church music concludes with an invitation to the congregation to join in the chorus of the liturgy, whenever possible.

His Grace then takes up the subject of marriages and says: "I take this occasion to say how deplorable I find certain habits that have been introduced concerning marriages, and which have a tendency to become more and more general. Really, people seem to forget that marriage is a sacrament of our holy religion. The toilet of the bride is described in the newspapers as if it were a toilet for a ball; all the gifts received have to be enumerated; all the society details have to be given, and every one seems to wish to surpass his neighbor in the matter. Where are the simple customs of our fathers? Where are our Christian feelings? A few remarks to our parishioners on that point, will, I am sure, have excellent results."

The Archbishop appoints Mgr. Racicot administrator of the diocese during his absence.

Mechanics, Farmers, Sportsmen!

To heal and soften the skin and remove grease, oil and rust stains, paint and earth, etc. Use The "Master Mechanic's" Tar Soap. Albert Toilet Soap Co., Mfrs.

MANY CHANGES NOW THOUGHT OF.

N. B. Southern Railway Pursuing a Policy of Expansion and Improvement.

The New Brunswick southern railway has, of late, been thoroughly over hauled, and many important changes already been made. The present plans call for a connection with an important trunk line between St. John and Boston. Shore Line trains will be running into the Union depot next spring, and will make connections with the Maine Central and Boston and Maine, via Washington county railway for Boston.

A 500 foot trestle has been built at Carleton, which gives the N. B. Southern an outlet on Dunn's wharf. The engineering work is under the supervision of Matthew Neilson. New hard pine tops have been placed on most of the bridges along the line and in some places the old bridges have been removed and replaced by new ones. Steel structures will be placed at Big New River, Lepreaux, and Meadow Brook. The stone for the foundations of these bridges is being quarried at Bonny River, and will be grey granite.

The road-bed has been ballasted and re-filled, a steam shovel and plow will be at work next spring and the road will be put in first class shape. Contracts have been made for 150,000 ties, which will be placed in position in the spring.

New cars and engines will be procured and a fast express will, in a short time, be a regular feature of the company's time table.

MADAME FOR NOVEMBER.

The leading features of Madame for November, the magazine "For Women Who Think," published by The Ford Publishing Co., Indianapolis, is the illustrated contribution by Jessie Ackerman, showing the quaint customs of the people of the Island of Madeira, the Land of Dreams and Flowers; How to Preserve the Rose in Winter, by Ebert E. Rexford, the expert Floriculturist, with beautiful illustrations; The Evolution of the Telford Twins, a popular story by Maude C. Murray; The Wealth of Australia, by Rev. Francis E. Clark, Father of the Christian Endeavor Society; November Birthstones, by Edmund Russell; Health and Beauty a Duty, by Jennie Van Allen.

This number also contains a two page illustrated story by Ada Woodruff Anderson, entitled The Truth About the Greyhound, an exciting sketch of life on the Pacific Coast.

The subjects of Living Beyond Your Means, The Swindlers Who Prey Upon Women, A Discussion of the Views of George Meredith on the Marriage Question, and other live topics are treated in the editorial columns.

Kendrick's is the King over all pain—Lameness—Rheumatism—Neuralgia—Sore Throat and Laings.

An eastern brook trout, with two well developed mouths, one above the other, was a singular catch, recently made in Clear Lake near Georgetown, Colo. by Robert Maxwell. Each of the mouths had the customary teeth, and was practically perfect in every detail. The fish weighed more than two pounds.—Cincinnati Commercial Tribune.

AS EFFECTIVE TODAY AS IT WAS A YEAR AGO.

Mr. Blair's Criticism of the Grand Trunk Pacific Scheme Stands Unbroken and Unanswerable—The People Will Say So on Nov. 3rd.

(Montreal Gazette.)

Mr. Blair's notable criticism of the National Transcontinental Railway project, though it has been before the country for more than a year, stands unbroken and effective as the day it was uttered. The road has not, during the past year, been shown to be necessary, either in whole or in part. The section from Moncton to Quebec he characterized as useless, senseless and costly, a duplication of the Intercolonial, not calculated to be profitable to do through business than the Intercolonial and lacking the local traffic which that road gets from the towns which have grown up along its route between Moncton and Levis. The line from Quebec to Winnipeg is still unjustified by any exact knowledge obtained as to the character and agricultural capabilities of the country to be traversed. The division from Winnipeg westward will be a duplication of other roads which Parliament assumed liability for some nine millions to provide. The calculated cost of the whole is still great beyond anything it is wise for the country to undertake.

It is hardly necessary today to say anything in contempt of Sir Wilfrid Laurier's fear that unless such a road is built the United States Government will put an end to the arrangement by which United States railways are permitted to carry merchandise intended for Canada in customs bond from Portland, Boston, New York, etc., to the Canadian border. That arrangement is in the interest of United States railways. It will be preserved for the sake of the business it gives to U. S. ports and transportation lines. If by any freak of U. S. legislation it should be abolished the construction of 95 miles of track between Levis and River du Loup would give Canada over its own territory two independent lines of rail communication between Maritime Province ports and Montreal and the west. There is no need of spending fifteen or seventeen millions for a means of relief that, if the crisis came, could be secured with an outlay of two. But the crisis will not come. Sir Wilfrid Laurier's fear was begotten of a bogey created in his own brain, which has amused, not frightened, the public. And if the section from Moncton to Quebec is not needed to protect the country in case the bonding system should be put an end to, it is not needed at all. It runs through a country rejected by the engineers who planned the Intercolonial as by those who laid out the New Brunswick Railway, on which the grades will be more severe than those on the Intercolonial and which could not give the local traffic which the Intercolonial enjoys. It is utterly unjustifiable from a commercial and unnecessary from a national point of view.

As for the section between Quebec and Winnipeg, the utter want of exact knowledge of the nature of the country it is to traverse, justifies Mr. Blair's characterization of the course of the Government in committing the

country to it as "unwise, injudicious and unbusinesslike." By a little pause, as he said, by a year or two, to get information, we might be put into possession of facts which would justify us in proceeding. But, as Mr. Blair further said, the fact of the matter is that we know nothing about it. We have no information about it. And if it be that this country is not a fertile country, if it be that it affords no local support for a railway, if it be that settlement cannot be successfully invited to it, if it be that there is nothing but pulpwood there which will not be in demand till more convenient sources of supply are exhausted—then what a calamitous plunge is the Government making in committing itself to the construction of a railway which will be a worse burden on the country than the Intercolonial, and which cannot be an effective competitor with the combined rail and water route for the carriage of the seaboard of the grain of the West.

Even the division of the road west of Winnipeg Mr. Blair thinks is unnecessary. He points out that before the National Transcontinental Railway project was conceived Parliament had assumed liabilities of some \$9,000,000 for the purpose of aiding another road to cover practically the same ground. He doubts if in even 25 years the influx of passengers into the west will call for greater facilities than the Canadian Northern and existing roads can supply. With the Canadian Northern lines provided for, there was certainly no national need of haste to subsidize another system.

Dealing with the question of cost, Mr. Blair calculated the liabilities the Government was called on to assume at \$3,000,000 for the section between Moncton and Quebec as well as for that from Quebec to Winnipeg. The Intercolonial has cost quite \$43,000,000. The Government guarantee on the division from Winnipeg to the Pacific coast he put at \$23,250,000. This guarantee it is to be borne in mind, was increased by the legislature last of session. The total, including allowance for interest while the road was being built and before the rental began to be paid, Mr. Blair calculated at \$121,000,000; or, if the bonds on which the money is to be obtained have to be sold at a discount, at \$139,000,000. The smaller sum is about twice the amount that the national treasury had to provide for the construction of the main line of the Canadian Pacific. It represents a heavy burden for the people of even an advancing and prosperous country to undertake. It means a permanent charge at present rates of interest of about \$4,000,000. It would be likely to involve additional taxation. It should not be assumed for the sake of an undertaking of doubtful wisdom under any circumstances, which is not justified by the exact knowledge of the country it is to traverse, and which is not necessary to the immediate development of the most attractive and promising portions of the country. The people will have a chance to condemn it on November 3.

KITCHENER'S PLANS FOR BETTER ARMY.

He Would Reorganize the Whole Indian Service and His Arrangements are Almost Complete.

Lord Kitchener's plans for the reorganization of the Indian Army are well advanced, and a considerable grant of money has been made to him in order that he may carry out his scheme. Lord Kitchener's aim is to place a fully equipped army on the northwest frontier, ready to move against an invader and strike swiftly.

The new field army, which will consist of 100,000 men will be organized in divisions, each of which will stand complete in itself for war. The divisions will be placed in peace time at strategic points in Northern India, and the great invasion routes via Kandahar and Kabul will be covered by the main body of the new force. These two routes are those selected for the Russian plan of advance by General Kuropatkin in the event of hostilities between Russia and this country. The garrisons in the north which are to be strengthened include Malian, Quetta, Rawal Pindi, Hyderabad, Karachi, Lahore and Peshawar.

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MACAULAY BROS. & Co., City Agent

Mrs. Oatcar—These here pictures are pesky tiresome moving about from wall to wall.
Fisher—"Oh, get out."
Mr. Oatcar—Never mind, Mandy. Next time I go to town I'll buy a moving picture machine. I've heard so much about them.
Hunter—"She's the best girl that ever was in the world."
Fisher—"I mean it. She has money enough to keep me without working, and she was sweet enough to pay for her own engagement ring."

BEGIN NOW!
Times Wants Bring Good Results.

Morning News in Brief.

The Y. M. A. of Portland Methodist church, held a reunion last night. An enjoyable evening was spent by all present. D. Arnold Fox, and Howard Holder, sang, and M. E. Grass addressed those present.

Thos. A. McLean, jr., was married at Marble Mountain, Friday last to Miss Margaret McLaughlin. Yesterday afternoon, Mr. McLean, sr., was married at Newcastle. The ceremony was performed by Rev. Henry Amott. The happy couple left on the Ocean Limited, for an extended tour. It is not often that father and son play the principal parts in the wedding ceremony, within a week.

Last night, in St. David's church school room, a bearer corps of the Boy's Brigade was formed. J. T. McGowan called the meeting, and the existence of the corps, is due to the energy shown by him. The work of organizing is not yet completed. Will Malcolm will be captain of the bearer corps. A junior company was also formed. Boys from 10 to 14 years of age being enrolled. Bruce Robb will be captain of this corps. The companies will meet every Tuesday evening for drill, in St. David's school room.

John Mullin of 140 Waterloo street is confined to his home with, what may prove a serious injury to his spine. He was injured in an accident the other night.

Foreign freight agent, John Corbett of the C. P. R. is in the city yesterday from Montreal, and left this morning for Halifax to return here on Friday. Mr. Corbett says that the outlook for a big winter port business is bright. Large shipments of cattle will be brought to this port for the United Kingdom. The cattlemen say that St. John is the best cattle shipping port on the Atlantic seaboard on account of the rise and fall of tide. Freight rates will be lower and everything points to record shipments. The C. P. R. is putting their line in first class condition at the Bay shore for the expected big trade.

Ivory Cook, the twelve year old son of Mrs. Angus Cook, at Black Bay, was instantly killed, near his home, yesterday. While out shooting his gun was accidentally discharged and a charge of buckshot struck him in the neck and severed his jugular vein. Together with three other lads young Cook went out to shoot gulls about 9 o'clock yesterday morning. Cook was at the time of the accident away from the others building a

"blind" from which to shoot. His companions heard the shot and on going to the place where Cook had been hiding they were horrified to find his body. The Coroner was notified and after viewing the body and hearing the story of the witnesses he decided an inquest was not necessary.

The General Women's Foreign Mission Society of the eastern section of the Presbyterian church, will be invited to meet in St. Andrew's church in October of next year.

A meeting of the N. B. Historical Society was held last night, in their rooms. Rev. W. C. Gaynor, the president, was in the chair. W. M. Jarvis was appointed, to wait on the library commissioners, and see upon what terms they will admit the society's collection of records into the library. It was announced, that a model of the proposed Champlain monument, will be brought to St. John for exhibition. The original Champlain flag used in the tercentenary celebration, was presented to the society. D. R. Jack, making the presentation.

MARINE NOTES.

Steamer Consul Horn, from this port, arrived at Barry, Monday.

West India steamer Ocamo, arrived at Bermuda, on Saturday, from St. John via Halifax.

After Saturday Oct. 22nd the steamer Prince George of the Dominion Atlantic Railway will perform the service between Yarmouth and Boston leaving Yarmouth on Wednesday and Saturdays and Boston on Tuesdays and Fridays.

Bath, Me., Oct. 24.—The five-masted schooner Marcus L. Uram, named in honor of a well known Bostonian, will be launched from the yard of Charles V. Minott, Jr. tomorrow. She is of about 1900 tons, about 250 feet in length, 44 feet beam, 24 feet depth of hold, and hails from Boston. She cost about \$89,000, and will be commanded by Capt. Robert F. Blair of Malden, Mass, whose former vessel, the Augustus Hunt, was wrecked last winter, while Capt. Blair was home on sick leave.

"Succeeded in selling any of your poems?" asked the close friend.
"No," sighed the poet.
"Why don't you try to get connected with some staff?"
"There is one staff that I'd like to be connected with just at present."
"What is that?"
"Bread, the staff of life."

Take a Friend's Advice

"THAT'S A BAD COLD YOU HAVE"
"Yes; and getting worse"
"Going to keep it?"
"Hope not. Can't seem to get rid of it though"
"Cough too?"
"Bad. All night"
"Well, listen to me. I've cured five men this week, and the advice is free. Do as I tell you. Get a bottle of HAWKER'S BALSAM OF TOLU AND WILD CHERRY. It's the real thing nowadays."

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