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# The Review,

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## THE WORLD OVER.

**WHITE PLAINS, N. Y., April 17.**—At the urgent request of Dr. George Hosmer Magness, who is lying critically ill in his home in this village, the marriage of his daughter, Helen, to Louis Duane Farris, which was not to have taken place until April 24, was hastened and the young people were united in Dr. Magness' sick room on Sunday by the Rev. R. J. Keeffe. His physicians had given up all hope of saving the life of Dr. Magness, and, fearing that he would not live until the date set for his daughter's wedding, he asked that the marriage take place at once. Miss Magness is a member of St. John's Catholic church, while Mr. Farris belongs to the Grace Episcopal church in this place. Archbishop Corrigan granted a special dispensation for the marriage. When the marriage vows were taken, Dr. Magness witnessed the ceremonies from his sick bed, and gave the young couple his blessing.

**NEW YORK, April 18.**—The Herald quotes the Duke of Newcastle, who is staying in this city, and is regarded as one of the leaders of the ritualistic movement in England, as denouncing the scene which prevailed at the installation of the Bishop of London in which Mr. John Kensit figured prominently. "I think it is typical of the Anglo-Saxon for the minority to attempt to overthrow the majority by lawlessness." His Grace is quoted as saying, "Mr. John Kensit declared several months ago that he would break up the installation of the Lord Bishop of London. Mr. John Kensit is like your Mrs. Carrie Nation, of Kansas. Neither one is truly representative of any class, creed or political principle. Like Carrie Nation, John Kensit is a free lance, doing injury to the cause he extols."

**NEW YORK, April 18.**—Richard Pennefather Rothwell is dead at his home in this city. He was a mining engineer and journalist of distinction. He was born at Ingersoll, Ont., in 1837. His education was gained at private schools, Trinity College, the Rensselaer Polytechnic Institute in Troy (from which he graduated in 1858), at the Imperial School of Mines at Paris, and at the mining academy at Freiberg, Saxony. For the Hazard Manufacturing Company he designed and built what is still probably the largest wire rope plant in the world. He made many notable inventions.

**LONDON, April 18.**—A despatch from Gen. Kitchener, dated Pretoria, Wednesday, April 17 says: "Col. Plumer has occupied Bathurst, capturing thirteen prisoners and a number of rifles and ammunition. Douglass' column has occupied Dullstroom. Six Boers were killed. On Gen. Kitchener's advance from Lydenburg the Boers blew up a Long Tom. Thirteen prisoners were captured. Elliott's division has brought in a large number of cattle."

**ROCHESTER, N. Y., April 18.**—The New York Central car shops at Roches-

ter were completely destroyed by fire of mysterious origin early this morning. Besides the shops, between fifty and sixty freight cars, some loaded with merchandise, telegraph poles and nearby outbuildings were also destroyed. The loss is about \$150,000, with insurance nearly a half.

**PARIS, April 18.**—Madame Lascher Englander, living at Passy, was murdered yesterday by Ferdinand Ernst, because she refused to marry him. Ernst, who was born in Chicago, and who is said to be director of a Manchester house and a British subject, then shot himself. All of the parties were prominent socially. The victim was a woman of means. The murderer, who died in a hospital, left arrangements for the defraying of the funeral expenses of the victim from his personal estate.

**NEW YORK, April 18.**—Porto Rico is to enjoy free trade with the United States on and after July 1st this year, according to a special from Washington. The act putting into effect the present tariff provided that whenever the Porto Rico assembly should meet and put into operation a system of local taxation to meet the necessities of the government the President should make proclamation thereof, and thereupon all tariff duties on merchandise and articles going into Porto Rico from the United States, should cease.

The Porto Rican assembly has enacted a local tax law in the so-called law, some features of which have already gone into effect on July 1.

**VINITA, I. T., April 18.**—Four people in a covered wagon were run down by the Missouri, Kansas and Texas flyer at a crossing eight miles north of Vinita. They were identified as John Wilson, Mrs. Ollie Wilson, their infant son and a Quappaw Indian, the driver. Wilson and the boy were killed, and Mrs. Wilson and the Indian were fatally injured. Wilson was a wealthy cattle owner.

**WASHINGTON, April 19.**—Henry White, secretary of the U. S. Embassy, at London, is here on his annual visit. He has taken a great interest in the case of Mrs. Maybrick.

"The worst thing that could happen for Mrs. Maybrick," he said, "is for some one to resume the agitation of her case in this country. I have no means of knowing what King Edward will do, but I do not believe he will interfere in the case. The late queen made a strict rule to have nothing to do with capital cases."

**WHEELING, Va., April 20.**—Two big landslides were reported last night on the Ohio river railroad below here. One below Moundsville held up two passenger trains, which transferred passengers and baggage. The South bound train returned to Wheeling at midnight.

Wheeling Creek ran out heavily and at 2 p. m. many houses had been entered at Elm Grove, Leatherwood and other suburbs of Wheeling. The Creek is still rising.

**Thrown Out of Court.**  
"In the good old days of Kentucky," says The Bar, "there was a court composed of three magistrates to try certain cases appealed from a single justice of the peace. The three magistrates were backwoodsmen. A case was being tried one day that was very important, and several hours of listening to the reading of depositions and the arguments of counsel, pro and con and pro and con again, had so nearly perplexed questions of law and fact that they doubted their ability to blaze their way out. So they whispered to the leading lawyer at the bar, who was sitting by as a spectator, and asked him what he thought ought to be done with the case."  
"I think it ought to be thrown out of court," was the prompt and emphatic reply.  
"That settled it."  
"Mr. Clerk," said the chief magistrate, "pass up them papers."  
"The papers, which made quite a large bundle, were handed the chief magistrate."  
"Now, Mr. Sheriff," said he deliberately, "open that window."  
"The sheriff opened the window and the case was thrown out of court."  
"The feud that followed lasted for 15 years."

**What It Might Have Cost.**  
In a certain town in Vermont, said the Boston drummer as he chewed away at a peppin tablet, I picked up a wallet containing \$500 in cash. In it were papers bearing the owner's name, and he proved to be the mayor of the town. I at once hunted him up and handed over his lost cash, and as he received it he looked me over and scratched the back of his head and said:  
"I shall reward you, of course. How much do you think you ought to have?"  
"Nothing whatever, sir. I am glad to restore your property."  
"But you expect something?"  
"No, sir."  
"Didn't look for me to give you a cent?"  
"Not a red."  
"It don't seem possible," he went on as he looked me over again, "but I'll have to take you at your word. Do you know what it might have cost me, sir, had any one else found this wallet?"  
"I can't say, of course."  
"I'd have had to hand over at least 10 cents, sir, and he might have struck for 15 or 25."

**A Close Estimate.**  
Speaking about close estimates, General John M. Wilson, chief of engineers, made one some time ago. Congress called upon him to make an estimate of the cost of an addition to the government printing office. As it was near the close of the session and congress was hurriedly getting through its work, little time was given General Wilson to consider the matter, but he submitted his estimate, and the appropriation was made accordingly. He estimated that the proposed building, according to the plans and specifications which had been drawn, would cost \$121,121.90. The building was completed, and there was \$9.16 surplus covered back into the treasury. General Wilson was put in charge of this work, and he took a great deal of interest in it. He always gave credit, however, to Lieutenant Sewell of the engineer corps, who had the immediate supervision of the work, for the care with which the building was erected and the fact that the cost did not overrun the estimate and appropriation.—Washington Cor. Portland Oregonian.

**How Will 45 and 15 Do?**  
Here is an odd little piece of doggerel which appeared in The Gentleman's Magazine 15 years ago, which gave rise to considerable discussion. Correspondents seem to have been pretty evenly divided between those who claimed that there were several answers and such as maintained that the problem was unsolvable:  
When first the marriage knot was tied  
Betwixt my wife and me,  
My age did hers as far exceed  
As three times three does three,  
But when ten years and half ten years,  
We man and wife had been  
Her age came up as near to mine  
As twice four is to sixteen.  
Now, tell me, Captain David Gray, I pray,  
What were our ages on the wedding day?  
(David Gray was a noted writer on mathematical subjects who lived at that time.)

**A Compliment.**  
Apropos of the late Lord Watson's predilection for interrupting counsel and the story of Lord Bramwell's exhortation to his learned brother to cease worrying a certain arguing barrister a correspondent tells how on one occasion Lord Watson justified his inveterate habit of interposition.  
"I ventured," he says, "once out of court to complain to him of his too frequent interruptions from which I had suffered in court."  
"He answered: 'Eh? Man, you should not complain of that, for I never interrupt a fool!'"—London Globe.

**Misfortune of a Poet.**  
"James has been quite unfortunate of late," said the poet's wife gloomily.  
"Had another poem declined?"  
"No; worse than that. You know, he has a habit of looking at the ceiling for inspiration, and last night, just as the inspiration came, a yard of plastering fell square on his head, knocking all the inspiration out of it!"—Atlanta Constitution.

In the Japanese temples there is a large drum used in worship. It is called *kagura-taiko*, and it gives a tone much like a gong.

Church processions are prohibited in Mexico. Even a priest cannot legally walk the streets in his churchly garments.

## CONSTIPATION

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If you've suffered from constipation for years, tried all the remedies you ever heard of or read of, without getting more than the relief the one dose of the medicine afforded—if you've been subject to all the miseries associated with constipation, such as sick headache, nausea, biliousness, pimples, eruptions, blood humors, blotches, piles, etc., wouldn't you consider it a blessing to be cured of your constipation so that it would stay cured?  
Burdock Blood Bitters can cure you—cure so that the cure will be permanent. It has done so in thousands of cases during the past twenty years.  
Just one statement to prove what we say is right.

Mrs. G. Gasby, Portage La Prairie, Man., writes: "For over two years I was troubled with sick headache and constipation. I tried many different pills and patent medicines, but they only gave me slight, temporary relief.  
"A lady friend of mine induced me to try Burdock Blood Bitters, and sent me half a bottle of it to start with. I derived so much benefit from that that I continued to use it, and took in all three bottles, which completely cured me.  
"That was ten months ago, and as my health has been splendid ever since I have only my kind friend to thank who advised me to take B.B.B."

## DOMINION PARLIAMENT.

**OTTAWA, April 17.**—In the house of commons to-day, Mr. McCarthy moved that a petition asking for legislation to give the Western Assurance Company authority to do a wrecking business in addition to marine insurance, should be received notwithstanding that the time for receiving petitions for private bills had expired. The reason he gave was that the privilege of doing a wrecking business in addition to insurance had been conferred on the St. Lawrence Lloyds, incorporated this year. He added that it had been understood when the St. Lawrence Lloyds' bill went through that, if other companies desired similar powers, they could get them this session.

In view of the exceptional circumstances the premier agreed to the waiving of the rule against this. The leader of the opposition said it would be better to deal with the subject by a general bill giving all marine insurance companies similar powers.

The petition was received. So was another in similar terms from the British American Assurance Co.

Replying to Mr. Fortine, the premier gave the following statement of the number of cases tried by the exchequer court: 1896, 25; 1897, 39; 1898, 37; 1899, 46; 1900, 36

Mr. Sutherland informed Mr. Pattee that the number of claims on hand and undetermined, based on the fair-wage law, and laid by working men, was eight. The date of the oldest claim was October 17th, 1900. Mr. Sutherland added that the determining of such claims rested with the ministers of the departments concerned, the fair-wage officers of the department of labor, investigating the claims and submitting their reports to the ministers. He also said that the ministers had authority to pay the good claims and deduct such amount from what was due the contractors.

The premier—"There is a bill to that effect before the house."

Mr. MacLean—"I know, but the public would like to know whether the government will see that the bill goes through."  
The Premier—"The public will be informed in due time."

Mr. Lefurgey, of East Prince, made a protest against the mail service to P. E. Island, especially as regards the west end of the island. He said that the mails were arriving 24 hours later than in winter.

Sir Louis Davies said that the difficulties were greatly magnified. Any delays were due to ice at Point Du Chene Harbor, and to the fact that the service was in the transition stage between winter and summer navigation. He added that the service had never been so satisfactory as during the past winter.

## THE TRANSPORTATION PROBLEM.

Sir Louis Davies resumed the debate upon the transportation problem. He did not deal with the general question, but confined himself to the charges against the condition of the lights and buoys of the St. Lawrence route, made on Wednesday by Mr. Bickerdike. He said that Mr. Bickerdike's assertion that not a dollar had been spent by the country upon the harbor of Montreal, left an unfair inference. It would lead to the belief that expenditure upon the St. Lawrence between Montreal and Quebec had been made by Montreal, while, as a matter of fact, it was made by the country. The amount was \$5,619,000.

Sir Louis next took up Mr. Bickerdike's special charges. He said if Mr. Bickerdike's extreme allegations were true he had justified the action of the insurance

companies in raising rates. He, however, pointed out that Mr. Bickerdike had pronounced the lights on P. E. Island no good while he (Sir Louis) could say this statement was not correct. If Mr. Bickerdike's other statements were not truer than those with respect to P. E. Island, then he (Sir Louis) was inclined to discount them very much.

Sir Louis took up the condition of affairs in the St. Lawrence between Montreal and Quebec. He submitted evidence to show that there had been no complaints of the buoy service on this part of the route. Incidentally he referred to a difficulty in connection with the pilotage experienced in former years and claimed that his bill passed last session upon this subject provided an adequate remedy therefore.

As to buoys the same was general below Quebec, and the river was well lighted from Montreal to the Atlantic coast.

Addressing Mr. Bickerdike he said that nothing was gained by belittling the St. Lawrence route. The Americans used this against the Canadian route and the insurance companies argued that they were justified in keeping up the rates. There was not a vessel lost on the St. Lawrence route from defective lights.

Mr. Bickerdike—"One of the honorable gentleman's colleagues said the Scotsman was."

Mr. Louis Davies—"The Scotsman was lost through gross negligence on the part of the officers in charge." Ninety per cent. of the vessels were lost because the captains refused to use the lead. He said that the evidence collected by commercial bodies in Montreal against the route was done with a view of attacking his department and the department of public works. Neither of these departments were permitted to give evidence. He had evidence from captains on the route which was of very much greater consequence than that taken behind doors.

In this connection the minister cited interviews which he had with Captain Moore, of the Parisian; Captain James, of the New England; Captain Nichol, the Bavarian, and Captain Wallace, of the Parisian. These all testified to the route being well lighted. However it was not intended to stop here; modern lights such as are used in Britain and France would be substituted for those now in use. It was his intention this year to ask in all about \$400,000, to be expended in the St. Lawrence route. In this amount there would be \$80,000 for a light ship in the Bay of Fundy.

Nearly all the partial losses were on account of improvident deck loading. The charts used were British and were the best, and the tidal surveys were being completed. As to the current survey, it was abandoned because of the expense, the result not justifying the amount expended. In regard to the telegraph service, it was increased by 1,000 miles.

Mr. Wright, of Renfrew, asked if it would not be well to introduce wireless telegraphy on Belle Isle as a means of promoting the safety of vessels.

The minister said his officers seemed to consider the system not sufficiently perfected. However, they were investigating a recent American system of warning in which he believed there was a great deal of value. The system was to place bells under the water at dangerous points and have receivers on vessels by which the vessels could not approach within a mile of rocks without warning.

Mr. Haggart, of Lannark, took a pronounced stand for Montreal as the dominion's port and the generous improvement of shipping facilities there and of the channel between there and Montreal. Mr. Haggart touched upon the evidence of pilots and captains submitted by Mr. Bickerdike, and intimated that these men could have no purpose to serve in deliberately making false statements in regard to the route.

Mr. Haggart then branched out into a warm advocacy of the advantages of the Ottawa and Georgian Bay canal.

Solicitor General Fitzpatrick and Mr. McLean, of East York, followed.

Hon. Mr. Tarte spoke strongly in favor of the French river scheme and strengthening of the hands of the C. P. R. as the best means of encouraging export trade.

Kempt, Bureau, Kendall and Murray continued the debate, after which discussion on the subject ceased and the house adjourned shortly after midnight.

H.—Do you return my love?  
She—Yes; and I think you'll find it as good as new!—The Smart Set.



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