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G. W. BARNETT
Manager
St. Andrews Branch

Up-River Doings

St. Stephen, N. B., May 15.
Mr. Frank T. Ross has arrived at his home in St. Stephen after an extended visit in Florida.

St. Croix friends are very glad to welcome Mrs. Thirmore Lyford among them again. Mrs. and Mrs. Lyford have come from Boston to reside in Calais.

Mrs. Martha Pike has returned to Calais, after a visit of several months in California.

Mrs. G. D. Grimmer, of St. Andrews, spent part of last week in St. Stephen.

Mr. and Mrs. Lloyd Murray motored to St. Stephen for a brief visit last week.

Gunter Clarence McLaughlin, son of Mr. Delia McLaughlin, of Grand Manan, spent the week-end in St. Stephen with his aunt, Miss Carrie Meredith. He is a member of the 6th Battery in Woodstock.

Bishop Richardson, of Fredericton, was in town on Friday of last week to visit the congregation of Christ Church. He returned to Fredericton on Saturday morning.

The Library Club were entertained on Tuesday evening at the home of Mrs. A. E. Vessey.

Mrs. Augustus Cameron is expected home from Boston at an early date to spend the summer in St. Stephen.

Mrs. Gilbert W. Ganong, who has been visiting in Toronto and Ottawa, is expected to arrive home this week.

Mrs. R. K. Richardson, of Halifax, N. S., is the guest of Mrs. G. Raymond Day.

Mr. W. H. Stevens, of the Customs Department, in St. Stephen, has recovered from his illness.

The Calais City Band are soon to appear in new uniforms, which are said to be unusually handsome.

Miss Elva Nicholson is in Woodstock this week.

Last Sunday, kept as "Mother's Day," was universally observed in the St. Croix towns. Large quantities of white carnations were sold and worn on Sunday, as the emblem of mother love.

The amount subscribed in Calais to the third Liberty Loan was \$90,000. The sum asked for was \$75,000. It shows that the citizens of Calais are both rich and patriotic.

Mrs. Gates Morille has returned from an extended visit in Manchester, N. H., with relatives. Her husband, who is a businessman on a United States destroyer, is now in Ireland.

Mrs. Walter McWha was hostess to the Ladies' Aid Society of the Presbyterian Church on Tuesday evening.

BEAVER HARBOR, N. B.

May 14.
Two weirs in the harbor have already taken some herring. It is thought that when the weirs are finished, there will be some good catches. The fish are being sold to Connors Bros., Blacks Harbor.

Rev. Mr. Walden, of Norton, preached to large audiences on Sunday, at Pennfield in the morning and here in the evening.

Mr. Mayhew, an officer on a United States war-ship, now in Eastport, spent the week-end here with his wife at the home of her parents, Mr. and Mrs. Michael Nodding.

Mr. and Mrs. Stephen Ellis, of Granville, N. S., have arrived here to stay the summer months.

Mrs. Adrain Cross spent last week here, the guest of her sister, Mrs. David Boyd. Mrs. Fulton Cross and Miss Ada Cross, of St. Andrews, are guests of Mr. and Mrs. Addison Eldridge.

The Red Cross Society met at Mrs. Boyd's house on Wednesday last. Mrs. Boyd was the guest of Mr.

Rev. Mr. Walden was the guest of Mr.

St. Andrews Bay weirs as soon as they are ready, the fish are dropping in all the time.

We are glad to report that Mrs. F. S. Pendleton is much better after a long illness.

Mrs. Harold Pendleton is greatly improved in health and able to be out of doors.

Mr. Lorenzo Conley, with his wife and family, from Rocky Mountain House, Alberta, are visiting the home of their youth at Leonardville after an absence of many years. Mr. Conley is the son of the late James Conley, and his visit among his many friends will be much appreciated. He was the guest of Mr. and Mrs. T. L. Treckton on Tuesday afternoon.

LAMBERTVILLE, D. I.

May 15.
Mr. and Mrs. Lorenzo Conley and family, who have spent the past few years at Leonardville after an absence of many years, are visiting Mr. Conley's sister, Mrs. A. A. Stuart.

Miss Vera Cammick is visiting her sister, Mrs. Edward Cammick.

Mr. Howard Lambert lost a very valuable horse last week.

Mr. and Mrs. Frank Fountain, of Chocoma Cove, visited Mr. and Mrs. Horace Fountain on Sunday.

Mrs. Merton Stuart and baby, Hazel, spent Sunday with her grandfather, Mr. Thos. Calder.

Mr. and Mrs. Luther Lambert moved to Chamcook this week for the summer.

The Red Cross Society was very pleasantly entertained by Mrs. Thos. Lord on Monday evening.

Mrs. George L. Lambert, who has been visiting at St. John, returned home on Saturday.

Mrs. Ray Lane of Eastport, was over Sunday guest of her aunt, Mrs. Luther Lambert.

CHAMCOOK, N. B.

May 15.
The Factory opened for the season on Monday. A quantity of fish has come in each day. Chamcook is beginning to wear its usual summer business aspect.

Messrs. Osborn and Wilson spent the week-end in Eastport.

Mr. Ronald Campbell spent the week-end in St. George. Mr. Isaac Harris accompanied him.

On Monday evening a number of friends invaded the home of Mrs. Isaac Harris and Mrs. George McCoubrey, and gave them a delightful surprise and birthday party. After the excitement of the unexpected arrival of guests was over, the ladies received little gifts. The party then adjourned to the home of Mrs. Geo. McCoubrey, where the entertainment was the ever-enjoyable musical. Short original recitations were admirably presented by Mr. William Bowden. A number of patriotic songs were rendered by Mr. Austin Buckman and Mr. W. Bowden. Mrs. George McCoubrey, accompanist. At a late hour the party again adjourned to the home of Mrs. Harris, where the ladies served light refreshments.

Mr. Ronald Campbell was recalled to St. George on Wednesday by the illness of his wife, who is suffering from pleurisy.

A startling incident occurred at 3 o'clock this morning when the inhabitants were awakened from sleep by the continuous blowing of the factory whistle, and barking of dogs. A number of men turned out with the idea that the night watchman was in trouble, or perhaps a fire had started. They arrived to find the steam-valve had become loosened. With Mr. George McCoubrey's timely aid the whistle was silenced and everyone returned to finish their night's rest.

JAMES GORDON BENNETT DEAD

Beauvoir, France, May 14.—James Gordon Bennett, proprietor of the *New York Herald*, died at 5.30 this morning, after having been unconscious for two days.

Mr. Bennett's last words before relapsing into unconsciousness were in relation to his newspaper interests. Mrs. Bennett was with her husband when he died.

Dispatches from France early this month reported Mr. Bennett so seriously ill that his condition was giving serious cause for anxiety.

James Gordon Bennett, one of the most original and picturesque figures in international journalism, and undoubtedly the greatest genius among the publishers of American newspapers of his time, was born in New York City, May 10, 1841, the only son of James Gordon Bennett, founder of the *Herald*. He received his education from private tutors and was carefully trained for his journalistic career by his father.

To build up a great newspaper had been the leading purpose of the father's life, and it is said that his last injunction to his son was to sustain and develop that which he had created.

Old Bennett died in 1872, and his son fell heir to his large fortune and to the *Herald*, which had been the pride of his father. Young Bennett faithfully complied with his father's wish, and in doing so, displayed all the energy, sagacity, varied ability, personal probity, and tremendous enterprise that had distinguished his father.

Bennett, who had lived in France for about forty years, married a French lady a few years ago. He was enormously wealthy.

THE CANADIAN PACIFIC

THE annual meeting of the Canadian Pacific Railway Company, held on Wednesday, was of very short duration, the proceedings being for the most part of a very formal character. This in itself was a tribute to the management of the great corporation, for when things are not going well there are usually found inquiring and critical shareholders, who wish to know the reason why. Lord Shaughnessy, the President of the company, submitted, besides the report of the year's operations, a review of the financial operations of the company from the beginning, which was most interesting and instructive.

At a time when the cost of labor and materials had advanced greatly, it was not surprising that the railway companies claimed a right to increase their charges for both freight and passenger traffic. An argument strongly urged against this claim was that, while the other companies were admittedly in straitened circumstances, the Canadian Pacific, the largest of all, was flourishing, and did not need any increase. The claim of the railways was recognized by the Board of Railway Commissioners. The argument being renewed before the Government, on an appeal from the Board's decision, the problem was solved by granting the increased rates, and at the same time imposing a special tax on the Canadian Pacific, which would take into the public treasury the greater part of the increase allowed to that company. Probably it was this action, and the discussions in connection with it, that suggested to Lord Shaughnessy that the time was appropriate for the presentation to the public of a review of the company's operations.

He does not protest against the burdens imposed on the company. He says that the tax will be paid "without protest," and for the comfort of his shareholders he adds, without embarrassment to his finances, it is war-time, and the needs of the public treasury are great. Therefore, in this, as in all other things, the C. P. R. will do its part loyally. Nevertheless, he observes that the recent decision "imposes upon it (the company) a measure of taxation discriminatory in its character, and therefore your company might with propriety question its fairness or justification." If the company's affairs are prosperous, he claims, it is because they have been managed economically and efficiently, and these are not qualities that should be penalized.

The financial success of the corporation has indeed been remarkable. That it had its hard times in its early days is well known. In that time of trial its directors more than once assumed personal liability for large obligations. It would have been in accordance with railway practice, elsewhere if they had sought compensation for this service by the creation of separate corporations, to which might have been diverted some of the opportunities of money making, to the personal profit of the promoters; but it was the policy of the company to hold all such opportunities for the company's benefit. The directors who aided the company with their personal means of credit received their money back, and nothing more. "All the revenue-producing attributes," says the President, "were reserved for the advantage and benefit of the shareholders, and the resulting profit to the company's exchequer is very substantial indeed."

Concerning the large land subsidy

received by the company, on which much stress is laid by the company's critics, the President points out that at the time the land was granted, and even for some years afterward, it was of very little value, and that it was the company's enterprise and large expenditures—including fifteen million dollars expended on irrigation and a vast network of immigration—that made the land the valuable asset it became.

On the question of capitalization the statement presented is an unusually strong one. The shares of the company when first issued had to be sold at a large discount. The original issue of \$65,000,000 yielded to the treasury an average of only 46 cents on the dollar. Nine years after the completion of the railway the common stock was offered as low as 33 cents on the dollar. Better times came, and new shares were issued on terms that gave some advantage to the holders of the then existing shares. The position to-day is that there is outstanding common stock of \$260,000,000, which has yielded to the treasury of the company an average of \$112 cash for every \$100 of stock. "If," says Lord Shaughnessy, "the additional amount supplied for capital expenditure from the surplus belonging to the shareholders be taken into account, the shareholders paid an average of \$143 for each \$100 of stock that they held." Lord Shaughnessy, we think, rather strains his argument here.

The surplus, of course, belonged to the shareholders, in the sense that everything belonging to the company is theirs. But as it came out of the profits of the enterprise, and not out of the pockets of the shareholders, it was not theirs in the same sense as the money that they had paid into the company's treasury for their stock. But without this additional point, the President's statement respecting the yield of the stock to the treasury is a very striking one. A company which can point to the actual cash payment into its treasury of \$112 for every dollar of stock issued from the beginning of its operations occupies in that respect a very strong position.

Lord Shaughnessy's review of the financial operations of the company is, as we have said, both interesting and instructive. A great corporation like the Canadian Pacific, with its world-wide system of railways, steamships, telegraphs, coming

closely into touch with the Canadian people in so many ways, will inevitably find itself at times coming under criticism which may be just or unjust. But all Canadians may well feel proud of the splendid organization which is playing so large a part in Canadian development, and none will be unwilling to deny to its directors and managers the tribute that is due to them for its remarkable success.—*Journal of Commerce*, May 7.

Dauber—"I'd like to devote my last picture to a charitable purpose." "Oh!—Why not give it to an institution for the blind?"—*Boston Transcript*.



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