CITY NEWS.

Recent Events in and Around St. John,

Together With Country Items from Correspondents and Exchanges

When ordering the address of your WEEKLY SUN to be changed, send the NAME of the POST OFFICE to which the paper is going as well as that of the office to which you wish it sent.

Remember! The NAME of the Post Office must be sent in all cases to ensure prompt compliance with you request.

Andrew Myles has been awarded the contract for the new Catholic church at Sussex, for which Architect H. H. Mott prepared plans.

Rev. Frank Hartley, brother of Rev. F. C. Hartley of this city, is to assume charge of the church at Yarmouth, the first of June.—Fredericton Herald.

A. D. Thompson of Sussex, who has lately started a tailoring establishment in Bath, is already head over heels in work. He is very genial and sociable, and is already well liked.—Dispatch.

H. H. McCain, M. P. P., was in Woodstock last week. He says he has purchased the cheese factory at Tracy's Mills, and will make cheese in summer and butter in winter if the farmers in the vicinity will give him the necessary milk.—Dispatch.

Sir Charles Tupper sent John Baker of Summerside a kindly letter of congratulation with a substantial present on the occasion of the latter's ninetieth birthday, in remembrance of the days when they were school-fellows together.—Charlottetown Examiner.

It will be remembered that the schr. Vinton was found in the bay some time ago bottom up, and it was generally believed that the crew had perished. Word has been received that the crew was picked up by the Freddie Mahn and landed at Melbourne, Australia.

Rev. Thomas Trotter, D. D., president of Acadia University, Wolfville, N. S., is expected to visit Woodstock next week. He will address a meeting in the Albert Street Baptist church on Monday evening in the interest of what is known as the Acadia Forward Movement.

A. C. Macdougall, son of M. D. Macdougall, tailor, Charlottetown, leaves this morning for Vancouver, B. C., to join his uncle, who has resided there for the past twenty-four years. John McPherson, West Point, also leaves for the same place. George Billingsley will leave this morning for Minnesota.—Guardian, Monday.

Thomas Beechey died at Silver Bow, Montana, on Friday, April 8th, aged 85 years. Deceased was a native of Chatham, N. B., and followed the sea when a young man. In the early fifties he went to California, sailed on the Pacific coast for a time, then entered the mines and died in the mining district.

A Hamburg-American packet company's steamer sailed from Hamburg on the 10th for Halifax with 1,017 Galician immigrants to be landed here. They are bound for the Northwest, and the C. P. R. has arranged to forward them by two special trains. This will be the largest number of immigrants landed at this port by any one steamer for years.—Halifax Chronicle.

James F. Fletcher died at his home, Portage, York Co., on the 12th inst., after a lingering illness of several months. He leaves a widow and a large family. Three of his sons are residing in the United States. The daughters are Mrs. Thomas Harvey, Mrs. Arthur Quartermain and Mrs. Robert Baxter of Fredericton, and four small children.

The marriage of Miss Kate Harrington and Michael J. McCarthy, assistant foreman in the Globe office, was solemnized at the Church of the Assumption, Carleton, at 8.30 o'clock on Wednesday evening. Rev. J. J. O'Donovan performed the ceremony. The bride was attended by her sister, Miss Mary Harrington, and Wm. C. Gillen supported the groom.

Mayor Robertson sailed Wednesday on the Lake Superior for England. A large crowd assembled on the pier to give the mayor a send off. As the steamer swung from the wharf he was given three rousing cheers. When the steamer turned in the stream and started on her Atlantic voyage the usual royal mail salute was fired and the flag on City hall was dipped in acknowledgment.

Says Tuesday's Fredericton Gleaner: The happy marriage was celebrated at St. Dunstan's church this forenoon of Thomas Hoey of Bay View, St. John, and Miss Ida Lucy, daughter of Patrick Lucy of Hanwell, York Co. The bride was attended by Miss Maggie O'Brien, and the happy groom was supported by T. L. Morris. The marriage rite was solemnized by Rev. Father O'Leary. The newly wedded pair took passage upon the 9.50 express for St. John.

Extensive repairs are to be made on the Methodist church, Woodstock, at an estimated expenditure of $1,000. At a meeting on Thursday evening about one-third of the needed amount was subscribed by eight persons. The windows are to be taken out, remodelled and new glass put in; walls are to be newly papered, and the seats will be improved. The organ is to be removed this week from its present position to one directly facing the congregation. It will be tuned and put in the best of order.—Dispatch.

Miss Harriet L. Rainsford, daughter of H. B. Rainsford, clerk of the legislature, has been appointed matron of the Fall River Emergency hospital, in place of Miss MacLeod, resigned.

Geo. M. Stevens of Amherst was united in marriage Wednesday morning at Nappan by the Rev. Mr. Evans, to Miss Martha J. Bacon. The happy couple have gone to Boston on a wedding trip.

News has been received in Yarmouth of the death at Jubilee Hospital, Victoria, B. C., of Albert Locke, aged 33, of pneumonia. The deceased was the youngest son of the late Hon. Samuel Locke of Lockeport, and brother of R. S. Eakins, Yarmouth.

Mrs. A. R. Miles of Maugerville was operated upon for an internal trouble at the Victoria hospital, Wednesday morning, by Drs. Atherton and McLearn. She stood the operation well and prospects for recovery are considered good.—Fredericton Herald.

Maurice Downey, a well known resident of Marysville, died at his home Tuesday, after a lingering illness from consumption. He was in his 32nd year, and leaves a widow and four children. Deceased was a member of the A. O. H.

A Sound Island, Nfld., letter of April 13th says: "We have a few more vessels left that are looking for herring for foreign markets. Three cargoes are wanted for Halifax, to be used as lobster bait. Two more vessels are loading for parts of Nova Scotia, for smoking purposes."

Capt. Rogers of New York, who has been buying lobsters at Clark's Harbor, Lockeport and Liverpool, arrived this afternoon, says Monday's Yarmouth News. He says there is no doubt five Gloucester bank fishermen have gone back home in consequence of probable war. Others are awaiting orders at Lockeport.

In Fredericton on Wednesday the marriage was celebrated at the rectory by Canon Roberts, of George Cummings and Miss Barbara Staples, daughter of Silas Staples, all of that city. James Doohan of Kingsclear and Miss Annie McGiveney of Prince William were united in marriage at St. Dunstan's church.

James T. Logan, manufacturer of Magnet soap, is in financial difficulties, and his creditors have accepted a compromise offer of ten cents on the dollar. His liabilities are about $16,000 and his nominal assets $3,500. The keen competition in the soap business is the prime cause of Mr. Logan's trouble.—Globe.

Dr. W. L. Ellis, who has been resident superintendent of the General Public Hospital for two years, severed his connection with that institution Wednesday and leaves for Baltimore shortly, where he is to take a special course at the Johns Hopkins University. On Tuesday evening Dr. Ellis was presented with a pair of brushes and an initial tag. The presentation was made by the head nurse, and the gift was from the hospital staff of nurses. Dr. W. Christie, a former superintendent, will take charge until the commissioners appoint their staff in May.

A Tracey Station correspondent of the Gleaner writes: "Mrs. John H. McLeary died on Saturday, aged 21 years. Her maiden name was Roxie E. Mott, daughter of Edward Mott of this place, and had been married only seven months. She had been ill only a few days. Mrs. Ezra Lint, aged 13 years, of Maugerville, formerly Violet B. Harris, daughter of Jonathan Harris of this place, died of consumption at her home on last Thursday."

A telegram was received from Tacoma on the 15th inst. by Andrew S. Pearce of Newtown, Kings Co., N. B., announcing the death of his brother, J. Blair Pearce, at Dyea, Alaska. Deceased was a member of Zion lodge, No. 21, F. and A. M., Sussex, N. B. A wife, brother and sister mourn their sad loss.

J. Augustus George, son of D. F. George, Fredericton, has been informed by the corresponding secretary of Harvard University that after his graduation from the university here in June he will be admitted to the fourth year of the arts course in Harvard. The announcement is equally creditable to Mr. George and the standing of the University of New Brunswick.—Herald.

The bride of Chief Logan is dead. On Tuesday evening she passed away to the happy hunting grounds, in the 103rd year of her age. Two years ago the old lady celebrated her 100th anniversary. It was a great event. Mrs. Logan was a young lady of 17 when the war of 1812 was in progress. She has seen the rise and fall of empires. Chief Logan and his wife were very widely known.—Parrsboro Leader.

H. C. Tilley, accompanied by his mother, Lady Tilley, and his brother, L. P. D. Tilley, left on Thursday for Boston. On Monday next H. C. Tilley will be united in marriage to Miss Bessie Tucker. The prospective bride is an artist of considerable ability, well known in this city and province, and for some years past a resident of Boston. She has done much good work in magazine illustrating, etc. The bridesmaid will be Miss Turnbull of this city, and L. P. D. Tilley will be groomsman. On their return Mr. and Mrs. Tilley will spend two or three weeks with Lady Tilley at Carleton Place, and will then go to Rothesay for the summer. In the fall they will take up their residence in the handsome new cottage now building on Canterbury street.—Globe.

BIG VANCOUVER FIRE.

VANCOUVER, B. C., April 21.—Not since Vancouver was destroyed by fire in 1886 has there been such a conflagration as that which took place early this morning. The fire started on Timson's wharf and soon assumed disastrous proportions. A number of Canadian Pacific cars were soon in flames. The fire jumped to the New England Fish company's building, the bait shed and roof of the packing shed being soon aflame. No estimate of the damage has yet been made, as it is not fully known what was destroyed.

TO SUBSCRIBERS.

The following Travelling Agents of The Sun are now calling on Subscribers, etc.:

EDGAR CANNING, in Albert Co.

THE SUN PRINTING COMPANY, issuing weekly 8,500 copies of THE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers, please make a note of this.

ON TO THE KLONDYKE.

M. G. B. Henderson writing home under date of Wrangel, Alaska, April 5th, says:

WRANGEL, Alaska, April 5th, 1898.

Arrived here at midnight; landed this a. m. at eleven. Have got all through the customs and start up the Stikeen tomorrow. We are on board the Louise, a river steamer, which takes us as far as the inland where the ice begins. We have had beautiful weather since leaving Vancouver on the first. The passage is like a trip on an inland lake, and with the exception of four hours crossing Queen Charlotte Sound, we have had land on both sides, sometimes within one hundred yards or so of us. Sunday crossing the Sound it was a little choppy, and two or three of the boys lost their appetites. We are all well and growing fat, but we may lose a little in the next few weeks. Our letters to you will be few and far between for some time, as we will not have the means of communication. So good-bye for the present.

We will be glad to get somewhere where they do not "skin."

DROWNING ACCIDENT.

(From Thursday's Daily Sun.)

Intelligence of a sad drowning accident reached the city yesterday from Louis' Cove, Queens county, where at noon on Tuesday Ulrick Wrath, the thirteen year old adopted son of James Wrath, was drowned while playing with a number of other boys on some logs in what is known as Somerville stream. The young fellow was attending the Big Cove school, which is near the bank of the stream, and at dinner hour the boys were playing about the logs, where a gang of Lipsit's men were stream driving. In some way the little chap fell, and before his friends could do anything was beyond help. He drifted quickly down stream, and his cries for help attracted the men who were working near, but they arrived too late to be of any assistance. The body was recovered after four or five hours' grappling. The funeral will take place at Louis' Cove.

RAILWAY EARNINGS.

Both the Grand Trunk and Canadian Pacific railways show substantial increases in earnings for the past week as compared with the corresponding week a year ago. The returns of traffic earnings of the C P R from April 7th to April 14th were:

1898	$451,000
1897	389,000
Increase	$ 62,000

The returns of the Grand Trunk were as follows:

1898	$469,655
1897	405,979
Increase	$ 63,676

SACKVILLE NOTES.

The sudden death of George T. Bowser on Monday morning was a shock to his friends. Though he had been failing for some months, no one thought the end was so near. Mr. Bowser was strictly honest in all his dealings, a great friend to the institutions, which have been indebted to him for the beautiful grounds on which the College and Memorial hall are built.

Rev. Fred. Harrison has sold his house on Squire street to Mrs. Walter Irvine, who will move with her daughter, Miss Trenholm, to Sackville in July. The health of the Rev. Mr. Harrison is such that he has thought it advisable to move to a warmer and drier climate, hoping the change will be beneficial to his health.

STREAM DRIVING NOTES.

Alex. Gibson & Sons despatched a crew of 250 men to the head waters of the Nashwaak on Monday, to commence stream driving. Wednesday morning Messrs. Welsh and Lynch sent a party of 180 men to the Miramichi to bring out their drives, and more went forward Thursday.

John Kilburn has despatched a crew of thirty men to the Quebec lumber woods via the Canada Eastern railway, to commence stream driving operations. Mr. Kilburn thinks the prospects for stream driving are quite favorable. He sent in 50 men via Edmundston last week.

The Nashwaak and tributaries have been clear of ice for some days, and stream driving operations were commenced early in the week. The river is reported to be at a good pitch for stream driving. Already John Sloat has his drive all out of the Dunbar brook, and good progress is being made by other operators.

John A. Morrison left for the headwaters yesterday to superintend the driving of his lumber. He will hire his crew at Edmundston.

The tugboats have as yet been unable to do anything at the Sugar Island and Douglas booms because of the large quantities of running ice.

LATE B. R. FAIRWEATHER.

The following explains itself:

Dear Mrs. Fairweather—I have been directed as the chief officer of Albion division, No. 14, Sons of Temperance, to convey to you our sincere sympathy in this your hour of sorrow and bereavement, caused by the death of your son, Bertram R. Fairweather.

For some years he was a member of this division and labored hard and conscientiously with its officers and members to promote and forward the interests of the division and the great principles of temperance which we hold so dear.

In this way we had an opportunity of observing his kind and affectionate nature and of noticing his ready sympathy in all cases of distress.

He was one who would never condemn an erring one, but would have a word of pity and sympathy for him.

It has been a pleasure for us all to have worked with him and to have known him, and we feel that by his strict adherence to duty and by his upright life he has aided others in this way. Kindly accept from us our kindest sympathies in this hour.

I beg to remain in love, purity and fidelity,
W. H. PATERSON, Worthy Patriarch.
St. John, April 19.

NEW C. P. R. STEAMER LINE, VANCOUVER TO WRANGEL AND SKAGWAY.

Steamer Tartar will leave Vancouver April 28th and Athenian May 5th for the above points. Rates: Vancouver to Wrangel, $30 first class; $20 second class; Skagway, $40 first class; $25 second class. For further particulars apply to A. H. Notman, assistant general passenger agent C. P. R., St. John, N. B.

C. T. Hillson, it is stated, will shortly take a trip to Newfoundland, in connection with his lumber interests there.

THE NEW ELEVATOR

The Extension to Cost About $175,000—Total Capacity About One Million Bushels.

The Company Ask the City to Extend the Agreement so as to Cover Extra Space Needed.

Thos. Tait, C. P. R. manager east of Fort William was in the city Wednesday, and with Mr. Timmerman and Mr. McLean met the advisory board of the common council. Their purpose was to discuss the question of arrangements for the extension of the elevator. The company are anxious to get to work, as there are only seven months in which to complete the large structure in time for next season's grain shipments. Their plan is to combine the new elevator with the present one to form one complete structure, with three tracks instead of two. The third track would run right through the building and facilitate the unloading of cars. The position is central to all the wharves and one from which the conveyor system could be extended to all the present steamship berths, including the one above the angle of the wharf.

The original agreement of the company with the city was that the latter would provide additional space for an extension of the present elevator to a capacity of half a million bushels. But the company, in view of the rapid development of the last season, feel that it is desirable to go further and make the total capacity a million bushels. That would involve an additional structure about twice as large as the present one. It would be longer, and twenty-five or thirty feet wider.

The upper corner of the present elevator verges on the north line of Protection street, which is ninety feet wide. The extension would run out at the western end thirty-five or forty feet into the street, but would still leave a width of fifty feet, which is as wide as most streets on this side of the harbor.

The gentlemen representing the C. P. R. placed before the advisory board the reasons why they deem it necessary that the extension be made at that place, and asked that they be granted the additional space on the same terms as if they only intended to make the capacity half a million bushels. The board will consider the matter, and a special meeting of the council will be called for next Monady to deal with it.

Interviewed by the Sun last evening, Mr. Timmerman said the site proposed seemed to be the only feasible one on which to make the improvements, particularly owing to the fact that the foundation there is perfectly secure. He said the company hoped an early decision would be made, so that they could secure the material and push the work forward in ample time for the next season's business.

Of course the erection of so large a structure will mean employment for many men, in addition to the purchase of materials and machinery. The extension will cost, it is estimated, about $175,000. The company ask the city to extend the former agreement, and make the same terms apply to this as if it were only a half million bushel elevator they proposed to build. The rapid growth of the trade had led them to believe that it would be better to erect the larger building, so that they would not be in danger of being cramped for a couple of years or so. Then if a shipepr could store his grain for a few weeks he might thereby get a better price. They would like to be able to offer storage, which would place the port in a better position to compete with others that have facilities for grain storage.

This season they shipped three times as much grain as last. Over 3,000,000 bushels had gone forward prior to March 23rd with ten steamers yet to load, against less than one and a half millions last year.

Speaking of the winter port trade generally, Mr. Timmerman said that steamship people were closing up the season's work and expressed themselves well satisfied with the results and the way traffic had been handled, and appeared to look forward for quite an increase in their business next season. Shippers in the west are only beginning to realize that they can ship in large quantites through St. John, and the trade is capable of great development. This is becoming a favorite route for the shipment of dressed meats. Being the more northerly route, meats are less liable to damage in handling from car to vessel. And yet the temperature is not so low but that apples and eggs and the like can be handled with equal safety and success.

"HANDS ACROSS THE SEA."

Oh! list to the message that comes to us now, the message so solemn and grand;
At last at the touch of nature our kinship is made plain,
And the day has come we have watched for long, when natural laws must stand.
And Freedom's cause, and Freedom's laws, shall rule the world again.

In the east the old cross flag goes on for equal rights to all,
Let them bark and snarl, but they dare not touch that old red flag so true.
In the west the glorious stars unfurl and tyranny must fall,
Two giants are up and the pigmies hide their snarling heads from view.

On Afric's sands the black man stands and points with pride to the cross,
While further south the law is kept by Engmen and guns,
In Chinese seas the floating guns guard western trade from loss,
While the Stars and Stripes are blessed by the poor, and Cuba's patriot sons.

Then flash the news o'er the ocean and o'er the continents wide,
The power of the seas and the Lord of the west have met and pledged their troth.
The Union Jack and the Stars and Stripes are floating side by side.
And the strength of the world is here unfurled for war or peace or both.

—Edue.

Bank of British North America.

ESTABLISHED IN 1836.

Incorporated by Royal Charter in 1840.

Paid up Capital—£1,000,000 Sterling.
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B. A. Hoare, H. J. B. Kendall, J. J. Kingsford, Frederick Lubbock, George D. Whatman.

This Bank is now prepared to transmit money to

DAWSON CITY,
Yukon District
(KLONDIKE),

to its branches in the West Kootenay District, British Columbia, at Rossland, Trail, Sandon, Kaslo and Slocan city; also to Victoria, B. C., and Vancouver, B. C.

H. A. HARVEY,
Manager.

DEATH OF J. HENRY LEONARD.

J. Henry Leonard died at his residence, Carleton, shortly after four o'clock Thursday morning. Mr. Leonard has been a sufferer for some time and his death was not unexpected, but nevertheless it came as a great shock to his numerous friends. He was out a few days ago and drove over to the city, where he was welcomed by many acquaintances. For the last few days he has been gradually sinking and on Wednesday no hope was held out. Mr. Leonard came to St. John in about 1848. He was born in London, Eng., and started for this city when sixteen years old. The vessel he was in was wrecked and he landed on the coast of Ireland. A little later he took passage in another boat and reached St. John safely. He immediately went to an uncle on the St. John river, with whom he stayed for some time. Later he went to Fredericton and was engaged with the late James Hunter in the lumber business. Subsequently he came to St. John and continued to be interested in lumber, both as a surveyor and in other respects. After the fire he became associated with James Wetmore, now of Blackville, and the two carried on a lumber and commission business for some time. Of late years Mr. Leonard has been with J. R. Warner & Co., in whose employ he continued until his death. Mr. Leonard was a prominent member of the Masonic fraternity and belonged to the Lodge of Perfection, Rose Croix Chapter, and the New Brunswick Consistory, A. and A. S. Rite. In the latter body he had reached the thirty-second degree. He was also a member of the Royal Order of Scotland, past deputy grand master of the Grand Lodge of New Brunswick, and past principal of the chapter of Carleton Union Lodge. He was treasurer of the Grand Chapter. He was also a member of St. George's Society. Mr. Leonard was a member of the Carleton Methodist church and took an active interest in its welfore. His wife, who was Miss Fanny Clark of Carleton, a brother, John C. Leonard, of Boston, and two sisters, Mrs. Marshall Ritchie of Haverhill, Mass., and Miss Leonard of London, survive him. Mr. Leonard was well known throughout the province, and wherever he was known he was well liked. A good citizen, genial, kind hearted, active in any work that appealed to him, his death will be deeply regretted.

INDIANTOWN NEWS.

(From Friday's Daily Sun.)

The river at Indiantown continues to rise steadily and already has caused considerable inconvenience.

A telephone message from Fredericton late yesterday afternoon stated that the David Weston had arrived there without mishap. The Weston left Indiantown Wednesday and ran up as far as Gagetown, and continued on yesterday forenoon to Maugerville, where she was detained several hours, so she did not get to Fredericton until about 4 o'clock. As soon as she arrived the work of unloading was commenced, and the steamer sailed shortly afterwards for Indiantown. She will lay up over night and continue this morning, reaching Indiantown probably by eleven o'clock, and will start again for Fredericton as soon as possible, coming down again on Saturday. The Olivette, which left for Fredericton yesterday, is also expected down today. She will go up again Saturday.

The May Queen got down from Jemseg yesterday with a good freight. She encountered considerable ice.

The str. Springfield, which went up Tuesday, is at Jenkins' Cove, Belleisle, ice bound.

The str. Aberdeen will leave for Woodstock on Saturday.

Work on the Monticello is being pushed forward with all possible speed. Today she will be towed out of the Cove and will probably receive her coal. It is expected she will be ready to sail on Monday.

A RUINED MAN'S GRIM JOKE.

Hardly anything could bring more forcibly home to the mind the devastation wrought by the Gippsland bush fires than the grim joke of one burnt-out and ruined farmer: "If you want roast beef, pork, veal, lamb, or baked potatoes, you may get any of them at my place. There is plenty of it there, and you can help yourself. In one heap there are fifty head of milking cows, all baked. In another are hundreds of sheep, while the third is composed of pigs and potatoes."—Melbourne Age.

to any expenses which I might wish to incur? Mr. Billie—Darling, I swear it! Minnie—Well, Mr. Billie, if you can't hold on to your money any better than that, I must say "No."—London Tit-Bits.

It does sound rather queer, that's a fact, to read that down in prohibition Maine a Bangor hotel has a new $1,000 bar, but, come to think of it, the law doesn't prohibit the building of a bar, and the one in question is probably meant for ornamental purposes only.—Milford Journal.

CUSHING PULP MILL.

Prospectus of the Company Issued—What It Sets Forth.

Geo. Cushing Thinks the War Will Not Seriously Disturb the Lumber Trade.

The prospectus of the Cushing Sulphite Fibre Co., Ltd., has just been issued.

The directors are Joseph Allison, Thomas McAvity, W. H. Murray, George S. Cushing and Geo. F. Baird. With them as incorporators are George McKean and James Fleming. The solicitor and secretary is L. A. Currey, the consulting engineer James Beveridge of London, Eng., and the bankers the Bank of Nova Scotia.

The capital stock is $500,000, divided into 2,500 shares five per cent. preference stock of $50 each and 7,500 shares ordinary stock at $50 each. The present issue is 2,000 shares of the first named and 3,000 shares of the second.

The incorporators have subscribed $30,000. As soon as the balance of the $250,000 now sought is subscribed the erection of the mill will be begun. No effort has as yet been made to float the stock, but it is expected a good deal will be taken up here, as a number stated their intention of taking stock as soon as the prospectus was issued. But steps have also been taken to introduce the stock in the United States and in England, with what are believed to be excellent prospects of success.

In their prospectus the company quote the following authorities:

James Beveridge, pulp expert and engineer, of High Wycombe, near London: "The site affords foundations for building purposes, with excellent wharf and shipping facilities, and is in close proximity to supplies of raw material and labor, and is unquestionably admirably adapted for the erection of the works and to the carrying on of the business, being only twenty minutes' drive from the heart of the city."

N. M. Jones, manager of the Katahdin Pulp Company, Lincoln, Maine, says: "I consider the proposed site and facilities the very best that I have seen in America, and that the shipping facilities from the port of St. John are unequalled on the Atlantic coast."

M. F. Mooney of St. John, N. B., a pulp expert, in making a report on the location, says: "Your present location is admirably adapted for the pulp business. I consider you have one of the best sites for manufacturing sulphite pulp in Canada."

After pointing out that sulphur can be got at small cost by steamer from the U. K., and lime at a reasonable cost here, while the supply of cheap wood is inexhaustible, the prospectus notes the following in regard to economics:

"Cheapest of raw material, with an inexhaustible supply. Cheap fuel, either coal or mill waste. Unexcelled shipping facilities to all parts of the world—steam or sail. Situated on the seaboard, thus avoiding all expensive rail carriage. Proximity to the Canadian spruce wood; excelled by none for the quality of its fibre. Open harbor all the year round, Saint John being the winter port of the Dominion of Canada and terminus of the following lines of steamers: H. M. S. mail steamers—Beaver line—to Liverpool. The Furness line to London, England. The Allan line to London, England. The Head line to Dublin and Belfast, Ireland. The Donaldson line to Glasgow, Scotland. The Pickford & Black line to the West Indies and South America. Also, lines running to Portland, Boston and New York, U. S. A. St. John is also a great railway centre, besides enjoying the distinction of being the Atlantic terminus of the great transcontinental line, the Canadian Pacific railway."

It is announced that when the stock is subscribed buildings will be erected to accommodate plant to produce fifty-six (56) tons of dry pulp per day; but in the meantime machinery for twenty-eight (28) tons per day only will be put down.

The company have now made satisfactory arrangements with the city as to water supply, and are ready to proceed with the work of construction as soon as they are financially in a position to do so.

Prospectuses may be procured from the bankers or the secretary.

THE WAR AND TRADE.

Talking with a Sun reporter last Thursday George S. Cushing said that the war cloud had caused a very sharp advance in pulp in the United States, owing to the increased demand for paper, but so far as the lumber trade was concerned he was still cheerful. His own firm have a good many American orders to fill, but outside of that they had foreign orders for about five million feet that would in no way be affected by the war. A letter received from a large firm in the states expressed the opinion that while the panic would have a bad effect at first there would be a good business later whether the war was long or short.

Fred S. Wilbur, formerly of the Bank of Nova Scotia, Moncton, and lately connected with their branch at Kentville, N. S., left the latter town in November last, pursuant to a trip to Cape Town, South Africa. Mr. Wilbur since his departure from Kentville, where he severed his connection with the bank, in company with a young man from Lockport, N. S., has spent some weeks in Boston and New York, where he took passage for the mother country. A recent communication received from the young men stated they had spent a very enjoyable few weeks' touring in England, and intended leaving for Cape Town about April 1st.—Moncton Transcript.

The whole Moslem race despise and abhor the sound of bells, which they say cause the evil spirits to assemble together. They do not use them on their mosques or churches, but have instead men called muezzins stationed in the minarets, who call out five times each day for the people to assemble for prayer. The cry is: "There is no god but God, and Mohammed is His Prophet."