

CANADA'S RAIL MILLS.

New Industry Going to be Successful.

According to a conservative estimate, it would take five hundred thousand tons of steel rails to lay the Grand Trunk Pacific Railway from Montreal to the Pacific coast. It takes one hundred and twenty-five tons of eighty pound rails to lay one mile of track, and, as the total mileage of the road will be, as near as can be at present foreseen, about four thousand miles, the total amount required is apparent.

In view of this, it is interesting to calculate whether or not the two steel rail mills in Canada can furnish this supply. Since the Dominion Iron and Steel Co., began to make rails last summer, their total output has been taken by the G. T. R. and has amounted so far to a little more than twenty thousand tons. Just now the mill is working satisfactorily, according to report, and is turning out from three hundred to three hundred and fifty tons a day. Their contract with the G. T. R. for this year was to supply twenty-five thousand tons. They have yet four thousand tons to deliver. A large amount of these rails has been used in connection with the double track of the main line west of London, and the Grand Trunk officials have been so well pleased with them that they placed another order for twenty-five thousand tons to be delivered in March, April, May, June and July of next year. These rails are of the heavy type, and the ones that have been supplied so far have had before leaving the mill to undergo a more severe test, according to the statement of a G. T. R. official, than any other rails that have ever been used anywhere over the entire system.

Reports from the Soo indicate that the rail business there is likewise gratifying. Deliveries to the Intercolonial Railway have met with approval. As the capacity of the mill

there is said to be about the same as that of the mill at Sydney, about three hundred tons a day, an estimate might be formed of how long it would take the two mills to supply all the rails needed for the new national transcontinental railway. A conservative estimate would be five hundred tons a day, and at that rate it would take them three years and four months of steady going, counting three hundred days to the year. That means that it would take them a thousand days to make enough rails to lay the road from Montreal to the Pacific coast, even were they to make no rails for any other purpose. But allowance must be made for renewals that are being made every day all over the Dominion. The C. P. R. use on an average about forty thousand tons of rails for renewals every year, and the G. T. R. about twenty-five thousand tons. One hundred thousand tons for renewals every year on all the railroads of Canada would be a fair estimate. If the mills can turn out only one hundred and fifty thousand tons a year that would leave them only fifty thousand tons for new road, and at that rate it would take ten years to supply enough extra rails to complete the Grand Trunk Pacific. Of course, the mills claim a larger total capacity than five hundred tons a day, but that is without allowance for mishap and delay of various kinds.

The price that the Canadian companies are paying for Canadian-made rails is said to be as high as the duty and the bonus will allow, that is, slightly under the price of foreign rails of a similar standard, plus the duty and the bonus and the freight. It is to their credit, however, that no fault so far has been found with the quality.

JUST BACK FROM RUSSIA.

Mr. J. D. Allen Speaks of the Situation There.

NEWS OF PEACE—A GREAT COUNTRY WHERE NATIONAL ENERGY IS RESTRICTED BY CHURCH-ENGENDERED SUPERSTITION.

Mr. J. D. Allen, president of the Toronto board of Trade, who has arrived home from a tour in Russia and Great Britain, in an interview said:

"While there was an undercurrent of expectancy arising out of the pending peace negotiations, there was little to justify the alarmist stories of disorder as depicted in some of the English newspapers which I read while in that city."

At Nijni Novgorod the great Fair was more buoyant than he had ever seen it before. The situation was somewhat strained, however, owing to the strikes in the great steel and shipbuilding industries in that vicinity. Martial law always prevailed during the Fair, and this neutralized the effects of the industrial troubles.

"I was in Moscow when we received word that peace had been declared," said Mr. Allen. "A leading merchant, while they were discussing business affairs, was handed a telegram, which read 'Peace without indemnity.' 'Incredible!' he exclaimed in Russian. He had expected that

Russia would be forced to pay a reasonable indemnity, and would not believe the news until confirmed later by the press despatches.

"There was no demonstration among the people," added Mr. Allen. "The right of assembly is denied, and this was impossible."

The church-engendered superstition which surrounds the Czar and the bureaucracy with a semi-religious deity was the political undoing of Russia. Illustrating this, Mr. Allen pointed out that the spot where the Grand Duke Sergius was assassinated has been enclosed, and is regarded as something of a shrine or place of holy association.

No country in the world had greater resources, but a church that had 110 holidays for religious observance in the year placed a severe handicap upon the industrial growth of the people. There were resolute, intelligent men, and much was expected from the approaching national assembly. So long as the people were denied the right of assembly, however, the greatest good would not be realized.

GLIMPSES OF HUMOR.

TWINS.

It was at the railway station and she was trying to buy half tickets for the two children.

"How old are they?" asked the ticket seller.

"Only 11."

"Both of them?"

"Ah!" exclaimed the man. He eyed them a moment and then remarked:

"Pretty children. Where were they born?"

"This one in New York," answered the proud mother, "and the other in London."

One morning last week a cadaverous young man with a valise called at the office of a busy lawyer.

"Mr. Rangle," he said, "can I sell you a history of Menard county?"

"Why, that happens to be the county I was born and grew up in," said the lawyer. "What is the book worth?"

"Four dollars a copy."

"I'll take one."

To Mr. Rangle's intense surprise the caller burst into tears.

"What's the matter, young man?" he asked. "Was the shock too great for you?"

"It—it wasn't what I expected!" sobbed the book agent. "I had made a bet of \$5 that you'd kick me out."

Friend—I suppose you're always glad to treat a patient that's never had any bad habits?

Doctor—Indeed I'm not.

Friend—How's that?

Doctor—Why, man, I can't order him to stop doing anything.

"Wanted, a strong horse to do the work of a country minister," is an advertisement which appeared in an

English newspaper the other day.

Mr. Browne—I regret to say, dear, that—er—concerning that birthday gift I promised you—er—diamonds are up in price now, higher than I can afford.

Mrs. Browne—I'm sorry dear.

Mr. Browne—Yes, it is disappointing.

Mrs. Browne—Yes, it's too bad that you'll have to pay more than you can afford.

"If you keep on," said the credulous layman, "you will find cures for all the diseases that flesh is heir to. Then what will you do?"

"Then," answered the scientist, "we will proceed to seek cures for the new diseases to which our remedies have given rise."

They were sitting on the piazza in the autumn twilight.

"George," she gushed, in one of those nonsensical ways that girls have, "what kind of a girl do you think I am, anyway?"

"Well," drawled George as he lit a cork-tipped cigarette, "you remind me of a Chinese."

A wall of glaciers could not have chilled the atmosphere more.

"Sir," she demanded in a voice that froze the air, "how dare you insult me with such a remark as that?"

The young man smiled.

"No insult, my dear, but rather a compliment. You remind me of a Chinese girl because your feet are so small."

And then she threw her arms around him and said he was the sweetest man in the world.

Irish miles are longer than American miles; in fact, eleven of them

GETTING HUNTING SCENES TO SHOW IN NEW ENGLAND.

American Biograph Operator Accompanied Hunters In to New Brunswick Woods—Views of Salmon Fishing Also Secured.

Moncton Transcript.—Messrs. R. E. Follett, head of New England Fish and Game Association, of Boston, and William Bitzer chief operator of the American Biograph Company, New York, were in Moncton today on their return from Bathurst, where they have been for over a week taking fishing pictures on the Nepisiguit River. In fact, as Mr. Follett observed, they have been fishing out of season, only it was not illegal in this case as they had special permission from the New Brunswick and Federal authorities. They were successful beyond all expectations, obtaining several splendid pictures which show most graphically the casting for, and the landing of salmon at several points on the Nepisiguit, which Mr. Follett, who is an undoubted authority, pronounces as one of the very best salmon and trout streams in North America.

New Brunswick is going to get well advertised as a great territory for hunting and fishing as a result of the visit of these gentlemen with their Biograph Machine, which takes the scenes right from the forest and reproduces them with full details of life and action. Before going to Bathurst they were in the Canadian woods, in company with Dr. Heber Bishop, of Boston, and were highly successful in getting some fine hunting

scenes, one showing the calling of the moose and its response to the horn, and the actual shooting of the animal, a splendid bull with antlers fifty-six inches from tip to tip. This picture with the others has been developed already, and on last Friday evening at the Copley Square Hotel, Boston, they were shown at a private exhibition to members of the Executive Committee of the New England Fish and Game Association, and were warmly praised, experts pronouncing them the best they had ever seen. These pictures are the property of the Association and will be one of the features at the Exhibition of the Sportsmen's show at Boston the last week in December and the first week in January. They will afterwards be shown in Chicago.

In their trip to the Nepisiguit, Messrs. Follett and Bitzer were favored with ideal weather conditions, and although it was past the fishing season the fish were very plentiful and showed a disposition to rise to the fly as eagerly as in June or July. In their operations they received great assistance from Mr. Henry Bishop the Chief Game Warden of the county. They returned to Boston this afternoon, but may return later to obtain other hunting scenes.

make fourteen of such as are measured in this country. American travellers soon find this out, and if they are disposed to complain of the character of Irish roads they learn that the Irish think it unreasonable of the stranger to expect both quality and quantity.

To one such grumbler the answer was: "If the quality is inferior, we give you plenty of it, anyhow."

To another visitor who complained of the narrowness of the road the retort was: "Well, what ye lose in breadth ye gain in length."

"Poor Mrs. Murphy! Sure ut's in terrible straits she is!"

"Phwat's the matter?"

"Sure she'd not a cent in th' house to buy coal wid, an—"

"An' how did she get it?"

"She pawned th' stove."

Miss Justin (at the play)—Why ar those rude boys up there in the gallery called "gods"?

Escort.—Because it wouldn't sound nice to call them by the name that properly characterizes them.

Trenton, Oct. 4.—During the past week Hon. H. R. Emmerson, Minister of Railways and Canals, has been on a tour of inspection of the Trent Canal system, and on his return from the west this morning visited Trenton, the eastern outlet of the system.

The Minister who arrived on the Government steamer Alert, saw at a glance that Trenton appreciated the honor of his visit, for he was met at the wharf by Mayor Jacques and the members of the Corporation, the Board of Trade and hundreds of citizens. Steamers and tugs in the harbor sounded a welcome also. After the party had disembarked introductions all around followed. The Minister and Deputy Minister and Mr. Schrieber then drove up the Trent River towards Framford a considerable distance, accompanied by citizens.

The party drove up on the west side and came back by the east side, and had the satisfaction of seeing a magnificent river, with great waterpower, and lined with busy industries representing untold capital.

When Mr. Emmerson returned he was urged by the Mayor and others to remain and partake of the hospitality of the town, but he was obliged to decline on account of his anxiety to reach Ottawa as soon as possible. The citizens regretted this decision, however, as they were most anxious to do honor to a Minister who seemed so ready and willing to meet the people and study the works of his important department.

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You couldn't be otherwise with such a distressing malady. Well, for one dollar spent on "Catarrhazone" you can be thoroughly cured. Foolish to delay, because asthma steadily grows worse. Get Catarrhazone today and cure yourself; it's pleasant to use, very simple, and guaranteed. Prescribed by thousands of doctors and used by the people of nine nations. Certainly Catarrhazone must be good; it hasn't failed yet, no matter how chronic the case.

TWO MEN CUT TO PIECES.

Found on the Railway Near Ironsides, Que.

Ottawa, Oct. 5.—Two men met their deaths on the Gatineau Valley Railway near Ironsides, Que., at about seven o'clock last evening, and their deaths are directly attributable to intoxication. The men are Stephen Lalonde and Philip Pet-
 eou of Cornwall, Ont., and both were noticed in the village early in the evening, very much under the influence of liquor. They said they were on their way to the Grand Trunk Pacific survey camp, but had taken the wrong train from Ottawa. The men were directed to Ironsides station, and went off, lurching unsteadily on their feet. They must have got up

Backache

is more than tiredness. Hard work does not bring sharp, shooting pains. And a dull, nagging pain—that a night's sleep won't drive away—is never due to weariness.

Nine times in ten, backache says Kidney Trouble. Pain is nature's way of telling you that your Kidneys are weak—that

they cannot do nature's work—that they want help to get well and strong again!

GIN PILLS

are the greatest help that sick kidneys can have. They relieve the pain, strengthen the weak parts, and completely cure all Kidney Troubles. They are prepared solely to cure the Kidneys. They do that one thing—do it quickly, thoroughly, completely. That's why we authorize any druggist to refund your money if they fail. See a box & boxes for \$2.50, at your druggists. Sample box free if you mention this paper.

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Fredericton, June 16, 1905.
 June 17, D.T.T. & S. 1mo.

TO LET.

To rent in the Howard & Crangle building on the corner of Queen and Carleton streets, in this city, the hall formerly occupied by the Knights of Pythias; also the offices occupied by F. H. Peters.

Apply to JAS. FARRELL, Executor.

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FIRST-CLASS EQUIPMENT. LOW RATES.

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