NOTICE.

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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

NOTICE.

When a subscriber wishes the address on the paper changed to another Post Office, the OLD ADDRESS should ALWAYS be sent with the new one.

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., MAY 16, 1903.

THE WINTER PORT TRADE.

The statement made by Mr. Sutherland, general freight agent of the Canadian Pacific, respecting the winter port business handled by that railway is an interesting record of development and progress. This increase has not been exactly continuous. It was interrupted by a falling off in the season of 1900-1901, when the tons of inward and outward traffic were reduced to a little over half the quantity of the season before. There was not a complete recovery in the year following, but last winter's trade far surpassed that of any previous year. The reason of the unfortunate check of two years ago will be easily recalled. Happily the minister of railways has revoked the decrees that he issued and enforced during that unfortunate season. If the Grand Trunk has lost something by the restoration of the old conditions it is evident that the Intercolonial has not suffered, while the winter port trade has once more begun to go forward by leaps and bounds. The limit has again been about reached. There is no room to do more business, though the traffic will undoubtedly be offered. While there is discussion about the Intercolonial and Grand Trunk, it is the Canadian Pacific, with the shortest possible route from Montreal to an equipped Canadian winter port, that is doing the work. Other Pacific railways may make short routes to this port from Quebec or Montreal, but for some time to come we must depend upon the route that has already been provided, which road is able to deliver several times as much freight as the ships can take away from the existing wharves.

NO COMPROMISE.

At the end of the second day's discussion of the Grand Trunk bill in the railway committee the company has made no undertaking respecting the winter terminus. It is plain that the company intends to make Portland the winter port of the Grand Trunk Pacific as it is of the existing Grand Trunk system. The promoters are willing to call Quebec the terminus, but this has nothing to do with the case. Quebec is already a terminus of the Grand Trunk system, and the Pacific could go there without building a mile of road east of Toronto. Any offer to deliver traffic in winter to the Intercolonial does not call for railway construction in eastern Canada. The Grand Trunk has already a traffic agreement for the delivery of freight to the goverament road at Montreal. All that Mr. Fowler and his comrades could get out of Mr. Hays yesterday was a few ambiguous utterances, all of them consistent with the recognition of Portland as the winter port of the proposed system. It is absolutely certain that this is the intention of the company, and that only the refusal of charter and subsidy will drive the promoters from that position.

The strong resolutions sent from the different legislative, municipal and commercial bodies in the east are clear and explicit. They ask, one and all, that the Grand Trunk Pacific shall get no public assistance unless the company shall build to the maritime provinces and make a terminus at a maritime province port. The boards of trade and other bodies know that an undertaking to deliver freight to the Intercolonial is no good for the purpose they have in view. From Quebec by the Intercolonial is 111 miles farther than from Quebec to St. John by the circuitous route of the Intercolonial, the Temiscouata and Canadian Pacific. The Grand Trunk extension from Quebec to St. John by the St. John valley would give a still greater advantage over the north shore route. But it is not worth while even to argue the case. The Grand Trunk people, the Intercolonial people, and the winter port people all know that export and import trade between the Canadian west and Europe can never be handled by the Intercolonial route. We have had the test of six years' experience for one thing. Mr. Blair thought six years ago that he could do this business. He said so over and over again. He has found that he was mistaken.

In view of these circumstances the reply of Mr. Blair to Mr. Jarvis is altogether unsatisfactory. Mr. Blair and Mr. Hays practically say the same thing. The Grand Trunk manager said a week ago that his company would be willing either to hand over to the Intercolonial all the winter traffic that road could take or else to build to the coast. Mr. Blair wires to Mr. Jarvis:

"I believe that in case government gives financial assistance the Grand Trunk Pacific will be obliged either to enter into a satisfactory traffic agreement binding itself to hand over at Quebec its ocean winter traffic to Intercolonial or build a line through to a maritime port. Have been doing everything possible to bring this about."

This is a message that Mr. Hays or Sir Charles Rivers-Wilson might have sent since they have already offered to do all that Mr. Blair says that he is trying to bring about. The minister must have noticed that the resolutions and telegrams sent him do not ask this alternative. The people of the maritime provinces, and, we believe, the people of Canada, do not propose to compromise on a traffic agreement with a road that cannot profitably handle the traffic. They insist on one thing and one only. They say that the Grand Trunk Pacific railway itself must be built to a Canadian winter port. That is the message of Mr. Jarvis and the St. John Board of Trade. That is the resolution of the City Council and the County Council of St. John, of the Legislature of New Brunswick, and of the other bodies which have made declarations on the subject.

It will be a fatal mistake to depart from this line and accept the substitute proposed by Mr. Hays which the minister of railways seems disposed to accept. If the Grand Trunk people can get all they want from parliament by simply agreeing to make a satisfactory traffic agreement, Mr. Hays will score the second great triumph of his life in dealing with the Dominion government and parliament. He knows better than anyone else what a satisfactory agreement means. It would only remain for him when the time came to satisfy the minister of railways. We mean no personal reflection upon Mr. Blair in saying that the matter should never rest in that position. The situation would be no more satisfactory under another minister of railways. Again we say that nothing else ought to be accepted than a contract that the Grand Trunk Pacific shall be compelled to use this section of the road for the western export and import business. If the company wants to do business at Portland, not a dollar of Canadian public money should be used to assist in that alienation of Canadian trade. And just so sure as the company is allowed to end the system at Quebec, Portland will be the winter terminus. Mr. Fowler is not the only member of parliament to see this. It is patent to Mr. Emmerson, Mr. Logan and others.

In the railway committee discussion yesterday Mr. Blair and Mr. Hays disagreed on one point. The Grand Trunk manager said that the existing Intercolonial and Grand Trunk traffic agreement was satisfactory. Mr. Blair said it was not. The minister of railways might well say so. It is true, as Mr. Hays says, that the Intercolonial was allowed a little export business at one time. But on what terms? Mr. Blair carried the goods from Montreal to St. John, 740 miles, or from Montreal to Halifax, 837 miles, at Portland rates. That is he got the same price for his haul of 837 miles as for the haul of 740 miles, and in each case was paid the same as the Grand Trunk received for the haul of 293 miles. This meant that he got half the cost of carriage to St. John when the Grand Trunk had a profit of twenty-five per cent. The minister says well that this is not a satisfactory traffic arrangement. But Mr. Blair himself made that bargain, and then loudly and confidently declared in the house that it was a splendid achievement. There were some in parliament who did not agree with him, and who thought that the minister had fallen into the hands of the spollers when he sat down to make traffic agreement with Mr. Hays. Mr. Foster, Mr. Powell, Mr. Haggart and others tried to convince Mr. Blair that he could not do export business on these terms. It cost Mr. Blair some bitter experience and the Canadian public some millions to establish the correctness of their contention.

Mr. Blair now says that he never intended this arrangement for through traffic, and that he never expected the Grand Trunk to hand him over export business. This is a lapse of memory. Both in St. John and in Ottawa Mr. Blair explicitly declared that he expected to gather export traffic in Grand Trunk territory and had secured the right to do so. His agents were to solicit this traffic at all Grand Trunk points. At his banquet in St. John in 1897 Mr. Blair explained the Drummond contract and the Grand Trunk agreement and gave a glowing account of the export business that he expected to do. Here is a sample passage:

"I am going into competition with my friend Timmerman and will undertake to land freight from Montreal in St. John as quickly as the C. P. R. can do it. The distance by the I. C. R. is 250 miles longer, but the C. P. R. contracts to land freight here in 35 to 38 hours, and the I. C. R. will do the same. And it will be at no higher cost. We have a better line and easier grades, and when the road is equipped, as I hope to see it, I hope to make faster time than the C. P. R. The arrangement with the Grand Trunk could not well have been better. And I am not sure but we shall give the port of Portland, Maine, a little active competition."

A few months later, when defining his policy in the house of commons, Mr. Blair said: "The prospects are exceedingly promising for the I. C. R. doing a large part of the winter trade. We have only, I think, to equip our termini at Halifax and St. John and with our road and improved equipment generally we shall be able to command a very substantial part, if not the whole, of the winter trade of the dominion. There is no reason to doubt that the I. C. R. will be in a position to take up a very large amount of the traffic which now finds its way to Europe through American ports."

These quotations are not given to make political capital, but to show how vain a traffic agreement may be that satisfies Mr. Blair when it is made. Mr. Blair knows now that he could not possibly do business under the agreement from which he hoped so much, and which he said "could not well be better." He will learn later if he should make the proposed compromise that he cannot make a traffic agreement with the Grand Trunk that will give him the winter business.

So let it be settled from the beginning that only one thing will do. No subsidy for the Grand Trunk Pacific unless the road is built to the maritime provinces, makes its terminus at a Canadian winter port, and enters into contract to do its winter business there.

THE CRIME OF HALE AND FOWLER.

According to the valued Telegraph the federal representatives of Kings and Carleton counties have committed a grave offence. In an editorial of three-quarters of a column it is set forth that a telegram sent by Mr. Hale and Mr. Fowler "would be unwarrantable impertinence if it were not ridiculous" that it is "cheap clamor for notoriety," a "bombastic message," a "frantic scream," a "ridiculous effort" and several other things. From all this angry denunciation we turn to the despatch which is the cause of it all. This is the offending message:

Important that civic bodies take immediate and strong action re Grand Trunk Pacific. Apparent intention is to make Portland the winter terminus and if maritime provinces are to reap reward for past sacrifices, a fight to the finish must be made. Charter should contain provision for eastern Canadian winter terminus.

The New Brunswick members who sent that despatch were on the ground and saw the necessity for action. They did their part to warn the people interested, and while the service is one for which they would not claim thanks, it will be generally admitted that they did right. While they have encouraged the people whose interests are affected to take action, the Telegraph tries to lull the citizens to security with such a slumber song as this:

No, gentlemen of the Board of Trade, citizens of St. John, it is not upon men of this calibre that the future of your city depends in this or any other crisis. Depend upon it, the men of power who represent you are neither ignorant of your aims and aspirations, nor careless of your interests. These, rest assured, have been protected while the others slept, and if, in their nightmare, Messrs. Hale and Fowler alarm you with their frantic screams, be charitable and place their ridiculous efforts to their ignorance and desire for political notoriety.

It will be observed that "the gentlemen of the board of trade, citizens of St. John," have taken the advice of Messrs. Hale and Fowler and rejected that of the Telegraph. Which shows that they are people of sense.

The Eastern Chronicle of New Glasgow, a liberal paper, complains that "if a job of work is done for the Intercolonial railway it is three or four "months before the job is paid for," whereas the large coal or iron companies pay within a month. This criticism is too indiscriminate. Not all the contractors who do a job of work for the Intercolonial have to wait three or four months for their pay. Some get their pay as soon as the job is done or the goods furnished. In a well known case where the contracting parties were represented by a member of parliament, they got their pay first and furnished the goods afterwards.

The Bank of Montreal is becoming a still larger institution. Recent additions have brought the capital up to $13,379,340. The rest is now $9,000,000, and this with the profits carried forward, makes the real capital over $23,000,000. Last year's profits were $1,813,483, or fifteen per cent on the share capital.

The valued Telegraph has offered some criticism of the merits of Mr. Hazen as a critic, but as yet the Telegraph has not ventured to express its own opinion of the $450,000 guarantee.

THE LAW OPENLY VIOLATED.

A Protest Against Sale of Liquor Election Day—It Was Responsible for Mangan's Death.

The evidence of Henry Devine, taken on the Mangan trial shows that the deceased, Mr. Mangan, asked him early in the day of the the recent municipal election to have a drink. Mr. Devine refused, saying that he had had several drinks and did not wish any more. The evidence also shows that at ten o'clock on the morning of the same day Mr. Mangan was sober, while about four o'clock he was very much under the influence of liquor.

A citizen was inquiring yesterday how it was that liquor could be procured in Musquash on election day. He was of the opinion that the matter ought to be inquired into. In his opinion the man who sold the liquor to the deceased should not only be prosecuted for violating the liquor license law, but also for being instrumental in causing the death of the unfortunate man.

The liquor license act of 1896 is in force in the county of St. John in which Musquash is situate and section 51 of that act states that no sale or other disposal of liquor shall take place in any licensed premises within the limits of a polling sub-division on any polling day or at any parliamentary election or election of a member for the legislative assembly, or any municipal election, or on any day on which a vote in accordance with the provisions of the Canada Temperance Act is being taken, from or after the time of six o'clock in the morning of the said day, until the following lawful day at six o'clock.

The same citizen said that it was known that liquor license law was violated at several places through the county of St. John not only on the election day referred to, but on other election days as well. Intoxicating liquors had been openly sold, and yet none of the offenders—as far as he knew, had recently been brought to justice.

A BRILLIANT NOVA SCOTIAN.

The Montreal Star of Wednesday, recorded the fact that Charles Sutherland, son of H. T. Sutherland, formerly of Yarmouth, had passed all his examinations at McGill University with flying colors. His name appears in all the honor lists, and he has won the much coveted prize in mechanical drawing. In fact, Mr. Sutherland has made a most brilliant record in Canada's foremost university, competing with the best students in the country.—Yarmouth Times.

The town of Ham, in France, possesses a woman of 70 who has just learned to read and write. Ashamed at her advanced age of her complete ignorance, she went to the village schoolmaster and asked him to teach her. A few weeks enabled her to master the drudgery, and she can now read the newspapers and write an ordinary letter.

RICHARD HENRY STODDARD

Learned the Trade of an Iron-moulder, and Became the Dean of American Poets.

NEW YORK, May 12.—Richard Henry Stoddard, the poet, died today at his residence in this city.

For a week past he had been confined to his bed with rheumatism of the heart and ills incident to old age.

Richard Henry Stoddard was born in Hingham, Mass., July 2, 1825, the son of a sailor who was lost at sea as captain of the brig Royal Arch, on a voyage to Sweden, when the boy was but 2 or 3 years old. His mother, being left in straitened circumstances, came to Boston and opened a little shop in Hanover street. In 1835 she married again and went to New York.

The poet said in recent years of his own early life: "What may be termed my want of education was obtained in a New York public school, and from 18 to 21 I devoted myself to the uncongenial task of learning the iron-moulder's trade.

"I wrote and wrote, and burned and burned, and finally summoned up courage and sent something to a little magazine which, much to my surprise, printed it. Equal luck awaited me in one or two other periodicals, and I was soon a regular contributor to the Knickerbocker Magazine, the Union Magazine, Sartain's Magazine and others.

At the age of 24 ill-health drove him out of the iron moulding trade, and a year later Ticknor, Reed & Fields brought out his book of poems.

Within a year after he began publishing Mr. Stoddard was appointed to a position in the New York custom house, which he held continuously until 1870. He then accepted the post of literary editor with the New York Mail. He stayed at his post when the paper became known as the Express, and later when it was the Mail and Express. Indeed, he held the position even up to within a year, though cataracts have held him practically blind now for more than 10 years.

Though for more than 30 years a critic Mr. Stoddard's place in literature has for a long time been that of the dean of the poets of America.

The death of his son Will, more than 30 years ago, inspired the heartrending verses "In Memoriam."

Mr. Stoddard's enthusiasms were William Cullen Bryant, Shakespeare and Keats.

I. C. R. CHANGES.

Recently in response to a question concerning the number of private cars, Mr. Blair stated that Traffic Manager Tiffin was now travelling in one of the United States with his family for the benefit of his health. There is a persistent rumor that this sick leave is preliminary to Mr. Tiffin's retirement from the government service.

It is understood that Mr. Tiffin has not been entirely satisfied with the conditions that prevailed, and also that some patrons of the road, notably the lumbermen of Nova Scotia, were still more dissatisfied. Besides Mr. Tiffin has remained with the Intercolonial rather longer than most of the officers who have been brought from other roads by Mr. Blair and placed in responsible positions. There is an impression that Mr. Tiffin will not resume his work when his health returns, and that his place will not be taken by another outsider. As the office of traffic manager was created for "Lord" Harris, discontinued when he left it and restored again for Mr. Tiffin, it will disappear again with the present incumbent. This happened with the late Manager Russell's position.

It is also thought that the next readjustment will give an opportunity for promotion, especially if Mr. Pottinger should be made a member of Mr. Blair's railway commission. One of the men marked for promotion is said to be L. R. Bass, now superintendent of terminals at this place. He is regarded by those in the service and by people who do business with the road as a remarkably competent railway man.

RECENT DEATHS.

The death of Mrs. William H. Watters, daughter of the late Thomas Crawford, and brother of James Crawford, of Holderville, occurred yesterday at her residence, 35 Adelaide St. Her husband and three children survive. The body will be taken to the steamer Victoria tomorrow morning for interment at Elmsville.

A California paper announces the death at Sonoma, Cal., on May 1, of Capt. John O. McKinnon, aged 83 years, a former St. John resident, who located in San Francisco in 1853. He leaves a widow and two married daughters, Mrs. George Middleman, of Alameda, and Mrs. Edmund Mumphrey of the same place.

One of the oldest inhabitants of York county passed away at Zionville Monday in the person of Susan, widow of Richard Evans. She celebrated the 100th anniversary of her birth a few days ago. Two sons and one daughter survive.

A telegram received yesterday from Bristol, R. I., by Mrs. M. L. Stevenson, of Fredericton, states that Mrs. I. S. Gorham died there suddenly at 11 o'clock Tuesday night. The deceased was about 60 years old and was a native of Tay Creek, York county. One brother, Thomas McNutt, lives in Tay Creek, and another brother, William, in Fredericton. There is one sister Mrs. J. R. Saae, in Bristol, R. I. Mrs. M. L. Stevenson of Fredericton is a niece.

Rev. Warren L. Parker died yesterday at his home in Hill Grove, near Digby. He has been in the Baptist ministry since 1854, chiefly in Digby, Annapolis and Yarmouth counties.

GIANT POWDER IN THE COAL.

Fireman on Engine Discovers It in Time to Prevent a Disastrous Explosion.

MIDDLETOWN, N. Y., May 13.—While shovelling coal into his switch engine, Edward Huxhurst, a fireman, accidentally discovered a can of giant powder, which was buried under the coal in the tender.

The fireman was about to throw the powder into the fire, when he saw the can and investigated. The can was a foot long and four inches wide. Had it gone into the fire an explosion would have followed with disastrous results.

It is the belief of those who have investigated the case that the powder was accidentally lost among the coal at the mines.

A NEW RIVER BOAT.

Str. Queen for Washademoak Route Arrived Yesterday and Begins Work Saturday.

Last evening witnessed the arrival at this port of the handsome steamer Queen, which was purchased last fall from the Montreal and Cornwall Steamship Company by the Princess Steamship Company of St. John, to run on the St. John river between Indiantown and the Washdemoak. The matter was arranged by S. J. Thorne of the north end, representing the Princess Co., and the people interested have every reason to be satisfied with Mr. Thorne's purchase.

The Queen is a fast boat, with large freight carrying capacity, and is capable of giving comfortable quarters to a large number of passengers. Her dimensions are as follows: Length over all, 135 feet; beam, 23.6 feet, and depth, 8 feet. She is built of the best materials. Her frame is of white oak, planking under water rock elm, and above water white oak. Her houses are built of hard and white pine. She was built at Valleyfield, Ont., in 1890, and ran from Montreal to Valleyfield and Cornwall. Her cargo space is on the main deck and is ample for all requirements. She has an after saloon, which is a cosy place, and her forward saloon is large and well arranged. On the main deck a ladies' saloon and toilet rooms are provided, which are superior in every way. There are large promenade decks forward and aft. The Queen is fitted with compound condensing engines of above 30 horse power, and the concern which sold her to the St. John owners guaranteed that she will make 15 miles an hour. The Queen left the St. Lawrence last fall for St. John, but after getting down to River du Loup it was found necessary to return to Quebec. Mr. Thorne took a crew of men up to that place on March 1st, and the crowd were kept busy for several weeks in fitting up the vessel. The Queen, with Capt. Neil McKellar in command, took her departure from Quebec on April 26th. The weather throughout the run down was bad, a succession of easterly storms having been encountered. When the Queen left the St. Lawrence she followed the ice leaving the river, and when she reached the mouth of the river there were hundreds of miles of ice off shore. Gaspe was made for, but when it was reached it was found the place was frozen over and that teams were crossing on the ice. Fort Daniel, 90 miles distant, was visited, and three days spent there. Charlottetown was the next port of call, and three days were put in there on account of the bad weather. Pictou was the next port of call, and here coal was taken in. After visiting Canso, Halifax was called at, and then Liverpool and Yarmouth had a look at the staunch little steamer.

The Queen is at Robertson's upper wharf, and today painters will begin operations on her in preparation for the Washdemoak route. It is expected she will go on the service on Saturday. She will make four trips per week. Capt. C. W. McLean will command her and Hugh Andrews will be the engineer. James E. Ganong will be the steward.

BAPTIST CLERGYMAN DEAD.

Rev. Warren L. Parker, of Hill Grove, Digby Co., was 49 Years in the Ministry.

DIGBY, May 13.—Rev. Warren L. Parker died at his home in Hill Grove at three o'clock this morning, aged 75 years. The deceased had been in the Baptist ministry since 1854 and was well known in this part of the province, having been stationed during the most of his life in Yarmouth, Digby and Annapolis counties. He was born in Kings Co., N. S., and leaves a widow who was formerly a Miss Ewing, of Cornwallis. They had been married over fifty years. He is survived by one son, Albert W. Parker, a well-known builder and contractor of Quincy, Mass. The funeral will be held on Friday afternoon, when the body will be interred in the Hill Grove Baptist Cemetery.

WOLFVILLE.

Death of William C. Bill, a Leading Citizen of Kings.

WOLFVILLE, N. S., May 13.—One of the leading citizens of Kings Co. passed away this morning in the person of William C. Bill of Billtown, son of the late Senator C. R. Bill. He was in his 76th year and had during a very useful life been a prominent member of the Baptist denomination, having served as governor of Acadia College for a number of years. He took a very active interest in Sabbath schools and temperance, was a member of the Grand Division for Nova Scotia, and deputy grand worthy patriarch for the county. He represented Kings for two successive terms in the local house, and in 1896 contested the county for the dominion parliament in the conservative interest. Mr. Bill was a man of sterling integrity and was greatly beloved and respected by the many with whom he had personal relations throughout the county. Mrs. Bill survives him and he leaves three sons and five daughters. The former are C. R. Bill, collector of customs, Wolfville; Ingraham Bill of Manitoba, and Edward M. Bill (Acadia, '89), judge of probate for Shelburne Co.

PATENT REPORT.

Following is a list of patents recently granted by the Canadian government through the agency of Marion & Marion, patent attorneys, Montreal, Can., and Washington, D. C.:

80,548—John R. Hinchcliffe, Maynard, Mass., carding machine.

80,597—Gedeon David Sevigny, St. Henri, Montreal, P. Q., ammonia compressor.

80,671—Francois Octave Schryburt, Quebec, P. Q., sole blocking machine.

80,694—Wm. Godfrey Arnald, Kamloops, B. C., steam boiler.

80,701—Elie Douville, Montreal, P. Q., expansion joint for sheet metal roofing.

80,719—David E. Swinton, Montreal, P. Q., car brake.

80,720—George Martin, Berlin, Ont., flue cleaner.

80,725—Jean Bte. Martineau, Montreal, P. Q., fastening for sash-cords.

Information regarding any of these patents will be supplied free of charge by applying to the above-named firm. "Then Inventer's Help" will be sent to any address upon request.

A PROMINENT COLLEGE MAN.

One of Indiana's Useful Educators Says: "I Feel Like a New Man."



MR. JOHN W. MENG.

Mr. John W. Meng, 54 Jefferson Ave., Indianapolis, Ind., State Representative of Indianapolis Business College, writes:

"I firmly believe that I owe my fine health to Peruna. Constant travel and change of food and water wrought havoc with my stomach, and for months I suffered with indigestion and catarrh of the stomach. I felt that the only thing to do was to give up my occupation which I felt very reluctant to do. Seeing an ad. of Peruna as a specific for catarrh I decided to give it a trial, and used it faithfully for six weeks, when I found that my troubles had all disappeared and I seemed like a new man. I have a bottle of Peruna in my grip all the time, and occasionally take a few doses which keeps me in excellent health."—John W. Meng.

THE most common phases of summer catarrh are catarrh of the stomach and bowels. Peruna is a specific for summer catarrh.

Hon. Willis Brewer, Representative in Congress from Alabama, writes the following letter to Dr. Hartman:

House of Representatives,
Washington, D. C.

The Peruna Medicine Co., Columbus, O.:

Gentlemen—"I have used one bottle of Peruna for lassitude, and I take pleasure in recommending it to those who need a good remedy. It is tonic it is excellent. In the short time I have used it it has done me a great deal of good."—Willis Brewer.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.

ALBERT CO. NEWS.

HOPEWELL CAPE, May 13.—Bennett Jamieson, who has been working during the winter in a shipyard at Mariners' Harbor, Staten Island, returned home yesterday.

Str. Estray finished loading and sailed today. She took about two million feet of deal for J. Nelson Smith.

W. O. Wright is still kept from his office by grip. Miss Brewster, teacher of the primary department, closed her school on account of the illness of her mother. Mrs. Nicholson is on the sick list.

HOPEWELL HILL, May 13.—The funeral of the late Beattie Steeves of Curryville took place yesterday afternoon, and was largely attended. The service was conducted by Rev. Mr. James of Hillsboro, a sermon being delivered in the Methodist church.

Geo. Hoar and his sister, Miss Minnie Hoar, are visiting relatives here.

Stephen Steeves, an old resident of Salem, Albert Co., died at his home there last week of cancer. He leaves a widow. Mr. Steeves lost both of his arms in an accident many years ago. Levi T. Steeves of this place is a brother of deceased.

HILLSBORO, May 13.—Capt. William Irving, aged 87 years, died at his home here on Sunday after an illness of only two or three days. He leaves two children, one son, Capt. Geo. H. Irving, master of the bark Carrie L. Smith, and one daughter, Mrs. Maggie Thistle, who since the death of her husband has lived with her father. The funeral took place this afternoon from his late residence. The services both at the home and grave were conducted by the Rev. Silas James. Capt. Irving was a member of the Hillsboro Methodist church and was always a man who adorned his profession.

La grippe is very prevalent in Hillsboro at present, and the local physicians are kept busy.

Forest fires are raging in the vicinity of Weldon and Stoney Creek. A large area of woodland is being swept by the fire, and unless rain comes within a few hours a large amount of timber land will be destroyed. Several dwelling houses have been saved only by the extreme exertions of the large number of men who are fighting the fire. At one time this evening it was thought that the fine residence of Avard Steeves was doomed, but with sinking sun the wind died out and the building was saved.

Dr. W. V. Lewis, M. P., who has been spending a few days with his family in Hillsboro, has returned to his legislative duties at Ottawa.

A very large amount of shipping is in the river at present, and the ports of Hillsboro and Hopewell Cape present a busy appearance.

Miss Jessie Randall, who has been at Sackville attending the wedding of her friend, Miss Sangster, returned home today.

DRY DOCK WORK.

It is probable that George Robertson, M. P. P., will go to Montreal today to have an interview with Mr. Coste, the dock company's engineer. The next stage in the prosecution of the enterprise is the preparation of the plans, and in this work the Canadian Pacific engineer for this kind of work will be consulted. Until that is done it will not be possible to proceed with the exact location and to determine how much and what land will be required. After the company has a clear idea of its own requirements the negotiations with the city council must be taken up with regard to the site.

Mr. Robertson does not expect to have a picnic over the remaining preliminaries, but he cherishes the hope that before snow flies he may have men at work with picks and shovels. He insists that the St. John dock will be built large enough for all prospective requirements, in fact it will be third in size of docks on this continent.

TO ENCIRCLE THE GLOBE IN FORTY SECONDS

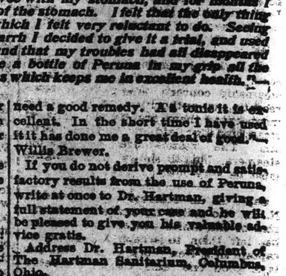
Most Remarkable Feat to Be Attempted by the Postal Telegraph Co. on July 4 Next.

MONTCLAIR, N. J., May 1.—An official of the Postal Telegraph Company, who is a resident of this place, says that on July 4 on account of the opening of the new cable to insular possessions, an effort, which now gives promise of success, will be made to encircle the globe in forty seconds. The message will be sent from the main office of the company and it is hoped will be received within forty seconds after the operator sends it.

The feat will immediately follow the exchanges of messages between Pres. Roosevelt and Gov. Taft at Manila. The message will probably travel over only two lines. These will be the land and ocean wires of the Postal and Commercial Cable Company, which may be considered one and those of the Eastern Telegraph Company.

The message will go from New York to the Pacific coast by the land lines of the postal and thence to Manila by the Commercial cable lines. At Manila it will be taken up by the Eastern and hurried on to London, where it will be again turned into the lines of the Commercial cable for transmission under the Atlantic. To make the time calculated on there will have to be instant communication between the various relays.

In one of his letters to his sweetheart a young man of West Hartlepool, Eng., wrote: "I wish, my darling, that you would not write me such long letters. If you were to bring an action for breach of promise against me, the lawyers would copy the cor-



Does it not seem more effective to breathe in a remedy, to cure disease of the breathing organs, than to take the remedy into the stomach?

Vapo-Cresolene

Established 1879.

Cures While You Sleep.

It cures because the air readered strongly antiseptic is carried over the diseased surface with every breath, giving prolonged and constant treatment. It is invaluable to mothers with small children.

Is a boon to asthmatics.

For
Whooping Cough, Bronchitis, Croup, Coughs, Colds, Catarrh, Grippe and Hay Fever.

The Vaporizer and Lamp, which should last a lifetime, together with a bottle of Cresolene, $1.50. Extra supplies of Cresolene 25 cents and 50 cents. Write for descriptive booklet containing highest testimony as to its value.

VAPO-CRESOLENE IS SOLD BY DRUGGISTS EVERYWHERE.

Vapo-Cresolene Co.,
The Fulton Street, New York. 180 Notre Dame Street, Montreal.

CITY NEWS.

Recent Events in and Around John,

Together With Country Items. Correspondents and xchanges.

A half dozen intelligent lookin dressed negroes on their way fr West Indies to the States, stopped at Vanceboro last nigh sent back to Halifax, where the immigration commissioner ha elected to examine them and f them with passports. Each mem the party, man and women alike a Panama hat of a style and con tion that would be the envy of a quisite in the city.

A. B. Wetmore, the engineer provincial board of works, is in on his way to Fredericton from county. Mr. Wetmore has been ing after public works in that c including the new bridge at Buct which will be commenced at an day.

John A. Lindsay has received ter from Dr. Fraser, who was in c of the concert party of the H School for the Blind, saying that had returned to Halifax after a successful trip, their collections subscriptions amounting to $2,074. which the people of Woodstock co buted $194.82.—Woodstock Press.

Capt. F. J. Robinson sends the s. letter with respect to the sch. W Miller running into the sch. S. M. anchored off Vineyard Haven. Robinson says the Walter Miller calm drifted into the other vessel

Nathan Wilbur, Indian Mounta the proud possessor of a hen, a between a Plymouth Rock and a W Leghorn, which laid the other da egg measuring 6 1-2 and 8 1-2 inc Moncton Times.

A provincial gentleman who' r sents in the United Kingdom a steamship concern, who was in recently, is authority for the st ment that there are 800,000 to steam tonnage laid up in Great ain. The vessels are largely steamers, but it shows that fre must be very low.

Capt. A. L. Starrett of Cambo N. B., who sailed for years in the plot of the Smith concern of Wim has left them to accept a positio captain in a New York yacht. Th is a good one and Capt. Starr friends will be glad to hear of his cess.

TENDENCY OF CATARRH SPREAD.—Just a slight matter at and because slight, neglected; but sped sown brings forth a dange harvest, Consumption, which is harvest of death. Better spend a moments each day inhaling Catar zone, an aromatic antiseptic that lieves at once, clears the nasal p ages and soothes the sore tissues and heals. The immediate effe Catarrhozone is magical, so pro and efficient. Cure is certain and manent if you use Catarrhozone. P $1. Small size 25c. at Druggist Polson & Co., Kingston, Ont.

REV. DR. MACRAE'S SON

Called to Pastorate of Presbyte Church in Minnesota.

A Forest Lake, Minnesota, lette April 17th, in the St. Paul Pio Press, says:

FOREST LAKE, Minn., April "Pursuant to call, a meeting of pe interested in church work at Fo Lake was held at the Presbyte church, last evening, with Rev. Copeland as moderator. L. A. Ca and T. T. Bachelier were installed elders, and two additional trus were elected and qualified. A un mous call was issued to Donald Macrae, soon to be ordained, to bec the pastor, he having filled the pu very acceptably for a number of Deats. It was also voted to move church building to a more suit location, and to enlarge and impr the same as the trustees and ar body of supporters have for some considered necessary. In further of this project the sum of nearly was pledged on the spot, and c mittees were appointed to push matter without delay."

Rev. D. N. Macrae is the fifth so Rev. Dr. Macrae of this city. He St. John about 1890, and went with fathes to Morrin College, Quebec. D his work to Winnipeg College, and the last two years has been comp ing his course at McAllister College Minnesota. He has done work a catechist, and is now to enter u regular ministerial work.

Another son of Dr. Macrae, Rev. Of Ottawa, is stationed at Greenw B. C. Dr. Macrae is himself at pres supplying for Rev. Dr. Fraser of Stephen's church, this city.

CHIPMAN, QUEENS CO.

CHIPMAN, May 13.—Last Mon night Silver Cord, I. O. G. T., at mon Creek, started on its sum work. The following officers w elected and installed: Nellie Fowler W. T.; Mabel Harper, V. T.; Carrie rah, sec.; Alice Porter, F. S.; Fowler, treas.; Thos. Williams, m shal; Rebecca Baird, A. S.; Robt. Baird, chap.; Mina Dykeman, D. Harry Higgins, guard; S. S. Baird, tinel, and Chas. S. Baird, P. C. Many members from Sunshine lo at Briggs' Corner were also present The Foreign Missionary Soc meeting last night was a success. choir was an important function, did its work well. Potted plants w much in evidence.

A TRURO WEDDING.

At 8 o'clock Wednesday afternoo pink and white wedding, one of prettiest ever seen in Truro, took p at the Dickie family residence, Pr Street, when Rev. J. S. Sutherl pastor of St. John's Presbyte church, Halifax, was united in m riage to Miss Cecelia, daughter of late Hon. J. B. and Mrs. Dickie Truro.

The ceremony was performed Rev. G. U. McLeod of First Pres terian church, assisted by Rev. T Stewart of St. James' church, D mouth, and Rev. R. G. Strathie of Andrew's, Truro.