OTTAWA LETTER.

OTTAWA, May 28.—The government in the closing days of the Grand Trunk Pacific debate appeared to greater disadvantage, if possible, than in the earlier stages of the discussion. Hon. Mr. Fielding's argument was a weak one for him, while Hon. Mr. Emmerson's explanation of his long silence was no explanation at all. What he said did not deceive the house for a moment, and his remarks drew but faint applause from the occupants of the government back benches, who have acquired the habit of banging their desks whenever a minister makes a stentorian utterance and of yelling "No" in thunder tones against every opposition amendment, irrespective of its pertinence and value to the country. The finance minister, like Hon. John Haggart, talks to the party behind him and does not always face the Speaker's chair. It rather pleases the rank and file to be personally addressed, and Fielding knows how to do it. The thing may be a trick of oratory, but it has its effect on the galleries, where very little of what is said on the floor of the house can be heard, as the occupants carry away the impression that volumes of applause only follow the making of good points. Hansard is a sealed book to the general public. In the case of Hon. Mr. Haggart the habit of addressing the back benches is a natural one. He cannot help it. The hon. member when talking stands on a pivot, as it were, and turns to the four points of the compass with almost clock-like regularity. He is an impressive speaker and always commands attention. As regards railways he possesses a practical knowledge that stands him in good stead when replying to political opponents.

It is freely admitted by supporters of the government, particularly from Ontario, that the opposition's platform of state ownership of railways is a strong one. If the country is to pay 90 per cent. of the cost of the construction and maintenance of the proposed transcontinental line, why not put up the other ten per cent. and run the road, instead of handing it over to a private corporation? So strong an impression has this proposition made, that the air is full of rumors of another session of the house before dissolution, but these rumors may have been purposely set afloat to lull the opposition into apathy and to then spring the campaign at short notice. But the conservatives will not be caught napping. Japan in time of peace prepared for war, so far with a very creditable measure of success.

There was an incident on May 26 that deserves wide publicity, as showing the free and easy manner in which the ministers trifle with the house and bamboozle the country. It was precipitated by the leader of the opposition, who showed that on no less than four or five occasions during the present session members asked the government for copies of all correspondence and documents relating to the Grand Trunk Pacific job, and that as late as April 20 Sir Wilfrid Laurier had replied to his (Borden's) question "everything has been brought down." This answer was in line with previous assurances this session and last session, yet that very day (May 26) the minister of finance produced a document dated December, 1902, that had not been presented to parliament. He (Borden) could not see on what grounds the first minister could possibly justify that action. The pledge that every communication had been brought down was given on several occasions without any equivocation or qualification whatever. Yet now Hon. Mr. Fielding had announced that the Grand Trunk had demanded a land grant as well as other aid from Canada. One might as well call an act of parliament private and confidential as to place this land grab in the same category. Mr. Fielding had not the grit to refer to the document at an earlier stage, but waited till the closing hours of the debate "by permission of the Grand Trunk." Had it not been that the government thought it would be to their interest to produce this document after assuring the house that no such document existed, parliament would have gone on believing that Sir Wilfrid had stated the facts and that the Grand Trunk had not applied for a land grant. Mr. Borden's remarks, delivered with more than usual vigor, created a profound sensation.

The premier was rattled and made for him a rather lame and nasty reply. He did not propose to be lectured by Mr. Borden. He was the custodian of his own honor and when he received a latter marked "private and confidential" he did not think he was authorized in bringing it down to parliament. "Everyone has his own way of looking at these things," said Sir Wilfrid amid roars of ironical laughter. The point that tickled the opposition was the public reading of a document by Mr. Fielding that the premier said he had protected on his honor until he obtained the permission of Mr. Hays, the master of the administration, to make public.

Dr. Sproule of East Grey, is an authority on parliamentary usage and procedure. He pointed out that no document, although addressed to the premier, which applied to the country for cash, credit or lands, could possibly be considered confidential. The first minister had made no reference in his answers to any confidential document, which was an absolute infringement of the courtesy due to parliament. Said Dr. Sproule: "When it answered the purpose of the Hon. Mr. Mulock as postmaster general to give a confidential communication to the house he gave it, and when it answered the purpose of the government to give this confidential Grand Trunk proposition to the house it was given, but not till then.

Mr. Bell of Pictou, in implimenting Dr. Sproule's remarks, declared that the course the prime minister had decided upon involved him in giving incorrect informaton to the house. The government was asked whether the company had appled for land grants and the reply was that it had not, whereas the fact had just been brought out by the finance minister that they had applied for 5,000 acres per mile. There was no authority for treating such applications as confidential. They came to the government as a committee of parliament, and to treat them as confidential was giving the authors an advantage they should not possess.

Mr. Barker of Hamilton made it absolutely clear that the premier did not say he had produced everything except papers that were confidential, but had misled the house by stating without equivocation that he produced everything bearing on the subject. Now it was discovered that a most important document had been concealed from the representatives of the people in parliament.

Mr. Clancy of Bothwell remarked that the finance minister, who is very fond of cheap victories, had just disclosed a conspiracy against the rights of the people of Canada. He knew of no more serious crime than that the government should deliberately conceal documents that belong to the public. Mr. Speaker rising from his seat notified Mr. Clancy that he did not think it parliamentary to say there was a deliberate concealment. Mr. Clancy suggested the words "deliberately withheld," but Mr. Speaker could not see that these words were better. Mr. Clancy promptly withdrew his remarks and then added: "I will say that the prime minister unconsciously withheld it—that he was not acting upon his own will or motion, but was acting on the advice of the Grand Trunk Railway Company." No objection being raised as to this way of putting the case, Mr. Clancy's remarks will grace the pages of Hansard.

Sir William Mulock, who was keenly scored by Mr. Pringle of Cornwall and Stormont, and others for his publication of private and confidential correspondence left in the post office department by his predecessors in office, made the excuse that he did not know the contents of these letters until after they had been printed, and that the publication was the work of one of the officers of his department, of course with his permission. It was the old, old story, "The office boy did it."

OTTAWA, May 28.—Brief reference was made in the despatches to Dr. Daniel's effective exposure of Hon. Mr. Fielding's misrepresentation of the attitude of St. John towards the question of government ownership of railways. A fuller report contains much of interest to the people down by the sea. In the course of his remarks, Dr. Daniel said :

J. W. Daniel (St. John city)—I have no intention this evening of making a speech. I have not prepared any speech. I have already stated in this house my views, and I believe also the views of the constituency which I represent, in regard to this transcontinental railway. But, sir, the hon. finance minister, in the course of his speech tonight, made such an extended reference to the city which I have the honor to represent, that I could not allow this discussion to pass by without saying a word or two, not only to correct the hon. gentleman to a certain extent, but in order that the ideas of the Board of Trade of the city of St. John, which he so largely quoted, should not be misrepresented in this house and all over the country. The hon. minister of finance quoted some of the resolutions which had been passed by the St. John Board of Trade; and if I heard him distinctly, I think he said those resolutions were passed in the month of May. Now, reference has been made to the evolution which takes place in public opinion, and reference was made in that connection to the idea of government ownership. I think the minister of finance spoke about platforms being used only to get in on. The hon. gentleman who has just taken his seat gave a very effective reply to that, when he made some reference to a platform known as the liberal platform, which was adopted in the city of Ottawa some years ago. If I mistake not, one of the planks of that platform was that the liberal party should advocate free trade as it was in England. So when the hon. finance minister shows that the government and the party which he represents are able to change their opinions very frequently, or as often as they think necessary, surely gentlemen on this side of the house and the people of the country have a right to change their views also. As the country advances and education spreads among the people, views must necessarily change. The hon. finance minister referred to hon. gentlemen on this side of the house who had voted against government ownership. Suppose hon. gentlemen on this side of the house or hon. gentlemen on the other side have at some time or other voted against government ownership, that is no reason why at this time or at some future time they should not be in favor of it. Government ownership might be all very well at one period of a nation's existence and a very poor thing at another period. These things must be determined by the facts as they are at the time. The hon. minister of finance quoted one or two resolutions passed by the St. John Board of Trade, but he did not quote them all, and I intend to fill up that little hiatus which he has left in the history of the proceedings in St. John. When I first had the opportunity of addressing this hon. house I referred to those resolutions, so that the fact that the hon. minister of finance has not referred to them is a little more noticeable than it would otherwise have been, because he certainly must have known of them. The resolutions which he read were passed in the month of May; the resolutions which I will read were passed in the month of August. The people of St. John were beginning to study this transcontinental railway scheme, and while they looked at it in the first place simply from an Intercolonial point of view, they began to think of other things in connection with it. They began to have it driven home to them that as there was nothing in this agreement to compel the routing of freight to maritime province ports, it was necessary to pass some resolutions other than those which the minister of finance has referred to; and the first one brought before the Board of Trade at the time I speak of reads as follows:

Whereas, it is of vital importance to the development of the over-sea traffic of the dominion that its exports should be shipped via Canadian ports; and

Whereas, under the terms of the Grand Trunk Pacific Railway contract now under consideration by the dominion parliament, routed freight may be shipped via foreign ports; and

Whereas, there is reason to fear that a very large portion of the freight from the west by the proposed railway may be routed via such foreign ports, contrary to the declared policy of the dominion government, that the products of the dominion should be exported via Canadian ports only, both in summer and winter;

Therefore resolved, that in the opinion of the St. John Board of Trade, the contract should be so varied that it be made imperative that all freight originating on the line of the proposed railway or its branches, and carried by the railway for export, shall be shipped via Canadian ports.

Further resolved that copies of this resolution be sent to the senators and members of the house of commons for the province of New Brunswick.

That was one of the resolutions which was offered, but not the one which was passed. The members of the St. John board of trade thought that it was not sufficiently strong, and the one which was passed I shall now read, and I think that hon. members will conclude that at all events there is one board of trade in this dominion which believes in the extension of the Intercolonial to the west and government ownership and operation of that railway. The resolution which was passed is as follows:

In view of the present proposition for a Grand Trunk transcontinental railway, and believing that the best interests of Canada would be conserved by the building of a government owned and managed transcontinental line; and also believing that a subsidy of cash and land grants to a corporation may result in the land passing into foreign control; and further believing it best for the government of Canada to retain the land for settlers at a fair valuation; the St. John board of trade places itself on record as favoring extension of the Intercolonial railway from Montreal across the continent through Canadian territory, and the improvement of harbor facilities, particularly on the gulf of St. Lawrence and on the maritime province coast.

This is the position which the St. John board of trade took at that time and which it still holds. Therefore I shall find no difficulty in supporting the amendment offered by my hon. leader, a resolution which is entirely in conformity with the views of the constituency I have the honor to represent.

On the question of government ownership, the minister of railways and canals (Mr. Emmerson) — he was here a moment ago, has he gone again? This is the first time I have had the honor of a seat in this house and I therefore cannot speak from personal experience, but I have understood that the present minister of railways and canals only a short time ago expressed himself in favor of government ownership and the extension of the Intercolonial.

Mr. Henderson. So he did.

Mr. Daniel. I wonder now that he should be so backward in coming forward and stating his position in such a way that no one will be able to doubt what his views are. I think it is due to the house and the country that he should come to the front and let us know, if he has changed his views what has induced him to change. And if not, let him state his views in an open and manly manner as he ought to do. The hon. the finance minister paid a compliment to the people of the city in which I reside. He said that they were far-seeing business men, but at the tail end of his eulogy, he rather intimated that they were selfish as well. Well, sir, I take it that we are all selfish. There are many members in this house, but I do not know one of whom I could say that he is a purely unselfish man, and as far as our position in this parliament is concerned, we are elected for the purpose of representing our constituency. If it were not necessary for every different part of the country to be represented, it would be very easy to say, why, there are 214 seats to be occupied in this house, let the members be elected to these seats in a holus bolus fashion and not necessarily because they represent different parts of the country. But the very fact that we are elected to represent different parts of the country, goes to show that each one should represent the particular constituency to which he was elected. Therefore I think no representative is called upon to apologize for representing the constituency which elected him, and the charge of selfishness hardly lies against those who are endeavoring to save the country useless expenditure. In order to make this line as short as possible and with easy grades, the only way is to bring it down the valley of the St. John river to the city of St. John. In that way you would get the shortest possible line. The minister of finance gave as one of the reasons why this line should be built that it would be very far from the border and consequently more valuable from a military point of view. Well, I would like to draw the hon. gentleman's attention to the fact that the liberal party in this country opposed the building of the Intercolonial when the reason given for the route selected was that it would suit military purposes. Then these hon. gentlemen sneered at that contention, but now it is brought forward as a strong reason in support of this scheme of the government. But the fact is that, in so far as any information we have been able to obtain goes, it will be difficult to find any route across northern New Brunswick, if the road is to go across to Moncton, which will be a better route or by which freight can be carried any better than by the Intercolonial. At all events, I give as my authority the report of Sir Sandford Fleming, which was published in the sessional papers a good many years ago, at a time when he was endeavoring to find the very best route for the Intercolonial. When the hon. minister of finance attributed the removal of the Allan line from St. John to Halifax to the fact that there was only one line of railway to St. John, I looked over to the minister of railways and wondered if he would allow such a statement to go uncorrected. Surely the minister of railways will recognize the fact that there are two railways going to St. John, one of them being the railway over which he presides. I think that was a mistake which the minister of finance should hardly have made, especially under the circumstances.

Because, if these Allan line boats were to take in freight at Halafix, that freight would have to be given to them by the Intercolonial railway, and it could have been carried just as well to St. John — and so much cheaper as it was so much nearer. The fact is that, as to the taking away of the Allan line from St. John to Halifax, it was really rather in the nature of a little trick played on the people of St. John, because the Intercolonial that gave these boats the freight at Halifax could much more easily have given that freight at St. John. I think the hon. member for Hants (Mr. Russell) objects to government ownership. We find cited as a reason for objecting to it the experience that this country has had with the Intercolonial. Well, of course, I sympathize with that view. But the idea we have in our minds on this side — the idea I have, at all events — of government ownership is not a system under which the minister presiding over the department finds his highest expression of statesmanship in the summary dismissal of some poor unfortunate laborer on the railway, or filling up the different places with political appointments, running the railway as a political machine. That is not the view which we advocate. We advocate government ownership which will give as a good a command of the railways under the government as the best management now has under the corporations, such concerns as the Canadian Pacific railway and the Grand Trunk. There is no doubt that if this parliament wishes to have government control over the Intercolonial in such a way that politics shall be entirely dismissed from its management, they know very well it can be done, and that is the kind of government ownership which we advocate and which the people, I believe, require, I will not detain the house any longer. I simply wished in speaking on this occasion, to bring forth the resolutions to which I have referred, because I think the speeches of the finance minister did not place the board of trade and the city of St. John in exactly the right light that they should occupy before the members of this house and the people of this country.

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The Awful Distress of Irritable Nerves.

CAN BE OVERCOME BY ENRICHING AND NOURISHING THE BLOOD, THEREBY REBUILDING THE NERVE CELLS.

Any failure of the nervous sdstem to do its work properly inevitably causes other troubles. Weakened nerve force is almost sure to bring on gloom and depression. Life loses its attractiveness, worry and care quickly furrow the brow of the sufferer who keeps up a brave heart as long as possible, and then breaks down completely.

Nervous wrecks are very sad, pitiful indeed, when a certain cure like Ferrozone is within easy reach. The success of this great nerve restorer has been demonstrated in many cases where other treatments completely failed, so sufferers can with unbounded confidence rely on a lasting recovery if Ferrozone is used.

Hosts of well known people have found health through Ferrozone. Among these might be mentioned Mrs. E. D. Emmerson of Centreville, who says: "I am glad to think that there is at least one honest remedy for nervous people. No one can imagine what I suffered with my nerves, and I sometimes wonder at the number of useless prescriptions and medicines I took. But Ferrozone acted differently from all the rest. It built up my system and gradually the irritability left my nerves and I got well. Ferrozone cured me by removing the cause of my trouble, and by giving me enough additional strength to overthrow the attack of nervousness. I can recommend Ferrozone strongly."

No expectations are too high to be fulfilled if Ferrozone is used. Many others have been cured of troubles worse than yours. Try Ferrozone. It completely rebuilds the nervous system and establishes a healthy condition throughout the entire body.

Don't let any greedy dealer make you think there is anything so good as Ferrozone. It alone can cure permanently. Insist on having nothing but Ferrozone. Price 50c. per box or six boxes for $2.50, at all druggists, or by mail from N. C. Polson & Co., Kingston, Ont., and Hartford, Conn., U. S. A.

ROBBED WHILE PRAYING.

Sisters of Charity Lose $3,000 in Pittsburg.

PITTSBURG, June 1.—The little sisters of the poor were robbed today of $3,000 by a man who represented himself as a plumber. The man went to the institution on Penn avenue where an addition to the home for the aged is being erected by the sisters and represented himself as the sub-contractor for the plumbing work in the building. When the inmates of the home had all gone to the chapel for prayer the fellow made his way to the office and carried away the $3,000 which represented the collections made by the sisters to pay for the new building.

RURAL DEANERY.

The clergy of the Fredericton Deanery held their regular tri-monthly meeting in the parish of Prince William on Thursday last. Rev. Horace E. Dibblee, M. A., rector of Benton, was elected a rural dean for presentation to the bishop at the ensuing visitation to be held in July next. After discussing the question of the deanery magazine it was decided to continue the issue of "Church Work."

In the evening after an address by Rev. A S. Murray, a lantern lecture was delivered by Rev. J. C. Robinson of Nagoya, Japan, now at home on furlough. Mr. Robinson has been in Japan for the last fifteen years and gave an interesting address. Those present were: Rev. H. E. Dibblee, rural dean; Very Rev. Dean Partridge; Rev. H. Montgomery, rector of Kingsclear; Rev. A. B. Murray, rector of Stanley, with Rev. H. Fullerton, rector of Prince William.

The next meeting will be held at Doaktown in August, when Dean Partridge will preach.

AFTER THE I. C. R.

Liberal Paper in P. E. Island Makes Charges.

Robert Jenkins, the Happy Father of Nineteen, is Still Hopeful.

CHARLOTTETOWN, May 30.—T. C. James, clerk of the P. E. Island presbytery, has prepared a statistical report of the standing of Presbyterianism in this province. Our various churches contain 22,020 sittings, a decrease of 350 from last year. There are 32 manses, an increase of one. Zion church is now the only church without a manse. Families number 3,647, an increase of 83; communicants, 5,958, an increase of 38; baptisms, 339. Total ordinary expenditure, $37,994, a decrease of $694; schemes of the church, $8,158, decrease $735. Church debts, $7,599; decrease, $824. Towards the conclusion of his report Mr. James says "it is instructive to note that our statistics compare favorably in all respects where comparison is possible, with those of Halifax and St. John as given in the Presbyterian Witness. These presbyteries are about the same size as our own. In finances, Halifax is of course far in advance, but even in this particular we hold our own with St. John."

The closing exercises of Prince of Wales College were held Friday night. R. B. Stewart of Strathgartney won the Anderson gold medal; Maud McConnell of Charlottetown, the governor general's silver medal; Lemuel Ackland of Hampshire, the governor general's bronze medal. Other prizes were won by Margaret Cotton, Rohan Cameron, Evangeline Matheson and Lily Seaman, all of Charlottetown.

The annual meeting of the P. E. Island Hospital was held on the 26th inst. Patients admitted during the year numbered 224, of whom the paying ones were 141. The medical cases were 47, surgical 177, of whom 136 underwent operations. There were 153 patients discharged cured, 33 improved, while the deaths numbered seven. The total receipts for the year were $6,439.96; expenditure, $5,851.47. The ladies aid last year contributed $642.25 to the hospital. Much of this was spent in furnishing the hospital.

Minnie MacMillan of Covehead has graduated from the Winnipeg General Hospital, taking the highest honors in practical work.

Rev. G. M. Young, who leaves on July 1st for pastoral work in New Brunswick, was presented by the Masons a few evenings ago with a Masonic apron, elaborately embroidered and beautifully decorated. Mr. Young gave an excellent address on Masonic history .

The Patriot, the government organ, published an editorial the other evening severely criticising the conduct of certain I. C. R. officials at Point du Chene. It appears that after the arrival of the Northumberland several of the passengers went into the station to purchase tickets and while there the train pulled out without any notice having been given to the passengers. Among them were some whose wives were on the train without tickets. "Too frequently," says the Patriot, "complaints are made of lack of courtesy and incivility met with by persons travelling on the I. C. R. Some of those employed about stations either do not know anything about the trains, baggage regulations, etc., or they will not give the required information when requested to do so. This is in striking contrast with the courteous and ready information given by C. P. R. officials." This arraignment from the government organ is considered sufficiently severe to give rise to an investigation of its justice by the "minister of silence."

Chart Syverstein, second mate of the schooner Severn, Captain Pickles, dropped dead on deck shortly after noon on Friday. He had taken a hearty dinner and appeared in good health. He was doing some light work on deck when he suddenly expired. Deceased shipped at New York on the 13th inst. The schooner came here with hard coal. Syverstein was 38 years old and a native of Norway. His remains were interred here today.

D. C. McKinley of North River sold three brood mares to John Beck of Halifax this week for $600.

The following have been elected new officers of the Soldiers' Wives' League: President, Mrs. W. A. Weeks, jr.; vice-presidents, Mrs. Moore, Mrs. J. A. Longworth, Mrs. Lord; secretary, Mrs. Goodwill; treasurer, Mrs. McLauchlin.

John Perry, a native of Howlan Road, Lot 5, was drowned on Wilton Lake, Chisholm, Maine, on Saturday last. He was out fishing when his boat capsized, with the above result. His companions were saved.

Rev. Geo. C. Robertson was inducted this week into the pastoral charge of the Presbyterian church at Georgetown.

Marriages are scarce here this week; in fact, there are none to record. We must be content with the announcement that W. A. Winfield, manager of the P. E. Island Telephone Company, is to be married on June 7th to Miss May Cameron of Stellarton, N. S. At Winnipeg, on the 24th inst., Melville H. Compton, formerly of St. Eleanor's, was married to Flora J. Larkins, daughter of Frank Larkins of Tignish.

Recent visitors to P. E. Island include; Florrie Beairsto of Summerside, returning from New York, where she spent the winter; Benj. Heartz, returning from Calgary; Mrs. Margaret Brehaut, from Summerside, where she spent the past year; Wallace Haywood and wife, from Vancouver, on a visit; Mrs. (Rev.) Dr. McLeod, from California, where she spent a year; J. H. Weatherbie of Toronto, to attend the funeral of his sister, the late Mrs. George R. Beer; George Fiddler of Salmon River, N. B., on a visit to Summerside; A. G. Ligertwood, wife and child, from Texas, to visit Mrs. Ligertwood's home at Strathgartney.

Recent deaths in this province include George C. Sanderson of Midgell, aged 55; Mrs. John Gorman of Clermont, aged 69; Mrs. John McCarvell of Kinkora, aged 70; Mrs. Angus McDonald of Bayfield, aged 80; deaths of Islanders elsewhere, Mrs. Mary McLeod of Boston, formerly of Mount Stewart, aged 21; Mrs. Michael McCormack of Boston, formerly of Souris; Amelia Leblanc of Lynn, Mass., formerly of Georgetown, aged 50; Mrs. George R. Beer of San Diego, California, formerly of Charlottetown, aged 71; Frank Dorion of Sydney, formerly of Little River; Thomas Morris Lane of Parker, Col., formerly of Hermitage, aged 22; John Strachan of East Baltic, aged 60, a native of Cape Breton.

Mrs. Mary Desroches was fined $200 today for a second offence against the prohibitory law. Capt. John Hughes went down to jail yesterday to serve six months.

The following ecclesiastical appointments have been arranged: Rev. Terence Campbell of St. Dunstan's is to go to Kelly's Cross; Rev. J. A. McDonald of Miscouche to Grand River, and Rev. John T McGrath to Miscouche.

Prince Edward Island is a great country. Her resources are vast, her fertility unbounded. To many of her men we have had reason to point with pride. And even now we have in Charlottetown a man to whom has often been applied the words of Kipling, "He's a terror for his size, glory, Bobs?" We refer to the valiant prohibition prosecutor, Robert Jenkins, who has carried the war with success into the bars of the enemy. But just now he is receiving congratulations on another score, that of being the happy father of a nineteenth child, for his wife presented him a few days ago with a bouncing girl. He receives congratulations in a matter of fact and yet hopeful manner. Mr. Jenkins' friends now talk of pushing his claims for the governorship. Certainly few men are so deserving of recognition, or not from the government then from toy manufacturers. But it must be said that in quality as in number Mr. Jenkins has every reason to be proud of his family.

NOVA SCOTIA MINISTER

Sees no Harm in Going Fishing on Sunday or in Watching a Ball Game.

BOSTON, June 1.—Some of the churches here have been endorsing the question of fishing and playing golf on Sunday. When appealed to for an opinion Rev. Albert B. Shields, rector of the Episcopal church of the Redeemer, South Boston, and a native of Nova Scotia, said: "There is no reason why a man after going to church and doing his duty to his God, should not be allowed to spend a few hours fishing without being stopped. A person fishing, certainly, is not doing any harm. I also think that a man should be allowed to witness a game of ball on Sunday afternoon. Golf and tennis should be enjoyed, as all of these games are healthful. I speak only for the God-fearing man. Those people who do not spend a short time in church on Sunday I do not answer for." The opinion of the South Boston rector appears to be that of many of the Episcopal and Roman Catholic clergy, but it is not endorsed by all the ministers of the strictly Protestant denominations, save those of the Unitarian body.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

CAPE BRETON COPPER.

BOSTON, June 1.—A proposition to sell the entire property of the Cape Breton Copper Company, Ltd., will come up for action at the annual meeting of the stockholders in this city June 8. A special meeting was held April 30, but it was decided to postpone action until the annual meeting.

WEDDED IN BOSTON.

BOSTON, June 1.—The wedding occurred at Everett on May 24 of Fred Johnson Pope and Miss Marion McClellan Dunham, both of Somerville, well known in St. John. Rev. George Hamilton performed the ceremony.

Served with a silver spoon

A new Canadian process, preserves the very best elements of the very best Canadian wheat.

The result is Orange Meat —the essence of a perfect, sustaining food.

It requires no cooking—every particle is perfectly digestible. It is supplied in germ-proof packages, and may be served hot or cold.

Each 15c. package contains a coupon. Your grocer will tell you what they mean—heavy silver-plated table service free—made by the same manufacturer, of the same material and in the same manner as the silverware on most of your tables now.

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