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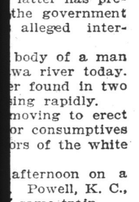

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OTTAWA LETTER.

OTTAWA, May 12.—Replying to Dr. Daniel yesterday Sir Wilfrid Laurier, in the absence of Hon. Mr. Sutherland through illness, said that a drill hall is to be provided at Woodstock, N. B., that the site has been chosen, but the deed is not yet signed by the owner, Paxton Baird. The site is a short distance from the public building and measures 100 by 160 feet. The cash consideration is to be $6,000. At this figure real estate in Woodstock is rated somewhat higher than in St. Stephen, Moncton, Fredericton and other New Brunswick centres. Sir Wilfrid did not say when the drill hall would be erected. His most ambigous answer was "yes." to the following inquiry: "Does the government own a lot on the corner of Green and Elm streets in the town of Woodstock. If not, to whom has it been sold and at what price?"

OTTAWA, May 13.—The Grand Trunk Pacific debate is still in progress. It might have been ended days ago had the government answered the questions of the opposition when they were made. Dilatory tactics appear to be the policy of the cabinet, probably because the government has not a single measure of importance in shape to put before the house. The budget will come up some weeks hence. It is not yet ready. The militia bill, the only matter of consequence, is far removed from completion and Sir Frederick Borden is taking things easy. Why should he hustle, when the ministers of railways and public works are not in the house? Hon. Mr. Sifton is always in his seat, but he talks very little. Sir Wilfrid is running the whole machine on his side of the house.

For some days the government supporters who occupy the back benches, have been making an inspired attock on the Canadian Pacific railway, with the object of discrediting in the public eye all members of parliament who have been in any way connected with the development of Canada's great transcontinental highway. The opposition is now retorting in kind and is pushing the war into the enemy's camp. Yesterday Mr. Broder of Dundas, Ont., on a motion to adjourn, called the attention of the house to the excessive freight rates charged by the Grand Trunk in northern and western Ontario. The question was raised, said the speaker, by a letter addressed to the railway commission in regard to an increase of rates in which the Grand Trunk gave the excuse that they had been obliged to incur increased expenditure for maintenance and working expenses. Mr. Broder pointed out that business interests had suffered more than the railways by the detention of goods which were ordered at Christmas and not received until March, by many perishable articles getting frozen and becoming unmerchantable while lying along the track of the Grand Trunk and other railways and by winter goods being so delayed in delivery that people had to sell them in summer months at summer prices. These, continued Mr. Broder, are some of the ways in which the people have suffered, yet the Grand Trunk proposes to raise its rates because it has suffered some loss. In other words the people of Ontario have no rights at all in connection with railways * * * Let any hon. member look into the public records and see the amount of public money which the railways have received at the hands of the people and he will come to the conclusion that the people have some rights after all.

The provincial government of Ontario gave $9,708,378, the dominion government gave the enormous sum of $7,561,089 and the municipalities of Ontario $12,000,000, and out of that $12,000,000 the Grand Trunk, through the local roads of which it has assumed control, received $2,610,348, with an additional loan of $390,000. Taking the total mileage of railways throughout Canada, it amounted to 19,078 miles up to June 30, 1903. During the building of those railways they received from provincial governments an amount equal to $1,797.20 per mile and from the municipalities $867.55, making a total per mile of $2,664.75 for the entire mileage. In a recent issue the London Financial Times makes the following statement regarding the appeals made to the railway commission to intervene in the matter of increased freight rates over the Grand Trunk:

"Apparently the good people of Ontario do not realize that the railways were not built in Canada solely for the purpose of giving cheap transportation for the inhabitants. Outside capital was put in for dividends, not for philanthropy. The paper learns from a well informed source that it is very unlikely that the law authorities will intervene."

Mr. Broder asked what authority the paper could have to say that the law authorities will not intervene. The railway company, to his mind, made a very big mistake in charging such high rates of freight on products, because by so doing they virtually prevented the farmer from raising many dairy products on which the road would realize very considerable profit in the shape of freight. "Why should the Grand Trunk be permitted to take the people by the throat and say to them we have lost money and you must make up our loss."

Mr. Broder's remarks have much significance for the maritime provinces, in that they cast a great white light on the methods pursued by Mr. Hays and Sir Rivers-Wilson in the treatment of the patrons of the Grand Trunk in Canada.

Dr. Sproule of East Grey supplemented to Mr. Broder's figures very effectively. The first sod for the construction of the Grand Trunk was turned in 1852, and between 1855 and 1857 the old provinces of Upper and Lower Canada gave over $15,000,000 to help to build the first Grand Trunk railway. That money was to have been paid back, but not a cent of either principal or interest has been returned. It has all been retained by that corporation and used for its own purposes. The Grand Trunk received $75,000,000 in actual cash to provide highways of commerce and to give the people the facilities they needed. Now it seems to think that it can put up its freight rates to any figure and that the people of Canada are powerless to prevent it.

Rufus Pope of Compton, continued the debate in his usual vigorous way. Every day, he said, the railway committee of the house of commons is occupied in considering blanket charters applied for by men of straw, mere brokers, as it were, gamblers in the rights and privileges that they get from the house who have not the slightest intention of ever carrying out the undertakings with which they are identified. What is the result? These charters are traded around through the country and are sold at anywhere from $50,000 to $500,000 according to the value that may be created by the opening up and peopling of the districts through which the railway contemplated by the charter is designed to run. Then the burden begins and that said Mr. Pope is the commencement of the freight rate question. The price of the charter has to be paid by the freight rates of the futare. On top of that comes the man who speculates in the construction of the road, who jockeys the market and saddles the road with an immense burden in order that he may make millions out of it. The result of the whole thing is that the railway company has to impose on the agricultural community and the business community a tremendous weight in order to carry on the road from year to year.

R. A. P.

Mr. Pope contended that parliament was not wasting time in discussing the Grand Trunk's increased freight and tariff rates. It was a debate in the interest of the whole people, by whose money the line had been constructed. "When the Grand Trunk railway say that because they had a difficult winter they are going to raise the freight rates of eastern and western Ontario, or in any other part of the country, or when any other railway company say that they propose doing the same thing they should stand in no different position from what any business man stands in fair competition. If he has difficulties he has to get over them. He has to pass dividends. He has to carry a profit and loss account and it is not always a profit account."

There was a railway commission in existence now, supposed to deal with vexed railway questions, but the member from Compton pointed out that the government had apparently little confidence in its wisdom, as it has already set aside, or cancelled one or more of its chief decisions. Mr. Pope entered a solemn protest against the dictum of the prime minister that because there is a railway commission in existence, the house had no right to take the question of excessive freight rates into consideration. There was nothing so important to the prosperity and welfare of Canada as this very question of transportation. The mere building of a railway will not benefit the people. It is what they have to pay for freight that is the essence of the whole thing.

R. A. P.

OTTAWA, May 14—The Grand Trunk Railway Co. is being subjected to the glare of a strong searchlight these days and the public are consequently learning something about the anti-Canadian methods of this giant corporation which really owes its existence to the financial generosity of Upper Canadian provinces and municipalities. There are two sides to every story, and it is only fair to credit the Grand Trunk with having been one of the greatest factors in the development of the manufacturing and farming wealth of Ontario. But for years the railroad has been compelling Canada to pay heavy tribute to Portland, Maine, and under its present management has so Americanized the road that Canadians have little or no chance in the higher salaried positions of its service. The same thing is going on now in connection with the surveys of the Grand Trunk Pacific and while hundreds of Canadian civil engineers are out of employment the Grand Trunk is importing American engineers by the score to do work which is paid for on the credit of the dominion and to some extent out of the public chest.

Sir William Mulock is minister of labor and is supposed to stand up for the protection of the Canadian workman against foreigners, but a recent debate in the house showed that the Grand Trunk Pacific magnates pay no attention whatever to his remonstrances on behalf of his constituents. This is no partizan statement. It rests on the correspondence laid on the table of the house by the minister.

The employment of aliens by the Grand Trunk Pacific was brought to the attention of the commons by the leader of the opposition in a calm and judicious manner and Sir William Mulock promised that he would bring down all the letters that had passed between himself and the Grand Trunk, but it was not until after the correspondence was read that the house caught on to the fact that Mr. Hays had deliberately ignored the minister of labor and had addressed his remarks to the premier. The correspondence showed that Mr. Griffith of the Amalgamated Association of Civil Engineers, wrote Sir Mulock on April 2nd, giving him a list of United States citizens employed on the Grand Trunk Pacific surveys, while many Canadian engineers were out of employment. A copy of this letter was sent to Mr. Hays, who replied that 96 per cent. of the Grand Trunk Pacific engineers were Canadians or British subjects. This answer did not please Sir William, and he instituted further proceedings, with the result that Mr. Hays addressed himself directly to Sir Wilfrid, whereupon Sir William subsided.

The minister of labor's very unsatisfactory explanation was dealt with by Mr. E. F. Clarke, the conservative member for Toronto West, in his most trenchant style. Mr. Clarke has given a great deal of study to the labor problem and is one of the highest authorities in Canada on the subject. Mr. Clarke said that in January last the government was informed by a memorial from the Canadian Association of Engineers that Americans were being preferred to Canadians on the Grand Trunk surveys, and that since the session opened the matter had been more than once pressed on the attention of the administration. As the government of Canada must assume the entire cost of the expenditure on the eastern division of the road, surely, contended Mr. Clarke, it ought to assert its authority, and, other things being equal, see to it that Canadian brain and brawn are given a square chance. It is a notorious fact that for fully a year past the Grand Trunk Co. has employed all the engineers, assistant engineers, etc., in surveying the line east of Winnipeg, yet up to date no reasonable effort had been made by the minister of labor to prevent mostly all the best paying positions being handed over to aliens chiefly, and to other men who were not sons of Canada. The government has been most lethargic in looking after the interests of its own people, although there is an alien labor act on the statute book that gives them the fullest authority to interfere in this matter. As Mr. Clarke showed, months slipped by before an attempt was made to do anything for the protection of Canadian labor, and the natural inference is that the administration which had handed over Canada's cash and credit to this horse leech was not in a position to dictate to its masters, Mr. Hays and Sir Rivers-Wilson, in any matter whatever. Some years ago Canada heard considerable about the master of the administration. There is a new master now, but he does not wear the tri-color. He flings the stars and stripes in the face of all Canada. His name is Hays.

It is notorious that Sir William Mulock did not send an officer of the government to investigate the complaints made by the Canadian engineers, but contented himself with writing long letters, to which somewhat irrelevant and decidedly impertinent answers were returned. As Mr. Clarke pointed out, in matters of much less consequence when the labor department was in its infancy, officials were sent here and there throughout the country to make reports, but here in a matter of vital and national importance, when complaint after complaint has been filed by Canadian engineers who are out of employment, nothing has been done except to write two or three letters to Mr. Hays and to be insulted by Mr. Hays in return. If Canadians get any jobs on this Grand Trunk Pacific survey they are only chainmen and axemen, hewers of wood and drawers of water to their Yankee superiors.

Col. Sam Hughes hit the nail on the head when he showed that these aliens are employed not because the G. T. Pacific cannot get Canadian engineers capable of filling the positions, but because the manager of the Grand Trunk is himself an American and is now showing, as he has always done, his leaning for his native land by giving every job worth havng to Yankee rather than to Canadian civil engineers or railway men.

A letter from Mr. Griffith to the department sets out the following facts, which should have the effect of warning the maritime provinces what to expect when the Grand Trunk is given running rights through that part of the dominion — rights paid for out of the pockets of the Canadian taxpayer:

"We beg respectfully (we being the Canadian Associated Engineers) to inform you that the Grand Trunk Pacific Railway Co. has divided the country between the Atlantic and Pacific with divisions, each of about 200 miles in length. The following engineering officers, all Americans, a number of whom we are satisfied are incompetent, have been brought over here with the utmost secrecy and appointed on each division, namely, one chief division engineer, one assistant division engineer, one office engineer, four assistant engineers, one chief office draughtsman. The assistant engineers are those who have charge of a survey party in the field, each field party being made up of at least eight American engineer graduates under control of an assistant engineer as follows: Chief of party, transit man, levellers — all American engineers, topographer, draughtsmen, commissary, first picket man, head chainman, all youthful graduates from American colleges."

In the face of the above figures it might not be out of time to ask what is the use of maritime province parents sending their sons to the engineering departments of the U. N. B., Dalhousie, Mt. Allison, etc?

OTTAWA, May 16.—HanceJ. Logan, the good looking member for Cumberland, N. S., has developed into a strong parliamentary worker and is doing much for Sir Wilfrid this session. The assistance is timely because the premier is not receiving a very full measure of support on the floor that members of a cabinet are expected to give their leader. Hon. James Sutherland is absent through impaired health and the minister of railways is seldom in his seat except at the opening hour each afternoon, when it is his only time to reply to questions of which notice had previously been given. Hon. Mr. Sifton is regularly on hand, but takes little part in the debates. Mr. Logan is always around and while not talking often, is in pretty frequent conference with Sir Wilfrid, who appears to have much confidence in his working ability. The impression is growing that the member for Cumberland has cabinet aspirations. For several sessions he spent a great deal of his time dancing attendance on ladies in the gallery, but he has pretty much abandoned that habit and is now in his seat as faithfully as Hon. John Costigan and Col. Tucker, who are among the most regular attendants to the right of Mr. Speaker. Mr. Logan may never become a great parliamentary debater, but he has developed an industry and activity this session never before displayed by him. Honor to whom honor is due, is one of the underlying principles of this correspondence, and it is a pleasure to chronicle the advance of even a political opponent.

The commons chamber from time to time shelters many birds of passage who make a vigorous speech, or rather a speech calculated to win the attention of their own constituents, and then rush back to the discharge of their private business duties. It is not the man whose name figures prominently on the pages of Hansard who is always the most faithful worker. The late Dalton McCarthy spent very little time in the house every session, but he got his name freely before the public. He would come in from Toronto to plead a case before the supreme court, and as the hours of that honorable body did not conflict very much with the hours of the house, for supreme court dignity spurns night sittings, he would make a long speech, or a short speech, but always an interesting speech, clap several notices of motion on the notice paper, and then take the fast express for Toronto. There are members of the present house who are pursuing like tactics. They occupy the centre of the stage at intervals and then vanish. It is not the man who talks most eloquently or most loudly in the commons who is the best member. The working test to be applied is the attendance on committees. Some of the most important committees of the house are larger numerically than some of the provincial legislatures, and work is done by them, and done pretty thoroughly as a rule, of which the country at large knows very little. Bills are passed through the house in a few minutes without debate, which may have taken days, yes weeks, to perfect in the committee rooms upstairs. There are members on both sides of the house whose speeches are brief and far between, and whose names are not household words outside their own constituencies, who do more in shaping the legislation of the country than the M. P. whose speeches are telegraphed all over Canada and are published under startling black letter headlines.

R. A. P.

OTTAWA, May 16.—W. F. Maclean of East York, editor, controller and managing spirit of the Toronto World, is a somewhat erratic parliamentary debater, but he possesses the faculty of saying things that do not occur to other members. Quite recently he brought up the question of the nationalization of telephone lines. Sir Wilfrid Laurier at the outset admitted that it was a very urgent question, but a little later on Hon. Mr. Fitzpatrick pointed out that he had been unable in all his efforts to find any two municipalities which took a common view of the matter. The chief trouble, according to Mr. Maclean, is due to the fact that the Bell telephone company has an absolute monopoly along the trunk railway lines and refuses to permit private lines to make connection with the business centres. Mr. Maclean, after remarking that the telephone was one of the greatest conveniences of modern life, contended that to give it the full measure of usefulness Canada should adopt the system that obtains in Great Britain and various parts of Europe. The experiment of nationalizing telephones and telegraphs is not a new one. Only a few days ago Lord Stanley, the postmaster general of England, announced in the commons that the post office was negotiating for the purchase of the National Telephone Co. In Sweden, which, like Canada, is a comparatively sparsely settled country, there is a telephone for every 553 inhabitants. Although the present debt on the state system is under two million dollars, it is being rapidly reduced, and it is evident that in a very few years Sweden will have a valuable revenue producing asset, free from all incumbrances, and which will have cost her nothing at all. Under the rates that obtain in Sweden a man could talk from Ottawa to Montreal for from 4 to 8 cents. It now costs $1.75 from Ottawa to Toronto by the Bell system.

Mr. Maclean said he knew farmers all over Canada who would build independent lines if they thought they could get connection with the trunk lines and if they thought they could get connection with the railway stations where they traded, but under existing laws the Bell Telephone Co. is entrenched in a position that makes it a monopolist of this very important service. A valuable service, continued Mr. Maclean, could be given for one-half of what is charged today, and the revenue in twenty years would extinguish the cost of purchase, as is now being rapidly done in Sweden. Public ownership would give every farmer in Canada who wants it a telephone in his house at from $8 to $10 a year, but he cannot get it today for less than from $40 to $100. "You can do more business by telephone than by personal interview," said the member for East York. "It is away ahead of railway travel. I can sit in my office in Toronto and if I want to do business in Montreal I can call up ten men within an hour. If I wished to interview these men personally it would take me a night's journey to Montreal and a night's trip back by rail, and it would take me all day to go round in a cab, and then I could not make the connection. Yet if the telephone were in the control of the state I could by the expenditure of two or three dollars call up these people and do my business in a much more satisfactory way."

Dr. Sproule of East Grey pointed out that the recent decision of the Railway Commission, adverse to the application of the people of Port Arthur to put a telephone in the Canadian Pacific railway station there, justified parliament in interfering with a monopoly that was against the interests of the state. The franchise of the C. P. R. was intended to provide that it should use the powers given it for the benefit of the people of Canada, and when the company gave a telephone monopoly to the Bell concern it went beyond the spirit of its powers. "When the legislature exercises the power to give over the right of eminent domain to railway corporations," said Dr. Sproule, "it gives that power to the corporation so that it may be used, not for its private purposes, but in the whole public." Telephone companies should be compelled to exchange messages just the same as railway companies are compelled to exchange traffic.

R. A. P.

RELATIVES WANT THE MONEY.

An Attempt Being Made to Break the Will of a Woman Who Left Money to Rev. A. M. McDonald.

BOSTON, May 17.—Andrew J. Sweetser of Lynn, the divorced husband of the late Abbie R. Dodge, of Jacksonville, Fla., and his son, Charles H. Sweetser, of Seattle, Wash., have begun proceedings to break the will of Mrs. Dodge, by which $800,000 was bequeathed to Rev. Angus M. McDonald, of Bar Harbor, Me., a native of Prince Edward Island. The contestants claim that $35,000, the foundation of the fortune, was taken from the elder Sweetser without right by his wife, and that she deserted him 25 years ago. Undue influence on the part of Rev. Mr. McDonald is alleged. Rev. Mr. McDonald is the executor of the estate. His wife was a provincialist. Miss Annie McLeod, whom he met in Lynn while she was a saleswoman in a dry goods store. McDonald's father lives at Bath, Me.

PERTH AMBOY, N. F., May 18.—Sld, sch Emma McAdam, for Calais.

DR. A. W. CHASE'S CATARRH CURE ... 25c.

is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

Millions who were sick---like you, perhaps ---are well today because of Liquozone. The first bottle free; will you try it?

More people use Liquozone now than use medicine. Yet thousands still use drugs to cure germ troubles—to do what drugs can't do. If you are one of them, won't you let us buy a bottle of Liquozone and give it to you to try?

We Paid $100,000

For the American rights to Liquozone, because it kills germs in the body without killing the tissues, too. There is nothing else known which will do that. Any drug that kills germs is a poison, and it cannot be taken internally. Medicine cannot destroy the cause of a germ trouble.

Liquozone is so certain that we publish on every bottle an offer of $1,000 for a disease germ that it cannot kill. The reason is, that germs are vegetables, and Liquozone—like an excess of oxygen gas — is deadly to vegetal matter. Liquozone invariably destroys the germs of disease, wherever they are; yet to the human body it is the most helpful thing in the world.

Acts Like Oxygen.

The value of Liquozone lies in the fact that it does what oxygen does. Oxygen is the nerve food, the blood food, the scavenger of the blood. It is the very source of vitality, the most essential element of life. There would be no weak nerves, no impure blood, no inside germs if we could get into the blood an excess of oxygen. But oxygen is a gas and unstable. An excess cannot be held in the blood.

In the making of Liquozone, we get the virtues of 1,250 cubic inches of the gas into one cubic inch of liquid. The gas is derived in large part from the best oxygen producers. The process of making takes 14 days. The result is a wonderful product, stable and concentrated, holding all the virtues of the gas. It goes into the blood, to go wherever the blood goes. No germ can escape it and none can resist it. The results are inevitable.

But Liquozone is more than a germicide. Oxygen is Nature's greatest tonic, and Liquozone is a vitalizer with which no other known product can compare. It not only destroys the cause of a germ trouble, but it quickly repairs all the damage which the germs have done. It gives to every organ just the help that it needs.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and inevitable. Liquozone kills the germs, wherever they are, and the results are inevitable. By destroying the cause of the trouble, it invariably ends the disease, and forever.

Asthma	Hay Fever—Influenza
Abscess—Anemia	Kidney Diseases
Bronchitis	La Grippe
Blood Poison	Leucorrhea
Bright's Disease	Liver Troubles
Bowel Trouble	Malaria—Neuralgia
Coughs—Colds	Many Heart Troubles
Consumption	Piles—Pneumonia
Colic—Croup	Pleurisy—Quinsy
Constipation	Rheumatism
Catarrh—Cancer	Scrofula—Syphilis
Dysentery—Diarrhoea	Skin Diseases
Dandruff—Dropsy	Stomach Troubles
Dyspepsia	Throat Troubles
Eczema—Erysipelas	Tuberculosis
Fevers—Gall Stones	Tumors—Ulcers
Goitre—Gout	Varicocele
Gonorrhea—Gleet	Women's Diseases

All diseases that begin with fever—all inflammation—all catarrh—all contagious diseases—all the results of impure or poisoned blood.

In nervous debility Liquozone acts as a vitalizer, accomplishing what no drugs can do.

50c. Bottle Free

If you need Liquozone, and have never tried it, please send us this coupon. We will then mail you an order on your local druggist for a full-size bottle, and we will pay your druggist ourselves for it. This is our free gift, made to convince you; to show you what Liquozone is, and what it can do. In justice to yourself, please accept it today, for it places you under no obligation whatever.

Liquozone costs 50c. and $1.

CUT OUT THIS COUPON

for this offer may not appear again. Fill out the blank and mail it to the Liquid Ozone Co., 458-460 Wabash Ave., Chicago.

My disease is.....

I have never tried Liquozone, but if you will supply me a 50c. bottle free I will take it.

.....

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56 C. B. Give full address—write plainly.

Liquozone was formerly known in Canada as Powley's Liquified Ozone.

SOCIETY OF SACRED STUDIES.

Warden, the Bishop of Fredericton.

A reply has been received from the Central Society to another question sent by a member of our Diocesan branch. The question was as follows:

"Has the theory that St. Paul suffered only one imprisonment at Rome found acceptance among scholars who believe in the authenticity of the Pastoral Epistles?"

The reply is furnished by Dr. Lock, the warden of Keble College, Oxford:

"Yes: this view has been held by several scholars, such as Wieseler (whose arguments are fully discussed in Alford) and most recently by J. V. Bartlet in 'The Apostolic Age,' (T. & T. Clark, 1900). A full account of all the attempts to fit the Pastoral Epistles in the time covered by the Acts will be found in Holzmann, 'Die Pastoral Briefe,' pp. 18-87, Leipsic, 1880." W. LOCK.

There is, apparently, a mistaken notion in some quarters that the society identifies itself with certain opinions. Anyone who takes the trouble to read its prospectus, or was present when our Synod unanimously approved the principles and work of the society, could not fall into such an error. A Council which includes the chief of the Oxford Pusey House, and so staunch an evangelical as Dean Wace, could hardly be united upon anything except an earnest desire to study theological questions in a fair and impartial spirit. Frequently, as in the case of the answer given above, help is sought from an acknowledged specialist outside the Council. When a question about the Anglo-Israel theory was forwarded to the central authorities, it was submitted to Professor Barnes, as a recognized authority upon Old Testament study, and his opinion was sent to our secretary by Dr. Swete, without a word of comment. Supposing a question were sent upon a strongly controverted topic, the querist would no doubt be informed that authorities were not unanimous. In a word, the Society's reason of existence is honest investigation pursued in a humble and devout spirit, and not the defence of doctrines in the style of a lawyer, who lays emphasis on his own strong arguments, and slurs over his weak points.

As announced already, some brief notices of recent theological publications will be provided in this column, preference being given to those likely to be of general interest. Archdeacon Boutflower's record of Bishop Westcott's "Table-talk," published in the Contemporary Review last December, is of the deepest interest to all theological students. It supplies that intimate touch of personal life felt to be lacking in the otherwise excellent biography by his son. Several extracts will be made from the collection, and the following may serve as a first specimen:

"I only once had a conversation with Professor —— (?Harnack), and he professed that he wanted the Bible to be read just like any other book. I ventured to say that I had always tried to read it just like any other book; and it was because I had done so that I had come to the conclusion that it was utterly unlike any other book in the world."

"There is not a book of the Classics, as far as I know, except Virgil and Horace, which stands on as much external evidence as the very least supported of all the Books of the New Testament. I don't know, for instance, that there is any authority for Cicero's Letters having been written by Cicero."

VISITATION CHARGES, by the late Bishop Stubbs. (Edited by Canon Holmes. Longman & Co. Price 7s. 6d.)

The review of ecclesiastical events during the last fifteen years of the 19th century, furnished by so eminent a historian as Bishop Stubbs proclaims its own value. The writer's eminently judicial spirit is as manifest as his learning, while here and there touches of humor alleviate the solemnity of an episcopal charge. Of religious newspapers the Bishop remarks: "The weekly religious newspaper is a weekly religious trial, which it takes a long experience to enable me at least to bear religiously." And again: "The word Mass signifies that form of celebration which is proper to the Roman and unreformed Church of the West. . . . I would forbid the employment of the term absolutely, were I not apprehensive that those who are so foolish as to use it would not be wise enough to obey my injunction."

CITY ISLAND, May 18.— Bound south, schs Coral Leaf, from Diligent River; Lizzie Lane, from Bangor, Me.

CASTORIA.

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

Any Lady Can Make

easily $12.00 to $20.00 weekly by representing us in her locality

IN HER SPARE TIME

The position is pleasant and profitable the year round. Will gladly send particulars to any lady who may need to make some money, and will convince you that this is no deception.

Mrs. Davidson,

DRAWER 66, BRANTFORD, ONT'RIO.

LONG DISTANCE SINGLE BARREL SHOTGUN $6.75

Send us $1.00 deposit state if the $8.00 or $7.50 gun is wanted. State gauge desired, and we will ship you a guaranteed long distance single barrel shotgun C. O. D., by express, subject to examination, you to pay the express agent the balance and express charges, after you find it perfectly satisfactory. This Fine Gun is made by expert gun makers, every part and piece fitted perfectly and reinforced so it cannot shoot loose or shaky, strong rigid steel frame built extra solid to withstand the use of any NITRO POWDER, latest improved top snap and rebounding hammer, best quality steel works, extra strong spring, fine walnut stock, heavy rubber butt-plate, full pistol grip thoroughly tested for pattern, penetration and strength. For $7.50, in all we will furnish the same gun with latest improved automatic shell ejector which throws shell out automatically, making it possible to reload and fire in rapid succession. Order at once or write for our Special Gun Catalogue which contains single barrel shotguns at $5.75 up, and everything in rifles, revolvers, ammunition and sportsmen's goods at factory prices.

Breech loading, made with finest blued crucible rolled steel barrel, taper choked bored to size from the solid bar and bored for any nitro powders. Choice of 12 or 16 gauge, 30 inch barrel.

T. W. BOYD & SON, 1053 NOTRE DAME ST. MONTREAL

LETTERS FROM THE PEOPLE

[To correspondents—Write on one side of the paper only. Send your name, not necessarily for publication, with your communication. The Sun does not undertake to return rejected manuscripts. All unsigned communications are promptly consigned to the waste basket.]

WOODSTOCK, May 14.

To the Editor of the Sun:

Sir—I note what you say re executions, rather falling in with the idea that they should take place in the penitentiary. That would be all right provided the law desired the death of the murderer in revenge for the death of his victim, but as the desire of the punishment by death is to prevent the recurrence of the crime, then the carrying out of the law should be as near the place where the crime was committed as possible.

The states of the American union are not very good examples of the enforcement of law. X. Y. Z.

WEAPONS FOUND.

Interesting Discovery on Albert Pugsley's Farm at Southampton.

SOUTHAMPTON, May 17.—Those interested in local traditions are somewhat excited over a discovery of weapons revealed by the ploughshare on Albert Pugsley's farm. They consist of a flint-lock musket barrel and lock, two swords, a knife blade, an axe and a skull. The latter was carried off by a dog before it could be secured. The gun barrel is six feet long and not more than an inch in diameter. The fact that all these were found close together would indicate that the owner of the weapons had lain them down and died unknown and unnoticed, only on the other hand he would be unlikely to carry two swords. Some one of a romantic turn suggested that the owner of the skull fell in a duel and the victim had left with him the sword by which he was slain. Albert Pugsley's farm was originally a part of the Baker grant and was first occupied by one Mike O'Brien. Near where the relics were discovered was "the ford," where the early settlers crossed to this farm. The river was then the only highway, and was traversed by canoes.

WILL HAVE A NEW HOUSE.

G. W. Ganong, M. P. for Charlotte county, is having a residence at St. Stephen fixed up for himself and family which when completed will be one of the most comfortable homes in the province. The building is an old one, but the repairs and changes will convert it from an old fashioned house to one of modern days and make it a credit to the enterprising border town. The entrance hall will be an elegant feature. The large parlors will have at their front a circular tower window. The other apartments will be up to date in all respects.

THE BAREFOOT GIRL.

Boston Police Are Troubled by Wayward Miss from St. John.

BOSTON, May 17.—Prudence Simmons of St. John, daughter of Mrs. George Jones, formerly of St. John, has escaped from the reform school at Lancaster, to which institution she has been sent several times. She is known in police circles here as the "barefoot girl," and has had much notoriety on account of her adventures.

STANLEY'S FUNERAL.

Explorer's Body Buried With Much Honor.

LONDON, May 17.—The remains of Sir Henry Stanley, who died May 10, were buried today in the church yard of the old Surrey village of Pirbright. Prior to the burial the British nation and the United States, in the persons of Ambassador Choate and Consul General Evans paid honor to the deceased African explorer with an impressive funeral service in Westminster Abbey.

"Bulamatari," meaning "the rock breaker," on the coffin plate testified Stanley was known by the African natives and the body was taken in an open hearse to Westminster Abbey. The route was lined by crowds of people. The pall-bearers included a grandson of Livingstone, Arthur Mountenay Jephson, Stanley's former lieutenant and the Duke of Abricorn. Lady Stanley headed the procession of mourners that passed through the cloisters. With her was young Denzil Stanley, the deceased's adopted son, and Livingstone's daughter. As the coffin was borne past the tomb of Livingstone within the abbey, the little band stopped and for a few minutes there was a pathetic pause. The service was fully choral. Both King Edward and the king of the Belgians were represented.

Tortured with Pain, Too Weak to Work.

ULCERS, BOILS AND PIMPLES ALL OVER HER BODY.

Such was the condition of Mrs. Samuel Deitz, Zurich, Ont.

She happily found relief from her terrible suffering by using

Burdock Blood Bitters.

A remedy without a rival for the cure of all diseases and troubles arising from bad blood. A record extending over a quarter of a century and thousands of testimonials will prove this. Mrs. Deitz writes: "Too weak to work, tortured with the pain of ulcers, boils and pimples all over my body, especially on my face. I had almost made up my mind to give up trying to have them cured. I was ashamed to have any person come to see me, my face was in such a terrible state. I tried everything I could think of but got worse and worse. I was then told to try Burdock Blood Bitters and was surprised at the wonderful change the first bottle made. Altogether I took seven bottles and am now completely cured and am in perfect health again. I feel that B.B.B. saved my life."