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SUN PRINTING COMPANY,  
ALFRED MARKHAM,  
Manager.

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## THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., OCTOBER 28, 1905.

(From Thursday's Daily Sun.)

## THANKSGIVING.

All prescribed and routine worship and observance tends to become conventional and to lose some part of the original meaning. The recognition of memorial and festival days exhibits this tendency. Christmas and Easter are universally regarded among people as religious festivals, but in their observance they do not always reflect the spirit of the occasion which they recall. Nor for that matter does the Lord's Day always carry out the avowed purpose of its establishment. There is some formality and convention in all the acts of worship of most men, as indeed there is in all our intercourse with each other. But it would not on that account be fair to charge the human race with absolute insincerity, or to despise and ignore the ordinary courtesies and convictions of civilized life. The conventions represent what is estimated to be a normal attitude, which may or may not be the exact attitude of any man at all times, or of all men at any time. Undoubtedly the prevailing sentiment among civilized people is one of friendly and kindly interest in each other. The prevailing attitude of the Christian consciousness is one of reverence and gratitude to the Supreme Being.

Thanksgiving Day is a Puritan festival in history, but not in its spirit. The Puritan temper and habit was rather represented by Fast Day, which in New England, is a much older festival than Thanksgiving. When the Puritans originated Thanksgiving Day in their community, they were in danger of that departure from Puritanism which has been noticed in modern times. This is a glad festival, and glad festivals are easier to perpetuate than sad ones. Churches have their fast days. Nations have their fast days. Thanksgiving Day comes by official proclamation. It comes eating and drinking, and is not unpopular or in danger of extinction. This is not altogether an account of the turkey itself, but because its spirit is friendly to turkey and other enjoyments as well as to good fellowship and benevolence. If, then, there are too few among us who seriously on this day give ourselves up to the consideration of the mercies enjoyed during the year, and who turn our thoughts to the Giver of these blessings, it may be that He who desires the greatest and fullest happiness of his creatures finds in human cheerfulness and good will some savor of true worship, and of pure and undivided religion.

Those who keep the day for what it professes to be will find not only in their own lives, but in the history of their community and of the world material for gratitude. First, perhaps, in the thought of many will be the fact that the war in the Far East is over and that peace has arrived on what appears to be a firm and permanent basis. Among the nations of the world there is apparently an era of good feeling. Though the construction of warships goes on, and armies are still in training, the study of diplomacy is altogether in the things that make for peace.

With peace in this country, and perhaps in an unusual number of other lands, comes plenty. The Canadian harvest in the west is abundant. In the east it is not on the whole below the average. There is work in abundance for those who are able to perform it. It is true that the poor are

always with us. Distress from causes that are beyond the control of the sufferers, and the deeper and more dismal distress whose cause is within the control of the victim, are still here. But there was never a time in the history of the world when greater and more carefully considered efforts were made to relieve and prevent both classes of sorrow.

## THE HALIFAX HERALD AND MR. BORDEN.

It does not appear to be a just or accurate statement of the position of the Halifax Herald to say that Mr. Borden has been repudiated by that conservative journal. The Herald is without doubt a great admirer and staunch supporter of Mr. Borden, but surely it is not on that account called upon to support every measure of the government which Mr. Borden does not oppose. When the Herald condemns the increase in sessional indemnities, the allowance to retired ministers, the additions to the salaries of judges, and the allowance to the leader of the opposition it does not by that expression of opinion repudiate Mr. Borden as a public man or as a party leader. Surely some measure of independence of opinion is allowable in a political journal. If such a journal were to be the mere echo of the views of a parliamentary leader it could be of little service to the leader himself, and still less to the party and to the country. The Herald believes that the party which Mr. Borden serves should provide an income for him while he gives his whole time to public work, just as the party which is served by John Burns of England pays him a salary. It is by no means certain that the Herald is right, or that such an arrangement would leave Mr. Borden so free as he is now. But in any case the Herald has a perfect right, and in fact is bound by its own loyalty to duty, to regard this government measure from its own point of view and not from the point of view of Mr. Borden. And there is no man in public life less likely than Mr. Borden to claim from his comrades and supporters the servile endorsement of all his acts and words.

The real attitude of the Halifax Herald toward Mr. Borden is best indicated in the statements of its editor, Mr. J. J. Stewart, who was interviewed in Montreal last week, and is thus reported: "Mr. J. J. Stewart, editor of the 'Halifax Herald,' who was in Montreal yesterday, declared that Mr. Borden must remain leader of the 'conservative party in Canada.' 'When the chief is at home you must have people of all creeds and conditions, who come to pay their respects to the conservative leader,' said Mr. Stewart."

## EXPENSES AND EARNINGS.

The Montreal Herald does not agree with its liberal contemporary, the Toronto Globe, that the Intercolonial deficits are more largely due to excessive cost of operation than to low freight rates. Going to the government report of railway statistics the Herald finds that the cost of operating the Intercolonial per train mile, that is for each mile that any train runs, is less on the Intercolonial than it is on the Canadian Pacific, though not so low as it is on the Grand Trunk. The Intercolonial cost is \$1.08 per train mile, that of the Canadian Pacific \$1.34, while the Grand Trunk cost is \$1.04. Those are the figures for 1904 and not the year of the snow storms. In making such a comparison it should be considered that part of the Canadian Pacific operations are in the Rocky Mountains, where three engines are sometimes required to pull a single freight train, and that on the whole system west of Lake Superior train expenses are exceedingly high, while freight rates rule correspondingly. These elements do not affect the Grand Trunk, whose expenses per train mile are a little lower than those of the Intercolonial.

There is another consideration which has escaped the attention of the Herald, and that is the load that is carried on the trains of the respective railways. Pages 41 and 42 of the same report set forth that the average weight of freight trains in motion on the Intercolonial is 590 tons, on the Canadian Pacific 675 tons, and on the Grand Trunk 675 tons. It would appear that each Canadian Pacific train, costing \$1.34 per mile, is doing a little over one-third more work than each Intercolonial train costing \$1.08, while the Grand Trunk train, expending less than either of the other roads, is doing more work than the Canadian Pacific. As between the Grand Trunk and the Canadian Pacific the difference in relative expense is explained by the western extensions of the latter.

Comparing the Grand Trunk with the Intercolonial, which is said to have as good a roadbed as can be found on the continent, the explanation may be that the engines do not haul so many cars at once as they should. This is a criticism that many railway men have made, and it indicates a condition for which a remedy may be found. The earnings on the Intercolonial are only thirty-seven cents per train mile, while the Canadian Pacific earns \$1.36, or double the amount. To this startling difference, the Montreal

Herald calls attention, as supporting Mr. Emmerson's statement concerning freight rates. If we add to the Intercolonial mileage earnings a sum sufficient to cover the difference in the load, the rate will be \$1.30 per train mile. But, as mentioned above, the Canadian Pacific freight rates in the West are two or three times as high as they are in the East, and these affect the average. The Grand Trunk average earnings per train mile are \$1.53, and that company makes as high charges as the Canadian Pacific in the field which they operate together. A fair comparison is between the Grand Trunk and Intercolonial, which, on the basis of a 575 ton load, is \$1.53 for the former and \$1.31 for the latter. The cost of hauling on the same basis is \$1.46 on the Intercolonial and \$1.04 on the Grand Trunk.

## ADMIRAL AND PRINCE.

Admiral Prince Louis is a fine example of the race which in early days conquered a large part of Europe, and which in later times is gaining notable peaceful victories in industry and invention, commerce and navigation, science and scholarship. His own life of service and achievement as a British sailor is characterized by the steady and solid qualities characteristic of his race. But our visitor is British from his boyhood. He elected in early life to be a subject of Queen Victoria, as did his brother, who became the Queen's son-in-law, and perished in the service of the British Empire. Through all grades of the service Admiral Prince Louis has worked his way to his present position. It is understood that as an officer he owes no more to court favor than those who rank with him. The days are gone when some court favorite could be raised by sudden promotion while yet a youth to high positions of command and responsibility.

The title of Prince Louis awakes curiosity and stimulates interest in a community which does not receive many visits from princes. His connection with our royal family, as Mayor White remarked at the luncheon yesterday, creates a warmer and more partial feeling in his behalf. But the cordiality of popular welcome, the enthusiasm of the public reception on the streets and elsewhere are meant for the admiral more than for the Prince. And warm as his reception has been this time, it will be even more cordial and sincere when he comes again, for we have been allowed to see the man beneath the gold lace and the stars and have recognized the stuff of which have been created those men who have made the British navy what it is and who are maintaining its honor today.

His speech at the mayor's luncheon yesterday was a remarkable deliverance not only in its grasp of naval strategy and national affairs, but particularly because it was the first official explanation made to a colonial audience of the recently adopted policy of the British admiralty which has withdrawn British ships from American waters, has left untenanted the great naval bases at Halifax, Esquimaux and the West Indies and has created the impression in many Canadian minds that Britain's care for her colonies is lessening and her hold on her world-wide empire relaxing.

His utterance, which is reported in full in another column and is commended to the careful perusal of all, should remove any such impression. As the Admiral Prince lucidly explains in language none can misunderstand, Britain was never better prepared to defend every red spot on the map of the world than she is today. Instead of a heterogeneous, scattered collection of warships, many of them of indifferent efficiency or utterly worthless, scattered in all parts of the globe, she has a concentrated navy of high efficiency held under the fingers of her naval authorities and ready at an hour's notice to speed anywhere upon any service. Concentration, as Prince Louis declared, is the essence of strategy—dispersion is weakness. Under the old conditions Britain's force may have been more imposing; under the new regime it is infinitely more effective. Certain portions of Greater Britain may suffer for a time from the change, but any such disadvantages are more than compensated by the vast advantage to the whole.

And, though Prince Louis is too polite and too fine a gentleman to hint as much to a Canadian audience, Canada has no right to be dissatisfied with the change, even if it were all to her harm. Even if there were nothing to balance against the loss to Halifax and Esquimaux; even if the withdrawal of the warships did signify an intention to let Canada look after her own defense, any objection we might wish to make should be stopped at our lips by shame.

For what have we done for this navy which is our strong arm of refuge to give us the right to feel an interest in its disposition? Australia and Cape Colony, which contribute to the maintenance of this greatest bulwark of the whole empire, might have cause to complain if they were left open to foreign attack, but we have never given a cent, have sat shamefully content while British taxpayers have paid for that which guaranteed our national existence. Our mouths are shut whatever policy the naval board adopts.

**PUTS NEW LIFE INTO YOU!** A strong statement, but it is borne out by facts by those who have taken "The D. & L." Emulsion; write Miss Black, Supt. Grace Hospital, Toronto, and ask her what she thinks of it.

Plain and ornamental printing at the Daily Sun job rooms.

## ST. JOHN'S WELCOME TO PRINCE LOUIS OF BATTENBURG.

(Continued from page one.)

sea transports meet, must inevitably share in the development and prosperity of the Dominion of Canada. You refer in eloquent terms to the ultimate connections between this maritime community and the great service which I have the honor of representing here today. We are indeed intimately connected. The ties of kinship and friendship which unite the mother country and her outlying dependencies scattered over the globe, are both strong and enduring, but they will be of little avail in themselves in keeping your territory inviolate and insure your sea-borne trade safe transit without the ubiquitous King's ships flying the white ensign.

Who man the King's ships are gratified to find so much appreciation and glad at the opportunity of friendly meeting in time of peace.

On behalf of the officers under my command I thank you heartily. After giving his reply the Prince was introduced to the gentlemen present. When he shook hands with Admiral Lewis the Prince said: "You must remember me when I was here with Admiral Fraser."

After being presented to all present the Prince said that he would like to look over the address of the middle of the harbor and the harbor club. While looking at it he said: "It is most beautiful work; I admire it very much. It is beautifully done, you must remember."

After a short conversation he said good-bye and left for the luncheon.

## LUNCHEON AT THE UNION CLUB.

At one o'clock the mayor entertained His Serene Highness and the captains of the warships to luncheon at the Union Club. The large dining hall was a great credit to the steward Edward Wilson.

The floral decorations were magnificent, the work of Pedersen Bros. On the middle of round table the decoration consisted of a great star with red, white, and blue points and with a mirror trimmed with green in its centre and at the very centre a large flower vase. Over this vase is a great double arch of roses, carnations and white and blue flowers, and over this a magnificent crown of yellow chrysanthemums. Four other large vases ornamented the table top on each side of the immense oval table. The vases held beautiful white and pink ivory chrysanthemums. There was also a small vase of flowers at each place.

The menu was as follows: Oysters on shell, consommé and French turtle soup, boiled rock cod and egg sauce; fillet of partridge, larded with bacon, port wine and sauce; mushrooms on toast; roast turkey, cranberry sauce and sage; tomato and lettuce salad, French dressing; peas and potatoes, cauliflower with white sauce; Roman punch; English snipe on toast; wine jellies and Charlotte Russe; celery, cheese and coffee; fruit—orange, pears, grapes and peaches; confectionery.

## THE LIST OF GUESTS.

On the right of the mayor sat His Serene Highness Prince Louis and to his right sat Justice Tuck. To the left of the mayor was Lieut. Governor Snowball and to his left Judge McLeod. Across the table from the mayor sat Dr. Daniel and on his right Capt. Robertson and on his right Capt. Robertson and on his right Capt. Robertson.

Prince's Flag Lieut. and Secretary, Captain Robertson of H. M. S. Cornwall. Commander Miller of H. M. S. Cornwall. Captain Dore of H. M. S. Berwick. Commander Burns of H. M. S. Berwick.

Gov. Snowball. Col. H. H. McLean, aide de camp to Lieut.-Gov. R. S. Barker, private secretary. Mr. Justice Barker. Mr. J. R. Armstrong. Lt. Col. J. A. Armstrong. Lt. Col. Wedderburn. Major McLaren.

Edwards, Lieut. M. P. P. R. R. Maxwell, M. P. P. Geo. Robertson, M. P. P. D. J. Purdy, M. P. P. Recorder C. N. Skinner. Board of aldermen. Common Clerk Wardroper. Members of the press.

## MAYOR WHITE.

There were only two toasts and only two speeches. The mayor had been given his share of attention, Mayor White proposed the King, which was duly honored. He then proposed the health of the City of St. John. The Mayor said: "I have one other toast to propose—the health of our distinguished and honored visitor, Prince Louis of Battenburg."

Gentlemen—I have one other toast to propose—the health of our distinguished and honored visitor, Prince Louis of Battenburg. The people of the City of St. John find in their midst today His Serene Highness. We welcome him not only as a representative of that long illustrious line of British sailors who have carried the flag to victory on all seas, but we also recognize him as an officer who has through merit risen to a very exalted position in his chosen career.

It is a very great pleasure indeed to the people of the City of St. John to find in their midst today His Serene Highness. We welcome him not only as a representative of that long illustrious line of British sailors who have carried the flag to victory on all seas, but we also recognize him as an officer who has through merit risen to a very exalted position in his chosen career. It is a very great pleasure indeed to the people of the City of St. John to find in their midst today His Serene Highness. We welcome him not only as a representative of that long illustrious line of British sailors who have carried the flag to victory on all seas, but we also recognize him as an officer who has through merit risen to a very exalted position in his chosen career. It is a very great pleasure indeed to the people of the City of St. John to find in their midst today His Serene Highness. We welcome him not only as a representative of that long illustrious line of British sailors who have carried the flag to victory on all seas, but we also recognize him as an officer who has through merit risen to a very exalted position in his chosen career.

Highness will convey to His Majesty the feeling of affection and loyalty which we in the city of St. John have towards his person and his crown. Gentlemen—I give you the health of The Prince of Battenburg.

## AN INSTRUCTIVE SPEECH.

Prince Louis was given a most enthusiastic reception. In response to the toast, he expressed his appreciation of the honor done him and in turn honored this city, this above all others in Canada, by giving the first explanation ever officially made of the reason for his visit and the causes for the new policy of the British Admiralty which gave rise to it. His speech, with its pretense to eloquence, was a practical, illuminating expression of the ideas that underlie the Empire's defense, every word indicative of a wide knowledge of his subject and statesmanlike grasp of national affairs. He spoke as follows:

Mr. Mayor and Gentlemen:

I thank you most kindly for your warm reception today and for the kind words in which you have proposed my health. It gives me great pleasure to again visit St. John, after a lapse of a great many years. Of the loyalty of the King's subjects in your country, especially in this city, I think we may have no doubt. When I return to England at the end of my period, I shall be glad to have the opportunity of giving His Majesty an account of my memorable round in the different parts of the Dominion of Canada, both from here and from the other cities which I have visited, and from all of which I have been requested to carry to His Majesty messages of loyalty.

This, my visit to this important seaport town, marks the end of what has been to me a most instructive and enjoyable and interesting visit—a grand visit, I may say. My visit is indirectly caused by what some people describe as a change in the naval policy. The dockyard at Halifax has been closed, and the same policy has been pursued on both sides of the Dominion of Canada, as well as in the West Indies and elsewhere.

If you will give me your attention for a few minutes, I should very much like to have the opportunity (probably the last time I will be in a position of addressing a representative body of citizens of one of the important centres of the Dominion), to explain in a very few words the misapprehensions which have been in the minds of a great many on the subject of the naval policy, as to the steps taken by the Admiralty. I should like to show you that instead of having to deal with a sudden change of policy, it is more in the nature of a gradual evolution, not brought about by a great many factors, and it is an old saying that we should profit by the misfortunes of others. I beg your forgiveness if I have to imply technicalities in the course of my remarks to you.

Concentration is the essence of strategy, and strategy the art of war, which applies to the army as well as to the navy. The worst form of strategy is the dispersion of the main force, far outlying posts—stations beyond all means of direct communication. Under old conditions the Admiralty had to maintain squadrons which were sent away and there they stayed, and they worked their own sweet will, and as it would take a letter the best part of a year to reach them, nobody could interfere.

Now take the squadron which I command. We can get up steam practically in an hour. We can get under way in about the same time. We can disappear in two hours beyond the horizon, and the next man living can tell where we may turn up in a few days' time. The matter was brought to a heading in consequence of certain facts, one being it had gradually been brought home to the Admiralty that with these matters that no ship is of any use whatever unless protected—unless properly armed. Hence fast vessels had to be built, fitted with armor. These cruisers are of use in war, suitable numbers. A ship like the Drake had 30,000 horse power and the largest complement of men. The difficulty with the Admiralty had to face was where to put the guns and where to put the armor. They looked around and found at different stations a number of ships absolutely useless, where as the tide was low, a good view was obtained. The party then proceeded to the top of Fort Howe to have a look at the harbor. The prince expressed a desire to call on Mrs. White and was next driven there. Mrs. White and her husband were in receiving, and tea was served. The drive was then continued and a visit paid to the old ladies' home, where all the ladies were presented to his highness.

After that they attended the reception given by Lady Tilley, and after remaining for some time returned to the Royal Hotel. He went to the rink shortly before nine o'clock, and after leaving there went on board his ship for the night. During the evening the ships in the harbor were prettily decorated and the searchlights playing around the harbor proved of much interest.

## PRETTY MONTREAL GIRL

SAVED BY PE-RU-NA

SUFFERED DREADFULLY WITH PELVIC CATARRH.

ONE BOTTLE OF PE-RU-NA BROUGHT LONG-BOUGHT RELIEF.

An English Woman's Letter.

Miss Nellie South, late of Manchester, Eng., writes from 88 Prince Arthur St., Montreal, Can., as follows: "Peruna has made a wonderful change in my life. It has brought me health and happiness."

"Since my seventeenth year I have had female complaints and irregularities. My general health suffered, I had pains in my back and lower limbs, my eyes were dim, and I became morose and unreasonable."

"Mother sought the advice of our family physician, who prescribed for me, but I grew no better under his treatment."

"I then read of Peruna and procured a bottle. That one bottle was worth more than all the doctor's medicine I had taken previously. I felt so much better and kept on taking it for six weeks with marked improvement in my health."

"I cannot express my gratitude. Peruna has been a great blessing to me."—Nellie South.

Pelvic Catarrh—The Bane of Women.

What used to be called female diseases by the medical profession is now called pelvic catarrh. It has been found by experience that catarrhal diseases of the pelvic organs are the cause of most cases of female diseases. Dr. Hartman was among the first of America's greatest physicians to make this discovery. For forty years he has been treating diseases peculiar to women and long ago he reached the conclusion that a woman entirely free from catarrhal affection of these organs would not be subject to female diseases. He, therefore, began using Peruna for these cases and found it so admirably adapted to their permanent cure that Peruna has now become the most reliable remedy for female diseases ever known. Everywhere the women are using it and praising it. Peruna is not a palliative simply; it cures by removing the cause of female diseases. Dr. Hartman has probably cured more women of female ailments than any

we leave with heavy hearts. I thank you very much for your kind attention to my words, and we shall always look back on our three months' stay in this part of Canada as something which we are not likely to forget.

During the luncheon Jones' orchestra rendered the following programme:

New Colonial March.  
Overture—Felix Timely Tunes.  
Waltz—Will o' the Wisp.  
Selection—Sounds from Home.  
March—Black Mascat.  
Picollo solo—Dance of the Son-Birds.  
Waltz—Zeona.  
Intermezzo—Cupid's Garden.  
Waltz—Russian Knight.  
March—Remember Me.  
Waltz—Beautiful Stars.  
March—Man in Uniform.  
Intermezzo—Moonlight.  
March—Hoch Hebeburg.  
Waltz—Wedding Day.

## FOR A DRIVE ABOUT THE CITY.

Upon the conclusion of the prince's remarks Dr. Daniel called for three cheers for his highness, which were given with right good will, and the party broke up.

Immediately afterwards Prince Louis was entertained to a drive by Mayor White. In the mayor's private carriage and followed by his staff and Recorder Skinner in a barouche, the prince was taken first to the falls, where, as the tide was low, a good view was obtained. The party then proceeded to the top of Fort Howe to have a look at the harbor. The prince expressed a desire to call on Mrs. White and was next driven there. Mrs. White and her husband were in receiving, and tea was served. The drive was then continued and a visit paid to the old ladies' home, where all the ladies were presented to his highness. After that they attended the reception given by Lady Tilley, and after remaining for some time returned to the Royal Hotel. He went to the rink shortly before nine o'clock, and after leaving there went on board his ship for the night. During the evening the ships in the harbor were prettily decorated and the searchlights playing around the harbor proved of much interest.

## WEDDINGS.

### REID-KILPATRICK.

A pretty wedding took place at the residence of Rev. Dr. Raymond last evening, when Walter L. Kilpatrick of Upland, was united in marriage to Miss Irene Reid, daughter of the late James Reid of Upland. They were unattended, and left on the Quebec express for Campbellton, where they will spend their honeymoon. The bride wore a suit of royal blue, with hat to match. They will reside at Upland and the bride will be at home to her friends November 2nd.

FREDERICTON, N. B., Oct. 25.—A very pretty home wedding took place this afternoon at the residence of Mr. and Mrs. J. W. Tabor, George street, when Anna Jane Hagerman, second daughter of Mrs. Tabor, and Chesley now of Berlin, N. H., were married. The ceremony was performed by Rev. J. H. McDonald in the presence of immediate relatives. The bride, who was given in marriage in radiant shot silk, with chiffon lace and insertion of chrysanthemums. The bride was attended by her two nieces, Misses Gertrude and Frances Adams, who acted as flower girls. At the conclusion of the ceremony a tastefully prepared luncheon was served.

## MISS NELLIE SOUTH.

other living physician. He makes these cures simply by prescribing Peruna. We have on file thousands of testimonials from grateful women like the one given above.

We can give our readers only a slight glimpse of the vast array of unolicited endorsements we are receiving. No other physician in the world has received such a volume of enthusiastic and grateful letters of thanks as Dr. Hartman for Peruna.

If you suffer from pelvic catarrh, do not neglect it. Take Peruna at once. There is danger in delay. Peruna can be purchased at any first-class drug store at \$1.00 per bottle.

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. S. B. Hartman, President of The Harmon Sanitarium, Columbus, O. All correspondence held strictly confidential.

cheon was served and Mr. and Mrs. Moore will leave by C. P. R. at 5.00 o'clock for their future home in Berlin. The bride was the recipient of many handsome presents, including a silver bread plate from members of the Baptist Church choir, of which she was a highly esteemed member. The groom's present to the bride was a locket set with diamonds, while to the flower maid he gave a locket set with pearls.

MONCTON, N. B., Oct. 25.—An interesting wedding event occurred this morning in St. Bernard's Church, when John Down, of the I. C. R. engineering department, married Miss Margaret Coffey, sister of T. J. Coffey, of this city, daughter of the late T. J. Coffey, St. John. The ceremony was performed by Rev. W. Duke.

HALIFAX, N. S., Oct. 25.—The marriage of Miss W. Roman, secretary treasurer of the E. R. Machum Co., of St. John, and Miss Marie Bell, of Dartmouth, took place at 2.30 this afternoon at the home of the bride, Mr. Great-croft officiating.

## HINDS-HOOPER.

The home of Joshua Hooper, Back Bay, N. B., was the scene of an exceptionally pretty wedding Wednesday last, when his youngest daughter, Emma A., was united in marriage to C. Wesley Hinds of LeBlond. The home had been artistically decorated with flowers by young friends of the bride. The parlor was arrayed in green and white, the hall with golden red and the dining room in red and green, the general effect being very pretty. Miss Blanche McGee, who was prettily attired in white silk with cream lace, presided at the organ, and at one o'clock as the strains of Lohengrin's wedding march pealed forth, the bridal party entered the parlor and took their places beneath a marriage bell, where Rev. G. N. Stevenson made them man and wife. The bride looked charming in white silk with lace trimmings, carrying a bouquet of Princess Victoria roses tied with white ribbon. Miss Mary Hallam of Milltown, Me., was bridesmaid and wore a dress of white and blue. She was followed by Bessie Leavitt, niece of the bride, who was dressed in white mull and looked very dainty carrying her basket of flowers. The groom was supported by Bill Hinds.

After the ceremony a reception was held and dainty refreshments were served. Then the bride changed her dress for a blue travelling suit of blue with hat to match and the happy couple drove to St. George depot, followed by a host of friends, where they departed for a trip to Montreal, Bangor and Portland. The bride, who is a very popular young lady and organist of the church, was the recipient of many beautiful and costly presents. The groom's gift to his bride was a check for \$100; to the bridesmaid a gold brooch set with rubies and opals, and to the bridesmaid gold cuff links. The many friends of Mr. and Mrs. Hinds unite in wishing them a happy and prosperous journey through life.

## COLEMAN-REYNOLDS.

At 10 o'clock yesterday a pretty wedding took place at 397 Rockland Road when Blanche A., eldest daughter of H. A. Reynolds, was united in marriage to E. LeBaron Coleman, business manager of the Sydney Publishing Co. The young couple were unattended and the ceremony was performed by Rev. Mr. Howard. The bride wore a blue travelling suit. Mr. and Mrs. Coleman were passengers on the 12.26 train for Sydney where they will reside. A large number of friends were at the station to see their departure. The young couple were the recipients of many presents. The groom's present to the bride was a fur-lined coat with mink trimmings.