DR. THOMPSON OF YUKON MAKES GOOD IMPRESSION.

Congratulated on His Maiden Speech by Both Leaders---The Steamship Subsidies Under Discussion.

OTTAWA, June 8.—While the house is to some extent marking time, pending the end of the Ontario campaign, the country is really the gainer thereby, as it gives opportunity for members to more minutely discuss matters of public interest than the ordinary rush of business permits. Dr. Thompson of the Yukon, in a speech of over two hours yesterday presented the claims of that gold-bearing part of Canada for more generous treatment with strong effect on both sides of the house. Long speeches are not listened to as a rule by the house with pleasure, unless the theme is one of political importance, and the orators are leaders in debate, but it is to Dr. Thompson's credit that his maiden effort in parliament held the members in their seats. At the close he was warmly congratulated and both the premier and the leader of the opposition had only good words for the main part of his utterances. Dr. Thompson while modest in bearing and discreet in treatment, realizes the importance of the region which he represents, and puts his facts with the force of conviction. The late Joseph Howe, himself an orator of orators, is claimed that the strongest speaker the world had ever known, was the son of Joseph the Carpenter, simply because his human soul was filled with the truth of his mission from His Heavenly Father; and that conviction was the one basis of all successful and enduring propaganda. Applying Howe's general principles to Dr. Thompson's address it must be deemed an able one that will bear fruit. Sir Wilfrid treated the speech of the Yukon M. P. with much respect, but held out little hope of any immediate steps in the direction of self-government, but assured him the government had no present intention of marrying the Yukon to British Columbia, against which suggested act Dr. Thompson had earnestly protested on behalf of his people, some 4,000 miles removed from Parliament Hill.

R. L. Borden, the opposition leader, complimented the member from the Yukon on his very full and well-informed address, and congratulated the house that certain methods which were employed to prevent Dr. Thompson's return had proved unsuccessful at the last moment owing to the determination of the Yukon people to assert their rights. Continuing, Mr. Borden said:

I was a little pained to observe that the prime minister did not meet the request for free mining machinery with that generous enthusiasm for free trade which inspired him during his tour of the west in 1894, when he declaimed against protection of any kind as a bondage in the same sense that American slavery was a bondage, and declared that he would not rest in his political career until the full measure of free trade as it is in England was obtained for this country. I would have thought, from his utterances of those days, that the prime minister would have said to my friend from the Yukon that this was a slight instalment of that free trade towards which we have been tending so rapidly during the last eight or nine years, and that the request of the people of the Yukon in that regard would be granted at the earliest possible moment. However, it was the fortune of my hon. friend from the Yukon to find the prime minister in a somewhat unsympathetic mood in that regard. Perhaps he may be less obdurate on some future occasion. I was glad also to receive from the hon. member for the Yukon an assurance, which has already been given in certain official publications of this government, that 80 per cent. of the trade of the Yukon at the present time is in the hands of Canadians. I am glad of this, because we have had from the prime minister on many occasions since what is known as the Mackenzie & Mann deal was defeated in the senate, various lamentations that a certain railway proposal of this government to which I have just referred, was not carried through, and that by means of the action of the senate at that time the trade of this country had been thrown into the hands of the people of the United States. Well, it appears that these apprehensions of the prime minister and his colleagues at that time were wholly unfounded; and I was glad that my right hon. friend the prime minister was so well advised as to congratulate the hon. member for the Yukon upon a result which the prime minister himself said a few years ago would never obtain unless the proposed railway was built. The speech of the hon. member for which he has been congratulated by the prime minister, is the best possible vindication that could be offered of the action of the senate of Canada in doing what they did at that time. In regard to the many matters of interest which have been alluded to in the speech of my hon. friend — and I regret that I was not able to hear all of it, having been called out of the house during a portion of the afternoon — I would like to say just a word or two with regard to only a few of them. In the first place, as to the concessions to which the hon. member made reference, I see no reason why the government should not at once accede to the proposal which he has made, and call upon the men who have obtained concessions of gold mining territory in the Yukon to fulfill the conditions upon which they obtained those areas.

My hon. friend from the Yukon referred, I think, to the representation fee?

Mr. Thompson—Yes, but not adversely.

R. L. Borden—Some two years ago we pointed out on this side that while the ordinary miner was bound to pay his representation fee, that condition did not prevail in respect to some of these concessions. It did not prevail with regard to the Treadgold concession, which was a matter we then discussed and criticized. If that condition still continues it is a subject of grave criticism, because gentlemen obtaining these large concessions should not be placed in any better position in that regard than the ordinary miner.

With regard to the necessity of stable laws and wise regulations, I do not think that the prime minister answered the argument of my hon. friend. In Nova Scotia the regulations, as he had been informed by the prime minister of that province, were only made after careful consultation between the mining interests and officials of the government; and consequently these mining laws and regulations are not only advantageous to the province, but satisfactory to the miner and tend to the development, and not to the stagnation, of the mining industry. The right hon. gentleman referred to this as if it were a mere question of time, and emphasized the necessity of a long time for the purpose of accomplishing these desired reforms. But what I understand to be the point emphasized by the member for the Yukon was that these regulations never could be made satisfactory until the government took into its confidence the mining men in that country and discussed with them the nature and character of the regulations which it would be wisest to adopt. The right hon. the first minister did not meet that point, and that is a point which has been emphasized in this house over and over again. Over and over again we have pointed out that these orders in council and regulations were devised only after discussion with one or two government officials in that country — men not absolutely in touch with the mining interests and frequently in antagonism and opposition to those interests.

After Dr. Thompson's speech had been discussed the house went into committee of supply, mostly on maritime province marine estimates, with Sir Wilfrid Laurier doing the work of the ministers who are campaigning in Ontario. These are the days that keep the veteran premier busy, but he apparently thrives on work. Although he is not taking on flesh, his cautious mind is as active as it ever has been. It is a great advantage for a government to put through estimates in the absence of the responsible departmental head, when these estimates are of a controversial nature. Laurier has learned how to do it by long practice. The first item taken up was "$40,000 for a line or lines of steamers to run between St. John, Halifax and London," which mail service Sir Wilfrid explained was now performed by two lines, the Canadian Pacific and the Furness company. The contract was entered into in November last and expired on May 31st. The government had asked for other tenders and had extended the time for tendering till July next.

On the item of $80,000 for a line of steamers to run between St. John, Halifax, or either, and the West Indies and South America (which was stood over at the request of Mr. Ames of Montreal, who wanted to consult the attitude of several boards of trade) Sir Wilfrid said: "This is an old subsidy. Under the present subsidy there are two lines of steamers which are subventioned. One subsidy, for which we pay $65,000, now goes to Pickford & Black, that is the subsidy for a service between St. John and Halifax and a number of islands in the West Indies, among which are Bermuda, St. Kitts, Antigua, Dominica, St. Vincent, Grenada, St. Garcia and Trinidad. The imperial government also pay them a similar sum of $65,000. Besides, we pay Pickford & Black $15,000 as a subsidy for a direct service between St. John and Halifax and Domingo. That subsidy has expired, we have asked for tenders, and have received a tender from Pickford & Black. But they have asked for certain modifications in the service, dispensing them from calling at certain islands, and as the imperial government is equally interested in the service, paying one-half, we are now in correspondence with them with regard to the matter."

The item of $7,000 for steam communication between Prince Edward Island and Great Britain caused some discussion, A. A. McLean reminding the first minister that when this matter was up before he had promised some information with regard to the trips made by one of these steamers. Sir Wilfrid replied by reading the following statement placed in his hands by the minister of trade and commerce:

"The vote for 1903-4 for this service was $7,000, though a contract was in force with Furness, Withy & Co. for $5,000. Of this, only $2,500 was expended. Two half trips were made in the fall of 1903, that is to say, in October, 1903, and November 28th, 1903. There was some disarrangement of the dates of sailing owing to disaster to the Manchester Trader in the St. Lawrence. It was found that the Manchester Trader would be unable to take up her sailing, and no other steamer being available, Furness, Withy & Co. were permitted to have the Manchester Trader call at Charlottetown on the Montreal service; and it was agreed that the Manchester Trader thus calling at Charlottetown should only be entitled to claim for half a trip. When the second call had to be made, the repairs to the Manchester Trader were not then completed, and the department permitted the Manchester Engineer to call on the voyage from Montreal, under the same conditions, that is to say, that the call at Charlottetown should be considered half a trip."

Mr. Martin of Queens, P. E. I., said the service was far from satisfactory. Cheese and butter were two of the island's chief exports. At present, said Mr. Martin, cheese sold for Great Britain has to go first to Montreal; so with butter in many cases, and ham and pork, they go to Montreal, where they have to be transhipped to Great Britain. Any one can see how the farmer in Prince Edward Island is handicapped in the price which he receives for these articles compared with prices received in other parts of Canada. The trips these boats make are very irregular, they call at no stated times. There is no definite time for them to sail. Sometimes they sail on the date agreed upon, and sometimes they do not. Farmers in the island are at a loss, and shippers are at a loss, to know when to prepare their cargoes for these boats. At present people have first to ship their cheese up to Montreal and then tranship it to Great Britain, or else send it to Halifax, which involves a very large expense, three transhipments, and three short hauls over railways at a very heavy railway rate, and thence to Great Britain. The apple trade with Great Britain in the fall of the year is handicapped in the same way. I would like if the government would insist upon these boats sailing at stated days in the season, which would be advertised three or four months ahead, six months ahead, so that the farmers and shippers would know beforehand what accommodation they were to receive, and when to bring their cargoes to the place of shipment. Sometimes when the ship does call, the shippers not knowing ahead when she would call, are not ready with their freight. But if these trips were made regularly and at stated times, the people would be relieved of a great deal of difficulty which they now suffer.

Mr. Lefurgey backed up Mr. Martin's statement that on several occasions there had been a great deal of uncertainty regarding the sailing of these boats. He added: "I have myself known occasions when the people have been at a loss to know when if at all they were going to have a boat. I would suggest now that the two trips are certain and definite as the government has in view the getting of another steamer for a spring trip, the arrangement should be made at least some months ahead or the people would not be in a position to know whether they are to have the spring trips or not. I would like to ask how the trips are to be published, in what manner the shippers become cognizant when the sailings are to be made in October and possibly six months later."

A. A. McLean, who followed, extracted from Sir Wilfrid the promise that under the contract the freight rates to and from the island will not be any greater than the current rates between Montreal and Manchester. As to the date of sailings, or regularity of service, Sir Wilfrid was all at sea, his ignorance conveying the impression that the steamship company can do about as it pleases.

R. A. P.

Blood Poison

Brings Boils, Salt Rheum, Eczema and Scrofula,

WEAVER'S SYRUP

Cures them permanently.

Davis & Lawrence Co., Ltd., Montreal.

SUBMARINE BOAT HAS BEEN RAISED.

PLYMOUTH, Eng., June 11.—Submarine boat "A-8," which foundered off the breakwater here on the morning of June 8 with 14 of her crew, has been raised sufficiently to permit of her being towed to a dockyard.

LONDON, June 11.—A sensational story is published on the authority of the captain of a trawler which rescued some of the crew of submarine boat "A-8" after she foundered off Plymouth on the morning of June 8, that at the moment of sinking the submarine made too sharp a turn, apparently owing to some mistake of the helmsman, with the result that she heeled over and filled. The captain of the trawler says he heard no explosion.

CONFERENCE

Opens in Charlottetown on Thursday Next.

Ministerial Session on Tuesday—Session Promises to be an Interesting One.

The twenty-second annual session of the conference of New Brunswick and Prince Edward Island will meet in the Prince street Methodist church, Charlottetown, on the 15th inst. This is the ninth time this important body has met in the Island capital since the organization of the "Wesleyan Methodist Conference of Eastern British America" in 1855. Of the one hundred and fifteen ministers whose names appear in the ministry of last year, the time of service of only four date as far back. These are Revs. Charles Stewart, D. D., George B. Payson, Robert Wilson, Ph. D., and Charles Comben.

The ministerial session opens on the previous Tuesday at 2.30 p. m., with the retiring president, Rev. C. W. Hamilton, in the chair. Every ordained minister is a member of the conference, and will represent the several Synods in the following order:

St. John—Howard Sprague, D. D., George M. Campbell, Charles Comben, Chas. W. Hamilton, Wm. C. Matthews, Thos. J. Deinstadt, Samuel Howard, B. D., H. D. Marr, B. A., John A. Clarke, M. A., Henry J. Clarke, F. W. Pickles, Thomas Marshall, Robert Wilson, Ph. D., G. M. Young, Jacob Heaney, B. A., John B. Gough, D. B. Bayley, B. A., Henry Penna, R. W. Clements, Robt. G. Fulton, Jas. A. Duke, Edwin Evans, D. D., W. E. Johnson, B. A., John J. Pinkerton, Henry Pierce, B. A.

Fredericton—Jabez A. Rogers, D. D., George B. Payson, John J. Colter, S. T. B., John J. Teasdale, R. S. Crisp, W. W. Brewer, James Crisp, A. D. McLeod, John A. Ives, Edmund Ramsay, M. R. Knight, M. A., Harry Harrison, B. A., A. C. Bell, S. T. B., Wm. J. Kirby.

Woodstock—George A. Ross, A. E. Lepage, Chas. K. Hudson, John C. Berrie, B. O. Hartman, B. A., John K. King, E. C. Turner, John B. Young, H. Goring Alder.

Chatham—James Strothard, Hammond Johnson, George Harrison, J. Spier Gregg, B. A., John F. Estey, Aquila Lucas, John Goldsmith, Richard Opie, Herbert E. Thomas.

Sackville—George Steel, Charles Stewart, D. D., Ralph Brecken, D. D., Chas. H. Paisley, D. D., W. G. Watson, B. D., Chas. Flemington, D. Chapman, D. D., Wm. A. Thompson, Wm. Lawson, J. B. Champion, J. W. McConnell, B. A., Wm. Penna, S. T. Teed, Henry C. Rice, B. A., Thos. Pierce, Chas. H. Manaton, Thomas Hicks, I. N. Parker, Edward Bell, Isaac Howie, Thomas Allen.

St. Stephen—John S. Allen, Wm. H. Spargo, D. R. Chowen, B. A., J. M. Rice, B. A.

Charlottetown—William Dobson, W. W. Lodge, Wm. Harrison, G. F. Dawson, M. A., Frank Frizzle, W. B. Thomas, S. H. Rice, Joseph Parkins, L. J. Wason, William Wass, A. Eugene Chapman, B. A.

Summerside—A. D. McCully, B. D., Neil McLaughlin, B. A., Thos. Stebbings, H. S. Young, B. A., Elias Slackford, G. A. Sellar, F. A. Wightman, L. J. Leard, Wm. R. Pepper.

According to a pronouncement made at one of the conferences by General Superintendent Carman, every one whose name is on the minutes of the conference for last year must be held to be still a member thereof until the ensuing conference has dealt with his case. A man may send in his resignation, but it cannot be accepted by any one or at any time but by and at the conference. And if any one should die during the year his name is reported with the others and his case passed upon. The wisdom of this is easily seen, as the character of the individual and of the church is thus cared for. In view, therefore, of this decision, it is the duty of the laymen at the Synod to elect a lay representative to the conference for every minister whose name is on the minutes, as failure to do so might give occasion for trouble.

The session promises to be an interesting one, as some matters of more than ordinary importance will probably be discussed. The scarcity of ministers and the reasons for that scarcity may be considered; the re-arrangement of circuits will require some attention, and there should be some action taken concerning the union question. These are matters that call for the best thought of the best thinkers, and the conclusions reached will be anxiously looked for.

MONCTON POLICE MAKE BIG HAUL.

New River Steamer Has Arrived—Proposed New Public Square.

MONCTON, June 11.—The police gathered in seven drunks last night. Two of them were Hillsboro men, and one of them when arrested had seven large bottles and two flasks of whiskey in his possession which he had evidently bought for Albert county consumption.

The board of trade meets Monday evening to consider the matter of a public square in the east end. The land proposed is about 230 feet square, fronting on the river and running back to Main street. It is proposed to call it Bore park.

The new river steamer, Wilfrid S., is at Hopewell Cape and is expected up on tomorrow morning's tide with the sch. Emily F. Northan, coal laden, in tow. She will make her first trip down river on Monday with general cargo and the sch. Ethel Summer in tow.

I. C. R. SERVICE

Not at All Satisfactory to Suburbanites.

They Are Unable to Spend the Evenings in the City—Mail Service Is Also Poor.

The summer's arrangement of trains on the Intercolonial is extremely inconvenient to the suburban population. In this case the worst trouble is the loss of the train which formerly arrived at St. John about 6.30 in the afternoon. It is not now possible for those living at stations where the fast train does not stop to come into town for the evening. The first train stopping at all stations later than the middle of the afternoon arrives at 9.30 in the evening. Dwellers using other stations than Hampton and Rothesay are thus obliged to leave home at about three in the afternoon in order to spend the evening in town. The number of summer residents along along the line of the Intercolonial, leaving out those at Rothesay, has probably trebled in the past six years, and this is the first year that they have been deprived of a train early in the evening. This summer there will probably be a hundred and fifty to two hundred season tickets held by summer residents at stations between St. John and Rothesay, and for the first time in the history of the Intercolonial there will be no train by which they can reach St. John in the beginning of the evening.

Another inconvenience arises out of the delay of mails. The fast train stops at only a few points and mails from other Intercolonial stations come in by the 9.30 train, too late for distribution. In effect a great number of people along the line are deprived of the advantage of a daily mail.

CLOTHING PRICES.

Charges for Making Garments Have Been Increased.

Tailors Say That Business Is Steadily Falling Off Owing to the Popularity of Ready-Made Clothes.

One of the items that go to make up the increased cost of living in these late days is the extra cost of getting a suit of clothes made. In all the customs tailoring establishments one may read the following:

Frock suits.....	$18
Single-breasted cutaway coats...	16
Double-breasted sack suit	15
Single-breasted sack suit	14
Spring overcoat	14
Winter overcoat	16
Trousers	3

The above are the prices now quoted for making and trimming suits. They have been in existence since the first of March. This increased scale of prices was adopted by the proprietors of the tailoring establishments as a consequence of a demand for higher wages on the part of the hands employed. Previous to this time there were never any set prices which stood the year round. The price of making a suit depended considerably on the quality of the trimmings used and the season of the year in which the suit was ordered. For example, most tailors would be willing to knock off a dollar or even two from the price of making a suit at a time of year when work was slack. Now, whether slack or busy, they must abide by their set prices. Formerly a sack suit, the making of which now costs $14, would be put up by some tailors for $12 or $13. The frock suit could also be made a couple of dollars cheaper. At present, Mr. Gilmour, tailor on King street, states that he has to pay $6.50 for the making of the coat alone of a frock suit. If the other hands employed in putting up the suit are paid accordingly, there is really a small profit after all left on the making of the suit. Mr. Gilmour does not feel that this increased scale of prices is going to make many of the tailors rich. It gives, however, those who employ a cheaper grade of labor and who use the poorer quality of trimmings an advantage over the better firms, since they can command the same prices for the making of suits. If the tailors had to depend on the making of suits alone, Mr. Gilmour says, they could not make a living. For four-fifths or more of the suits he puts up he supplies the cloth to the customer, and thus receives the profit on the goods, which would otherwise go to the cloth merchants.

Mr. Gilmour went on to say that there had been a steady decrease of late years in the tailoring business generally. Statistics showed that many of the tailoring establishments were yearly being closed up in Canada on account of the increasing popularity of the ready-made clothing. The time had come when to wear tailor-made clothing was regarded as a luxury only to be indulged in by the rich.

Piles To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES & Co., Toronto.

Dr. Chase's Ointment

SYDNEY NEWS.

Great Gathering of Masons Next Week.

Something New in Horse Racing—Steel Co. Developing Their Quarries at Coxheath.

SYDNEY, June 9.—A preceptory of the Knights Templars is to be instituted in this city on the evening of June 12th. On Tuesday, the 13th, the annual convocation of the Grand Chapter of the Royal Arch Masons of Nova Scotia takes place at 10 o'clock and on Wednesday, the 14th, the annual communication of the Grand Lodge of the Free and Accepted Masons of the province of Nova Scotia opens at 10 o'clock. It is expected that about 200 will be present at these meetings from different parts of the province. It is also possible that about this time there will be a gathering of the Shriners in the city. The ceremonial will be held providing there are a sufficient number of members present to take degrees. The high priest of the Grand Chapter is M. C. Webster of Pictou, and the master of the grand lodge is Charles R. Smith, K. C., of Amherst.

It is proposed to attempt something new in the line of horse racing in Sydney this season. The lessees of the Cape Breton trotting park have now in contemplation the placing of a large number of powerful arc lights at the track for the purpose of holding electric light horse races. On some tracks in the United States the holding of races at night has proved a big success. The management will probably have these lights installed in time for the meet on Dominion day.

The Dominion Iron and Steel Company have a large force of men employed at their new quarters at Coxheath, near this city. The company will begin the construction of a branch railway to the quarries from the Intercolonial railway. It will be about two miles long. At present the limestone is carried over the road to a siding.

Business is reported as having picked up considerably within the past week or two. It has been held back by the protracted coldness of the weather due to the presence of drift ice on the coast. Tradespeople anticipate good business for the season.

MRS. GALLOP, VICTORIA STREET,

Is Delighted With the Benefits Obtained by the Use of Dr. Chase's Nerve Food in Her Family.

Mrs. J. A. Gallop, 135 Victoria St., St. John, N. B., whose husband is a carpenter, states: "We have used Dr. Chase's Nerve Food in our family for nervousness, headache, dizziness and nervous dyspepsia and have found them satisfactory in every particular. My daughter Bessie was going to school and became quite run down in health. By the time she had used three boxes of this remedy her nerves were steady, her general health was excellent, and she was entirely free from headaches and dizzy spells. We are more than pleased with the results of this treatment."

As a means of restoring the vitality of weak, puny children there is no preparation so effective as Dr. Chase's Nerve Food.

Dr. Chase's Nerve Food, 50 cents a box, at all dealers, or Edmanson, Bates & Company, Toronto.

KING ALFONSO LEAVES ENGLAND.

LONDON, June 10.—King Alfonso left London for Spain this morning. He thoroughly enjoyed his visit, and the character of the farewells testified to the cordiality of the feelings of the host and guest. King Edward, the Prince of Wales and the Duke of Connaught accompanied the Spanish king to the railroad station, where he met the Spanish ambassador, Senor Polo de Bernabe, the rest of the Spanish embassy, Foreign Secretary Lansdowne and others. King Edward entered the royal car with his guest and engaged in a few minutes earnest conversation with him. As the train moved out, King Alfonso stood at the window, waving farewells to the members of the British royal family, who stood bareheaded until the Spanish king had disappeared from their sight.

CITY ISLAND, June 10—Bound south, schs Pleasantville, from Liverpool, NS, via New Haven; Agnes May, from Musquash, NB.

INTERESTING NEWS FROM CHATHAM.

Many Persons Worried by Ghost Story—Lobsters and Salmon in Large Quantities.

CHATHAM, N. B., June 11.—Owing to a well sustained rumor that the "ghost" of the missing man Lynch had been frequently seen on or near the Richibucto road in the vicinity of Napan, a search party was organized and yesterday a body of about fifty men made an advance over the ground near which the spirit of the departed man was alleged to have been seen. Nothing was discovered, however, and this mysterious disappearance will likely be among the number of such unsolved affairs.

Many people living along the road have become more than timid at the reports of the reappearance of Lynch and as a consequence travel by night has considerably decreased. Lynch was last seen on the day of the dominion election, Nov. 3rd.

Ald. McIntyre having been elected town clerk, a successor to represent the ward at the council will have to be chosen. Edward Burke and Wm. Delaney are spoken of as probable candidates.

New way offices have been recently opened in the county, one at Central Napan at Robert Wilson's, at which point, Robert Wilson will be postmaster, and one at Eel River in Hardwick. Beside these two an office in Lower Hardwick was transferred. Mr. Whittaker, inspector, was here and superintended the installation.

The supply of lobsters on sale here exceeds that of some years past, while salmon and shad are on sale in sufficient quantities to supply the local demand.

The port has a large number of sailing vessels in from sea, the proportion of sailing vessels to that of steamers being greater than usual at this time of year.

The pulp mill is at present producing a large quantity of excellent pulp, the output being said to be fifty per cent. greater than it has ever been in the history of the mill.

Mr. Hutchison's motor boat is said to be a wonder in the way of speed. The boat built by Hugh Lamont for W. S. Montgomery of Dalhousie, is also a very speedy one. Mr. Stymiest's motor fishing boat makes regular trips from the fishing grounds, coming up every Thursday. She is in port today and is proving to be quite a success.

Nothing further regarding the proposed shoe factory has transpired. The last idea was to use the old school building on Henderson street, and with this in view it was suggested to remove the building to a site on the west side of the station road.

The friends of Capt. Mersereau are sending congratulations upon the occasion of his marriage with Miss Weldon. Both the high contracting parties are well and favorably known in this town.

The 73rd regiment is preparing for annual drill in camp. A new fit-out of arms and equipment has been received by Lieut. Col. Mackenzie and the regiment expects to go into camp at full strength. Some of our military men were yesterday examining sites for a proposed rifle range. None very near the town are available, but it is thought that suitable ground can be secured at a distance of two or three miles.

KISSED HER BECAUSE HE COULDN'T HELP IT.

Gallant Mr. Conery's Plea When Tried on a Charge Preferred by Pretty Mrs. Davis.

NEW YORK, June 10.—Accused of having kissed a handsome young widow against her will, Michael Conery was tried yesterday in special sessions, Brooklyn, on a technical charge of assault in the third degree. Mrs. Mary Davis of No. 5,717 Fourth avenue, was complainant.

Judge Fitzgerald asked if Conery had ever kissed her before the time complained of.

"Never," she exclaimed. "I allow no man to kiss me."

Mrs. Davis admitted having talked with the defendant on several occasions, but said she never by look or word gave him to understand that she cared for him.

Conery said he had been a suitor for the widow's hand, and in an impetuous moment had kissed her "because he couldn't help it."

"What's the matter with you anyway, Conery? Are you ill?" asked Judge Fitzgerald.

Conery blushed and whispered an answer to the court clerk.

"Speak louder; out with it," said Judge Fitzgerald. "What's the matter with you?"

"He says he is lovesick," explained the clerk.

The judges decided to release the prisoner on parole.

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

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