

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, FEBRUARY 24, 1904.

# THE SEMI-WEEKLY TELEGRAPH.

Published every Wednesday and Saturday at 11:00 a.m. in advance, by The Telegraph Publishing Company, of St. John, a company incorporated by act of the legislature of New Brunswick.

E. W. McCREADY, Editor.

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Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per line.

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# Semi-Weekly Telegraph

ST. JOHN, N. B., FEBRUARY 20, 1904.

## THE ST. JOHN ELECTION.

The lesson of Tuesday's election in this constituency should be taken to heart by the government and the St. John Liberals. A change from a Liberal majority of 907 in 1900 to a Conservative majority of over 300 in 1904 is not brought about without cause. Chief of the causes was the Grand Trunk Pacific measure, and if this party needed any vindication of its course in opposing and continuing to oppose that project, it is found in the result of yesterday's contest. The vast majority of the people of St. John are opposed to the Grand Trunk Pacific contract as originally made, and will more pronouncedly in opposition to the modifications which are now in contemplation by the government. Yesterday's vote does not measure the full extent of the opposition. Very many who would be glad to see the government drop the scheme voted for Mr. McKewen yesterday for the sake of the G. T. P.

The result is of course a blow to the prestige of Hon. Mr. Emmerson, as leader of the party in New Brunswick. It must be said for him that he threw himself into the fight with ability and vigor, but both he and Mr. McKewen were ill-advised in making the measure so utterly condemned by Mr. Blair the chief issue in this campaign.

Nevertheless, the result was a surprise all round. Though the Conservatives were confident of victory, they only hoped to win by a bare majority. With the power and patronage of the federal government, and the sympathy of the provincial government against them, and a majority of 907 to overcome, it seemed an audacious claim that they should win at all, in a bye-election, with the general election not far away, and St. John in the meantime desiring immediate government assistance in improving the harbor. When the returns came in, therefore, the Conservatives were themselves greatly surprised. The silent vote had gone their way, and confirmed the belief expressed by this paper that the majority of the people were opposed to the Grand Trunk Pacific contract.

It does not follow that they are opposed to a transcontinental railway, but that they do object to an ill-considered and hasty measure, rushed through without an accurate knowledge of the route proposed and the obligations involved, while at the same time and urgent needs for better transportation facilities to meet existing necessities are not served.

There were, of course, other issues in the campaign. There is no doubt whatever that the Hon. Mr. Fielding's course while acting minister of railways did not strengthen the government in this constituency, and this undesirable legacy bequeathed to Mr. Emmerson made it much more difficult for him to arouse the sympathy of the people. The attitude of the government with regard to the dredging in the harbor also had its effect, and the ill-considered letter of Gen. Manager Hays of the Grand Trunk was perhaps regarded with some suspicion.

There was still another issue which tended to weaken the government. It had to do with the question of patronage. There has been for some years a feeling of dissatisfaction on that point, and it found expression yesterday.

The attitude of the Globe newspaper was also a cause for complaint on the part of the Liberal party. Professedly a strong Liberal organ, and an ardent supporter, after Mr. Blair's defection, of the Grand Trunk Pacific scheme, it was not in any sense a campaign paper during this struggle, and that journal was no doubt in the mind of the speaker who said last evening that the party should see hereafter that a paper which professed to be Liberal was Liberal in reality.

There will be a degree of sympathy for Mr. McKewen in his defeat, and also for Hon. Mr. Emmerson, but the people have spoken. It now remains for the government to consider its course, and for the Liberal party in this constituency to do a little heart-searching to discover wherein its weaknesses lie, that it may be in a position to make a better record in the general elections.

So far as Dr. Daniel is concerned, he has conducted a fair fight, and is entitled to the gratification he must feel in the em-

phatic endorsement his candidature has received at the hands of the electors. Hon. Mr. Emmerson has at least the satisfaction of knowing that no Liberal candidate could have won in this city, and that even in the constituency where Sir Wilfrid Laurier himself appealed in behalf of the Liberal candidate the Liberal majority was slightly reduced.

Just what effect the rivalry between Mr. McKewen and Mr. O'Brien for the Liberal nomination may have had, it is impossible to determine. Mr. O'Brien's friends were keenly disappointed, and some of them took no active part in the campaign. Doubtless this had its effect. Mr. O'Brien himself doubtless feels that he could not have made a much poorer showing than was made by the candidate chosen by the convention.

## EXPLAINING IT AWAY.

The Globe appears to be on the eve of interesting, and perhaps startling disclosures. In its issue last evening it said:—

"The Globe was flooded this morning with telegrams from contemporaries east and west asking for explanations of or reasons for something that occurred in St. John on Tuesday. The interest felt in the subject is quite complimentary to our city, but the better thing for our enquiring contemporaries to do would be to send intelligent correspondents here to study the situation for themselves. They would then be in a position to get some knowledge of it."

This mysterious suggestion of direful conditions, which the Globe could not prevail upon itself to publish to the world through the medium of enquiring newspapers, east and west, is further emphasized by a declaration in another article, to the effect that the people "gave their votes very largely upon matters operating within the constituency, matters personal to local and elementary, to which reference may be made in good time."

In due time, therefore, the Globe intimates, it will explain the causes of the defeat.

The Gazette, however, offers some information on this point, off-hand. Among the causes it mentions is the following:—

"It was an error of the highest kind to enter into the campaign without a morning paper. It was of course hoped that this weakness would be repaired by a sympathetic support from the Globe. This expectation was almost wholly unfulfilled. It placed the party at a terrific disadvantage. It was an election which absolutely demanded the use of the fullest educational methods. Hon. Mr. Blair's speech could only be met by the closest presentation of the government case. A wealth of detail surrounding it never was placed before the public. The public heard a great deal of the cost of the road. They required enlightenment elsewhere. The difficulty of the St. John man felt was that the road was not in the interests of Halifax. We remember the feeling of remembrance with which we heard the proposal when it was first announced that the line was to proceed to Moncton. Explanations subsequently made by the government recommended the plan to our sense of fairness. These explanations were not sufficiently placed before the people. An active press would have accomplished this work."

This is rather unkind to the Globe, for that journal devoted its whole attention to "educational methods," respecting the G. T. P. Does the Gazette say the Globe is not "an active press?"

The Gazette goes further, however, and talks of other issues. Regarding patronage it says:—

"It will be necessary to place the party management upon a wider and more representative basis. The idea had taken root that the patronage of the party was controlled by a few persons to advance selfish purposes. This notion may have been an altogether unfounded one. It is liable to creep in under the most benevolent conditions. It is, however, fatal to good feeling in a party. A management should be established that will be wholly free from this suspicion."

The Gazette concludes its review of the situation with an allusion almost as informative as that of the Globe. It says:—

"For Mr. McKewen there is the strongest sympathy. He has accepted his defeat without a trace of annoyance. He might have used words of reproach towards the party for its failure to give him a support in accordance with the full measure of its strength. He has done so might have been unfair to a party that has had much of late to try its patience."

Both the Globe and the Gazette, Hon. Mr. Emmerson, Hon. Mr. McKewen and their friends, did all in their power to convince the people that the Grand Trunk Pacific was the great issue. The people took them at their word, and the result was the triumph of a Conservative. Why not say so frankly, and advise the government to abandon that indefensible measure, for which there is not and has never been any popular demand?

## THE BYE-ELECTIONS.

In Tuesday's bye-elections the Liberals held the four seats in Quebec and one in P. E. Island, but three of them by reduced majorities. In Ontario the Conservatives held East Bruce by an increased majority, and East Lambton also. This city went overwhelmingly Conservative.

The result is not without significance. In bye-elections the government should win ordinary circumstances increase its majorities. That is almost invariably the rule. Tuesday's vote in at the least seven of the eight constituencies does not show this result.

The lesson should not be lost upon the government. It is evident that the Grand Trunk-Pacific programme is not popular,

and that it should be abandoned. Had this been a general election, the general result might have been very serious for the government. If it still persists in going on with the proposed contract, further modified as proposed in the interests of the Grand Trunk Pacific Company, there is good reason to fear a further loss of prestige and popularity. Naturally the Conservatives will make the most of the result of yesterday's contest, quoting it as an evidence of waning power. From the Liberal standpoint, remembering that these were bye-elections, the net result is not satisfactory. It would have been otherwise, but for the indefensible transcontinental railway project. But it is not too late for the government to profit by the lesson.

## RUSSIAN DISADVANTAGES.

The following, from an article in the New York Mail and Express, gives a very good idea of the difficulties that confront Russia in the fighting on land that must be a part of the present war:—

Russia's main problem of communication may be likened to Britain's in the Boer war without exaggerating Russian difficulties. It is probable that by Great Britain's line, with its immense equipment of rapid steamers between Portsmouth and Cape Town, an equal number of men and an equal weight of munitions and supplies could have been delivered on the fighting line more promptly than they can by the Trans-Siberian Railway. Passengers go from St. Petersburg to Port Arthur in twenty-one days. Freight or troops would take much longer; yet the problem is less, of course, than that of their transportation from the capital westward for arsenals and bases of supply exist in Eastern Siberia which are much nearer the seat of the probable war. However, a month would certainly have to be allowed in reason for the transportation of a battalion or a gun or a box of bandage from the home base to the Liaotung peninsula.

In this respect the Russian problem repeats that of Great Britain in South Africa, where more than half the force was employed in guarding the communications. The Trans-Siberian Railway is very ill adapted to the crowding that will be almost inevitable. The rails are laid on notched sleepers and the ground between the inside and by all accounts the line is ill adapted. High pressure may result in accidents, and any accident would block the line, which was the chief organ of the war. Great precautions have been taken in employing in working the line, watchmen being stationed at short distances. But these precautions are not sufficient. A great number of men, at an immense cost for maintenance. The road must spend, as to speed, a large part of its energies in keeping itself up.

## A MODEST NATION.

For the information of those who do not read the United States papers, it may be stated that the rest of the world never does anything without first considering its effect upon the attitude of the American government and people. An American discovered Japan and woke that country up. Japan then discovered the United States, and learned all she knows, up to the present time. When Russia heard the rumor that some American officers were on Japanese warships, a shiver that some people mistake for an earthquake shock went through the empire from St. Petersburg to Vladivostok. When Secretary Hay of the U. S. proposed to limit the sphere of hostilities, everybody forgot that a man named Balfour, who is a premier or something of the sort in England, had intimated before the war broke out that this should be done, and every country hastened to cable an eager assent to Washington, precept. National modesty alone prevents the American newspapers from asserting what everybody knows to be true—that when the eagle screams the world quakes.

## SLIGHTLY SARCASTIC.

The New York Evening Post, which very sharply criticized the Panama policy of President Roosevelt, hands out these cutting observations:—

"What will be the next?" asked people wondering after the president had cut through the Panama knot with his sword. We advise them to keep their eye upon San Domingo. Naval commanders of ours are hastening to Dominican waters, with instructions to do what? Of course, it is not yet known, but the Washington despatches speak ominously of the administration's "patience" being exhausted, and its being on the point of interfering to put an end to the countless revolutions in San Domingo. This, plainly, would be only an extension of Mr. Roosevelt's policy. He boldly said that he felt it his duty—owed to civilization, of course—to spank the naughty children who were so unruly in the isthmian surgery. He enumerated their revolutions. Could we permit that sort of nonsense to go on? For his part, no. And now he is applying his chastising hand to another revolutionary country. San Domingo is next to be made President Roosevelt. He is thus apparently going to set up as corrector of public morals on this hemisphere. He is willing to begin by giving its spoiled republics a vigorous spanking. He has already in his message to Congress severely rebuked them and told them to be good; but if they pay no heed to his fatherly advice, why, he is not the man to spare the rod."

A FRANK ACKNOWLEDGEMENT.

The Globe Wednesday paid a most remarkable tribute to its own lack of influence as a newspaper. For days before the election it published at the head of its editorial column two sections of the Grand Trunk Pacific contract, for the purpose of assuring doubtful electors; and throughout the campaign the Globe, like Hon. Mr. Emmerson and Hon. Mr. McKewen, made the G. T. P. the chief issue. Indeed, with the Globe it was the only issue, for that paper did not attempt to force the fighting on any other ground. But last night the Globe, in endeavoring to explain the cause of the Liberal defeat, made this comment:—

"It is an unfortunate result of the election of Dr. Daniel that people in some

parts of Canada may feel justified in assuming that it was a condemnation of the great railway policy of the administration. Although that question was much in the canvass, although the Liberals strenuously to get a favorable judgment pronounced upon the proposition and were not successful, it will be found that the great scheme did not greatly affect the vote."

In other words, the Globe failed to convince anybody that the Grand Trunk Pacific contract should be endorsed. The people continued to hold the same views as before, which, by the way, were also the Globe's views up to the time Hon. A. G. Blair declared himself in opposition to the measure.

## MR. EMMERSON SPEAKS.

On Tuesday night The Telegraph gave Hon. H. R. Emmerson an opportunity to explain his views with regard to the election. He replied that there was nothing to be said, as the people had spoken. The Telegraph's readers were so informed the next day. They will therefore be interested in the following interview with Hon. Mr. Emmerson refused to The Telegraph, but which he gave to the Halifax Chronicle. The Chronicle of Thursday says:—

"Hon. Mr. Emmerson talked freely to a representative of the Chronicle about the result of the St. John election, and seemed to be somewhat depressed by the outcome. He said:—

"The result of St. John was due to a number of causes, most of them quite foreign to the general policy of the government. In fact, neither the tariff nor the administration of public affairs formed any part of the Conservative campaign. Speakers for the opposition candidate fought to understand the situation in St. John," said Mr. Emmerson, "it is necessary to realize the effect produced in that city by Mr. Blair's withdrawal. Mr. Blair had been elected in 1900, after a desperate struggle, and was the head and front of the equally strenuous local campaign last year. When, therefore, he withdrew from the cabinet and later resigned his seat in parliament, the Liberals of St. John were exceedingly discouraged.

"The result of the party forces in such a way as to utterly destroy anything like organization. This was the condition of affairs when the campaign was brought on. The Conservatives saw that an opportunity had come to them which must not be neglected. They made their fight on the Grand Trunk Pacific, and Mr. Blair—not on the merits of the railway measure, but solely with reference to the interests of St. John. From every point the reader of a paper was recognized as a Liberal, and the traffic of the railway carried either to Portland or Halifax. The strongest possible appeals in the direction were made to local interests, and in a city like St. John, where the winter port view overshadows everything else, this campaign was very effective.

"To make matters worse," continued the minister, "we were without a morning newspaper. The Telegraph, which had been the chief organ of the Liberal opinion in St. John, was against us. This was the direct result of Mr. Blair's defection, and had nothing to do with political considerations. That journal had been reorganized and equipped by contributions from Liberals, and the minister whom the control had been entrusted not only turned the paper against Mr. McKewen, but his personal friends and family connections were broken down and he wrote down the government in the fight. This newspaper situation, however, will soon be adjusted. Within a few weeks a new and vigorous morning paper will be started in St. John, and the great disadvantage under which the party labored in this respect in the struggle of yesterday will be removed.

"Apart from these things," added Mr. Emmerson, "it must be borne in mind that there were 1,900 fewer votes cast yesterday than in 1900. The absence from the polls were not Conservatives; they were Liberals. They were the discouraged and disgusted friends of Mr. Blair, many of whom felt that they might stand aside without damage to party interests. They believed that Mr. McKewen would be elected. This apathy was known to the opposition, and they saw to it that every available Conservative vote was polled. There were many staunch and zealous workers on the Liberal side, but great credit is due for their untiring efforts, but in some notable instances the men who were depended upon to look after election interests on polling day were, either because of indifference or over confidence, exceedingly negligent.

"There were also cases in which the confidence of some hitherto reliable men was open to the suspicion of treachery, and I was informed of actions on the part of two or three Government employees which may call for investigation.

"The result," concluded the minister, "will do good to the Liberal party in St. John. Probably the apathetic supporters of yesterday regret their course by this time, and will be among the first to undertake measures of reorganization. There is nothing like defeat to bring about change, and when the next contest takes place in St. John it will be safe to predict a sweeping Liberal victory; for the conscience of the community is wrought by the government. Personally, I cannot reproach myself with having done anything in a positive way which weakened the Liberal party in the recent struggle, nor was anything left undone by me which could have altered the result."

## A SERIOUS CASE.

The Halifax Chronicle, which brings to the discussion of public questions the dignity and diction of a prize ring, has again described St. John as "Maritime Hogtown," and makes this further reference to the port:—

"Rah for the Gamey-Tarte combination! They won in St. John yesterday by persuading the people of that city that the government ought to catch their harbor

## SPECIAL NOTICE.

We are now making eight draft through the bank on all subscribers to the Semi-Weekly Telegraph who are in arrears to the amount of \$3 and over. If the parties on whom these drafts are made will kindly pay the same when presented they will confer a favor that will be very much appreciated. With thanks, in anticipation, we are,

Yours, etc.,  
THE TELEGRAPH PUBLISHING CO.

at flood tide some day, spike it down, and then fetch the Grand Trunk Pacific down the St. John river to it between barbed-wire fences to keep other parts of the Maritime Provinces off the track."

The writer of that paragraph may have just returned from a state on Halifax harbor, or he may have had worms. In either case he was certainly in a serious mental condition.

We commend to the Chronicle the following editorial from the St. John Gazette, which throughout the campaign fought hard for the Liberal candidate and the Grand Trunk Pacific scheme:—

The lesson to be derived from the election of Tuesday is of importance to all public men, entirely irrespective of party politics.

Through long years the people of New Brunswick have witnessed the Grand Trunk Railway Company, although a British Canadian company (having received practically as a gift many millions of dollars), doing all within its power to make Portland the winter port of Canada.

And when no actual guarantee could be given to this constituency that the Grand Trunk Pacific would not to the utmost of its ability switch off the produce of the country that it might bring east, over its line the Grand Trunk's winter port in the United States, a majority of the voters were unwilling to support the measure.

We think the election is no evidence of the strength of the Conservative party, or weakness of the Liberal party in this city, but simply proves that the voters were unwilling to express confidence in the G. T. P. Company. Therefore, after the political storm will come the political calm, during which the people will have time to reconsider the whole matter.

The Gazette might have gone further and declared that the people were opposed to the whole scheme of a transcontinental railway, until such time as proper surveys are made and they are given some information about the project they are asked to pay for. What they do favor now is the extension of the Intercolonial to the lakes, and the provision of facilities to serve pressing present needs of transportation.

## RUSSIAN FREEDOM.

The following statements give a very good idea of the brand of liberty that passes current in Russia:—

Within the last few weeks two congresses, of eminently respectable character, have been closed by the St. Petersburg police on alleged political grounds. One of them was composed of teachers in technical and professional schools, and was held in the building of St. Petersburg University. At one of the sittings the reader of a paper was recognized as a Liberal, and the traffic of the railway carried either to Portland or Halifax. The strongest possible appeals in the direction were made to local interests, and in a city like St. John, where the winter port view overshadows everything else, this campaign was very effective.

"To make matters worse," continued the minister, "we were without a morning newspaper. The Telegraph, which had been the chief organ of the Liberal opinion in St. John, was against us. This was the direct result of Mr. Blair's defection, and had nothing to do with political considerations. That journal had been reorganized and equipped by contributions from Liberals, and the minister whom the control had been entrusted not only turned the paper against Mr. McKewen, but his personal friends and family connections were broken down and he wrote down the government in the fight. This newspaper situation, however, will soon be adjusted. Within a few weeks a new and vigorous morning paper will be started in St. John, and the great disadvantage under which the party labored in this respect in the struggle of yesterday will be removed.

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Every branch railway in the province is blocked with snow and the train service practically abandoned. This is a very exceptional experience, and the mail service and all traffic must be seriously affected.

The time for receiving tenders for the new ferry steamer has about expired. Several have been received. Perhaps it was the knowledge of this fact that made the old Western Extension go lame yesterday and give a poor service.

The comments of Montreal and Toronto papers very according to point of view. Those which are committed to support the Grand Trunk Pacific plunge do not attach much importance to that issue. This was perhaps to be expected, but they are wrong. St. John is against that wild-cat proposition.

It is announced that the government and the directors of the Grand Trunk have agreed on the charges in the G. T. P. contract, and that it is ready to be submitted to the shareholders of the Grand

# CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Ayer, and has been made under his personal supervision since its infancy. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children. Experience Against Experiment.

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Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It cures Worms, Colic, all Stomach and Bowel Disorders, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Bears the Signature of

*Dr. J. C. Ayer*  
The Kind You Have Always Bought

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## Suits and Pants.

It will be greatly to your advantage to buy Suits and Pants at this store now. The lines now in stock must go to make room for spring stock. PRICES GREATLY CUT.

Men's Suits,	\$2 98, \$3 98, \$5 98 and \$6 98
Men's Pants,	0 98, 1 49, 1 98 and 2 49
Boys' 3-Piece Suits,	\$1 98, 2 49, 2 98 and 2 49
Boys' 2-Piece Suits,	0 98, 1 69, 1 98 and 2 49

J. N. HARVEY, Men's and Boys' Clothier,  
199 and 201 Union Street.

## Neverslip Calks

are steel-centered, self-sharpening calks which can be easily inserted or removed from the shoe on the horse's hoof and keep him "always ready" and safe from falls in slippery weather. They save your horses.

NEVERSLIP MANUFACTURING CO., New Brunswick, N. B.

Agents, W. H. THORNE & CO., LIMITED  
Market Square, St. John, N. B.

Trunk It is said to be satisfactory to the directors, which means that they have carried their point. But the nature of the changes is still unexplained. The people must wait.

Tobacco raising seems to have proved profitable in Western Ontario last year. According to the Leamington News, a number of farmers have cleared \$100 an acre from tobacco. One man drew \$1,750 from the field of ten acres; another \$1,350 for the crop raised on six and a quarter acres; another \$736 for the crop grown on four acres; in yet another case the yield of an acre and a half was \$338.

A company seeking authority to establish a telephone, light and power service in Toronto offer, provided the necessary rights are given them, to give citizens a telephone service "at \$60 per year, and one cent per outgoing call for telephones in private houses, with a limit of \$15 per annum." The rate for business telephones is to be \$80 per annum and one cent per call, with a limit of \$30 per annum. As soon as the company has 10,000 subscribers, however, these limits are to be increased to \$20 and \$40 respectively.

Mrs. Wm. McGuire, of North Adams (Mass.), is visiting her mother, Mrs. Daniel McCann, of Brussels street.

Trains Leave ST. JOHN.  
No. 4—Mixed for Moncton, 6.30  
No. 5—Express for Halifax, the Sydney and Campbellton, 7.00  
No. 6—Mixed for Point du Chene, 7.15  
No. 7—Express for Point du Chene, 7.30  
No. 8—Express for Moncton, 7.45  
No. 9—Express for Quebec and Montreal, 8.00  
No. 10—Express for Halifax and Sydney, 8.15

Trains Arrive AT ST. JOHN.  
No. 9—Express from Halifax and Sydney, 6.20  
No. 7—Express from Sussex, 6.00  
No. 123—Express from Montreal and Quebec, 6.15  
No. 5—Mixed from Moncton, 11.30  
No. 6—Mixed from Point du Chene, 11.50  
No. 8—Express from Halifax, Picton and Campbellton, 11.40  
No. 1—Express from Moncton (Sunday only), 11.45  
No. 2—Express from Moncton (Sunday only), 11.45  
All trains run by Atlantic Standard Time. 10 o'clock is midnight.  
Moncton, N. B., Oct. 6, 1903.  
CITY TICKET OFFICE,  
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GEORGE CARVILL, C. T. A.

36 Years Old

And not done growing yet. Last year was our banner year, the best of the 36. 1904, so far, is still better than 1903, and we are trying hard to merit continued growth. Students can enter at any time.

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Oddfellows' Hall.

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