THE WINTER PORT.

Will the C. P. R. Be Forced By Hon. Mr. Blair

To Abandon Its Winter Export Business via St. John and Transfer the Traffic to Boston ?

President Shaughnessy Had a Conference Friday With the Mayor, President of the Board of Trade and St. John Aldermen.

President Shaughnessy of the C. P. R. left for Montreal last Friday after a stay of some twenty-four hours in St. John. His visit was in response to an invitation from Mayor Daniel and was mainly in connection with the winter export trade of his road at this port.

On Friday morning, by appointment, a conference was held in the mayor's office, there being present Mr. Shaughnessy and J. N. Sutherland, divisional freight agent of the C. P. R., Mayor Daniel, President McLaughlin of the board of trade, Recorder Skinner and Aldermen Christie, Macrae, Baxter, Armstrong, McMulkin, Robinson, Colwell, Hilyard. Stenographer Devine was in attendance at the request of the mayor, who will shortly call a special meeting of the council to consider the city's position.

Mayor Daniel, in opening the conference, welcomed Mr. Shaughnessy to the city, and after briefly reciting what St. John had done to develop the national idea on a practical basis, said the city would like to hear from Pres. Shaughnessy how matters stood for the coming year and if possible the prospect for future years. This was a question of vital interest to the city.

Mr. Shaughnessy briefly recited the history of the winter port trade from St. John, and stated that just now Boston was offering the C. P. R. great facilities for the transaction of winter business at that port. The Boston & Maine railway were most anxious to have the C. P. R. make an agreement with it for the western export business. He said that though the route to Boston from Montreal was 140 miles shorter than to St. John, the C. P. R. being an all-Canadian road, felt that they must do business, if possible, through a Canadian port. Their policy had been to put St. John on as good a footing as any port for the export of business, and they had built up an export trade here that last winter amounted to 193,090 tons, four or five times as much as the first winter. There were many disadvantages in this business besides the long haul, among these being the heavy grades on the Shore Line, which would have to be cut down or removed at a heavy cost if the business was to continue. Last winter the imports through St. John were but ten per cent. of the exports, and this meant a large movement westward of empty cars, and these were hauled at a loss. As they made sacrifices for this business, they thought the government railroad should do the same by giving to them freight that, under strict business principles, might be taken to Montreal by the I. C. R. The C. P. R. did not think that all the patriotism should be on its side, or that it should be more patriotic than the government itself. During the past two or three years the C. P. R. had had the active opposition of the government, which, through its railway system, had used every means in its power to strengthen rival lines. It was, therefore, not a matter of astonishment or surprise if the C. P. R. should consider "where we are." The matter of this winter's export trade had not yet received much attention. Last year, after considerable discussion, a sort of tentative agreement was reached on September 15 with the I. C. R., and under it the C. P. R. made its shipping arrangements for export business through St. John, and a few days later the agreement was cancelled, and the business was carried on under conditions that were very irritating. Continuing, Mr. Shaughnessy repeated that the company had not reached any decision about this winter's business, but eternal vigilance was necessary by railroads, and while he did not want to say anything to influence St. John he could not help stating that the C. P. R. felt that they had been badly used by the government railway management.

After questions by Ald. Robinson, Mayor Daniel and Recorder Skinner and Ald Baxter, Mr. Shaughnessy continued: The C. P. R. is willing to do all possible, but regardless of all other considerations does not consider itself morally bound to continue business at St. John. He referred to the fact that while the east bound business from the I. C. R. is now small, it might grow. C. P. R. directors were largely interested in the development of Sydney, but the I. C. R. would not allow them to secure at St. John one pound of the freight their energy and money was to develop there. He however wished it understood that he was not raising these questions, and said he had only come to St. John at the request of the mayor, who wished an interview.

Ald. Baxter expressed the opinion that a representation should be made to the minister of railways to stay his hand.

Replying to Ald. Macrae, the president of the C. P. R. remarked: "I have not said anything to show that the C. P. R. intend to abandon St. John. Our export policy will be determined before September 15."

To Ald. Baxter he said: The C. P. R. is essentially a Canadian road, and while we can make more money elsewhere we are willing to make some sacrifices to build up a Canadian port, if the conditions are not altogether unfavorable. That is the desire of the directors. It is as impossible for the I. C. R. to handle business through St. John as it is to make water run up hill. We will be glad to know that the question is settled, and that the C. P. R. is anchored here, so that the only question will be that of expenditures to increase the facilities and the business. That is our desire. We are willing to do our part, but feel that we should get fair and reasonable consideration from the government and not be subject to unfair treatment. St. John is much interested in this question of the exchange of freight.

Ald. Baxter—Would you suggest any line of action ?

Mr. Shaughnessy—That would be very dangerous.

Mayor Daniel called on D. J. McLaughlin, who spoke briefly. He was glad the affair had not reached the stage he had been led to suppose, namely, that the C. P. R. did not intend to bring freight this winter. He could not see how either board of trade or council could move at present, as Mr. Shaughnessy had said nothing definite. He had not even stated that relations were strained, and the only information given was that it was a matter of privilege rather than money. In that case he agreed with Ald. Baxter that the C. P. R. owed something to St. John.

Mr. Shaughnessy said he had no hesitation in saying that relations between the C. P. R. and government were strained almost to the breaking point and business men might well consider the effect on the port.

Mr. Shaughnessy concluded by saying that he did not wish to be understood as coming here to stir up antagonism against the government. After a few words of thanks by the mayor and Mr. Shaughnessy, the conference was closed.

ST. MARTINS.

The mission band in connection with the St. Martins Baptist church on Wednesday evening gave a very successful and highly creditable concert in the vestry of the church. The large audience attested to the popular estimate of the ability of the band. The following programme was carried out without one mistake, and although many of the children were little tots, they understood their parts so well and their conduct was so graceful as to reflect much credit upon the leaders, Miss Annie Vaughan and Miss Jennie Davis: Opening chorus, Merrily Sing, by the band; reading, Room in Heaven, Jennie Gough; song, Summer Time, four little girls; recitation, The Rainbow, by Seven girls; chorus, The Farmer Boy, by the band; recitation, Dora Ross; song, Beautiful Flowers, Vera and Dorothy Smith and Marjory Moran; recitation, Little Nan, Alice Wishart; piano solo, Kathleen Gillmore; recitation, Little Raindrops, Ella Fownes; piano duet, Miss Vaughan and Joyce Wishart; reading, The Deacon's Sermon, Lillie Brittain; A Calendar Song, Annie Cochran and Annie Cragsley. Part II.—The Flower Drill, by sixteen girls; chorus, Let Us Be Merry, by the band; recitation, Dorothy Smith; song, The Brook, Joyce Wishart; reading, The Soldier's Song, Grace Vaughan; duet, Drifting with the Tide, Maude Woods and Louise Kane; piano duet, Miss Vaughan and Elsie Wishart; recitation, Grandma's Angel, Bella Campbell; song, Fairy Land, Nora Wishart; reading, Swanage Bay, by Miss Davis; chorus, The Old Clock, by the band; a black-board exercise, by the little ones; chorus, Good Night. The proceeds, amounting to $22, are for the church repair fund.

The Baptist auditorium is undergoing extensive repairs. A new metallic ceiling is being put in and other improvements are in progress, which will add greatly to the appearance of the already neat structure.

The father of C. Leonard Jenkins of Carleton, formerly of No. 2 Co. 3rd Regiment C. A., who went to South Africa with the first contingent, has received a cable stating that his son has arrived in England. After the battle of Paardeberg he was seized with enteric fever, and has since been invalided. Private E. Harold Strange, also of the first contingent, who was ill with fever, has recovered and returned to the front.

For the MILLIONS!

Only 25c. 25c. 25c. Only

KNOW THYSELF!

The Science of Life, or Self Preservation,

Only 25 cts. in Paper Covers. Cloth, full gilt, $1. Write for this book to-day; by mail, sealed. More than 365 pages, with engravings, 120 invaluable prescriptions for Acute and Chronic Diseases. It is the Prize Treatise, for which The National Medical Association awarded the Gold Medal. It is as standard as American Gold. It is an encyclopedic treatise on Exhausted Vitality, Premature Decline, Nervous and Physical Debility, Aptitude and Inaptitude for Marriage, Varicocele, Atrophy (wasting) and **ALL DISEASES and WEAKNESSES OF MEN**, from whatever cause arising, whether young, middle-aged or old. Every man should have it. It is from the pen of a distinguished author and NERVO Specialist who graduated from Harvard Medical College in 1864, and has been the Chief Consulting Physician to The Peabody Medical Institute, No. 4 Bulfinch St. (opposite Revere House), Boston, Mass., during the past thirty years. Address all orders or communications as above. Consultation in person or by letter. Prospectus and Vade Mecum free, sealed, six cents for postage.

☞ "The Peabody Medical Institute has many imitators, but no equals."—Boston Herald.

THE D. R. A. MEET.

Annual Programme of the Prizes for Riflemen.

Special Attention Will be Paid to the Comfort of all Competitors.

OTTAWA, July 20.—The annual programme for the Dominion Rifle Association meeting was issued this morning. The council announce that in arranging the programme it has had in view the convenience and comfort of the competitors, and so hopes for an increased attendance of markers at the annual matches. The following prizes in kind are offered:

London merchants' vase, Macdougall cup, British Challenge Shield, Gzowski Challenge Cup, the Hon. Sir A. P. Caron's Challange Cup, the Lansdowne Challenge Cup, the Walker Cups, Hon. J. C. Patterson Cup, special cash prizes presented by the hon. the minister of militia, the Kirkpatrick Challenge Cup, cup presented by Messrs. Davis & Sons, Montreal; Challenge Cup and Medal presented by T. G. Gillespie, London, England, and challenge cup presented by Lieut.-Col. the Hon. J. M. Gibson, A. D. C., president of the association; N. R. A. medal, D. R. A. silver and bronze medals, gold medal and D. R. A. silver and bronze medals and cash prizes presented by His Excellency the Governor General, the Earl of Minto, G. C. M. G.; one hundred guineas presented by Jas. Buchanan of London, England; a prismatic binocular glass, value £8, presented by Ross & Co., Ltd., London, England, and two revolvers, presented by "The Colts Patent Fire Arms Co." as shown in the programme for 1900.

MANY CASH PRIZES.

In addition to the above, there are offered 1082 cash prizes, amounting to $7,166. They are divided as follows: The Tyro match, 51 prizes; the Bankers' match, 95 prizes; the Macdougall Challenge Cup match-cup and 92 prizes. The Dominion of Canada match, the Davis & Sons cup, the Patterson cup and 126 prizes; the Kirkpatrick match-cup and four team and 96 individual prizes, 100 prizes; the Walker match-cup, one team and 97 prizes, the hon. minister of militia match, the Sir A. P. Caron cup, 7 team prizes, 117 prizes; his excellency the governor general's match, gold medal, D. R. A. silver and bronze medals, and 100 prizes. The London Merchants' Cup, teams, cup and 2 prizes; the Gzowski and British Challenge Shield match, cup and British shield and 7 prizes; the Gibson match, cup and 39 prizes; the Tyro aggregate, 24 prizes; the Lansdowne aggregate, 24 prizes; the Gillespie Challenge Cup, cup and medal, no prizes; the Buchanan grand aggregate, two silver medals, three bronze medals and 91 prizes. Extra series "A," 2 stages, $150 each stage, 56 prizes. Extra series "B," 35 prizes. Extra series "C," 25 prizes; extra series aggregate, prize a prismatic binocular glass, value £8, no prizes. The Colts' revolver match, two revolvers and cash, 8 prizes.

The Ottawa electric street cars will run down to the ranges and very great improvements have been made on the grounds.

NEW CURE FOR CANCER.

Tuberculosis Also, It is Said, Shows Beneficial Results From the Use of Kalagua.

(N. Y. Herald.)

PARIS, July 18.—A new specific for tuberculosis and cancer has, it appears, just been discovered. It is true that scarcely a week passes without some such discovery being reported. Nevertheless, as nothing ought to be rejected "a priori," we think it right to point out to the readers of the Herald a medicine which its promoters claim to be a cure for these two terrible diseases.

The plant in question is called kalagua, and grows in South America.

M. Ch. Patin, a Belgian consul, who is a botanist and an explorer, is said to have used kalagua with success in the treatment of bovine tuberculosis, and Dr. Alberto Restreps has obtained excellent results from its use on his own person.

Dr. Stubbert of the Loomis Sanitarium, at Liberty, N. Y., and Dr. Wechtold, another American physician, claim to have effected cures of patients whose recovery was despaired of.

Lastly, the Belgian doctors, Ysenoe Popelin, Hendricks and Coremans, announce that kalagua has, to some extent at least, realized the expectations they had formed of it.

Kalagua is not poisonous. It stimulates nutrition and increases the weight.

It is not for the Herald to pronounce an opinion on kalagua, but from the fact that it appears to stimulate nutrition and increase the weight it certainly merits attention and enquiry.

WEEDS IN WALKS.

To the Editor of the Sun:

Sir—Feeling sure that thousands of subscribers to your valuable paper would like to know how to prevent weeds from growing up through slat walks and in other similar places, or, for that matter, in gravel walks, may say, I have found that the most satisfactory way to remedy this trouble is by using a solution made with one tin of Gillett's Lye to about four gallons of water. For use between slats in walks, it is necessary to be careful not to get any of the solution on the paint or woodwork. It must be poured down between the slats carefully, and the result will be that the weeds and grass will be killed and in this way hundreds of nice houses in this city and elsewhere can be made still nicer in appearance, as, to my mind, nothing looks much worse than to see a walk uncared for. For use on a gravel walk or road, the solution can be sprinkled on with an ordinary watering can. Hoping others may be as well pleased with results of this simple remedy as

ONE OF YOUR SUBSCRIBERS.

July, 1900.

READ THE SEMI-WEEKLY SUN.

KITCHENER'S QUICK MOVE.

It Saved a British Force From Capture at Leeuw Spruit.

The London Standard correspondent throws light on Lord Kitchener's escape from capture. The cables told the story as if Kitchener had been surprised and forced to take to his heels. The fact is that Lord Kitchener, instead of moving back to save himself, moved forward to save a small British force that was in danger of annihilation at the hands of the Boers.

The Standard correspondent tells the story thus:

Lord Kitchener's prompt action saved a couple of construction trains, which had been sent to repair the bridge at Leeuw Spruit. One of them was stopped, and a truck overturned, owing to the rails having been removed by the Boers. Lieut. Holmes and six men held the enemy at bay, while the second train was warned. A party of 50 Volunteer Engineers were on it, and most of the rifles were in the first train. Some of the men dashed back for three-quarters of a mile to reinforce Lieut. Holmes, while the others fetched rifles wherewith to defend the second train.

Captain Lloyd drew up his force on both sides of the railway, and after compelling 400 Kaffirs, by the exercise of main force, to lie down and remain quiet, opened a steady fire. The position, however, had become one of extreme danger, when, of a sudden, shells were seen to fall in the midst of the enemy. It seems that a member of a small working force near at hand had managed to escape and carry news of the attack to Lord Kitchener, who was encamped with thirty-five men on Kopje's Station.

Lord Kitchener at once rode to the camp of the Shropshire regiment, and brought a gun into action, personally directing its fire. The fall of darkness compelled the Boers to retreat and the valuable railway material was saved. One of the engines had thirty-eight bullet marks and the other forty, but no serious damage was done.

Under Lord Kitchener's supervision prompt measures were taken to strengthen the lines of communication. The defence of them was entrusted to General Smith-Dorrien, who acted with great energy. The bridges were speedily repaired, and there is now through railway communication with Cape Town, while the line to Durban will be open shortly.

The premier of New Zealand, states the Express, sent a message congratulating Lord Kitchener on his escape. Lord Kitchener replied: "Very grateful for your telegram."

MUTTON TALLOW WILL KILL MOTHS.

A correspondent writes to the Sun that there is no need to commit suicide or to endanger the lives of others by burning sulphur to destroy moths. Pieces of mutton tallow, or tallow candles wrapped in paper, with an opening at each end, and placed in trunks, bureau drawers, shelves of clothes closets, or wherever moths show themselves, will soon rid these places of the pests. It is a scientific fact that moths show a fear of tallow and that it kills them. A good plan is to rub the inside of the frame-work of a bureau with a piece of tallow. It makes the drawer open and shut easier, and is a protection from moths. Tailors always keep a tallow candle wrapped in paper, with the ends open, between rolls of cloth. Mutton tallow will keep sweet for a great many years. "Of course I mean mutton fat that has been 'rendered' and with some salt in it." Most housekeepers use the fat that is skimmed off the gravy from roasted mutton.

ATLANTIC FLYERS.

(Insurance Chronicle.)

The North German Lloyd line, not content with holding the Atlantic record with the Kaiser Wilhelm der Grosse, has just placed an order for a bigger and faster steamer than any now afloat, or in course of construction. The record for size is now held by the White Star liner Oceanic, which is 704 feet long; the new ship will be 48 feet longer. The Kaiser Wilhelm is the fastest ship now on the Atlantic service, but it is expected her record will be cut by the Deutschland, now almost completed. She belongs to the rival company, the Hamburg-American, and has a speed of twenty-three knots an hour. Her indicated horse-power is 33,000; the rival liner just ordered will have 45,000 horse-power and 25 knots per hour. She is expected to reduce the voyage across the Atlantic to four days and twenty-one hours. Evidently the expectation entertained in some quarters that the limit in speed has been reached is not destined to be realized. It may be true, as is often argued, that those Atlantic racers eat their heads off in cost of fuel, but competition gives no rest to those who wish to keep up with the procession. If the English companies do not build, the German flyers will get the business. It may be cut-throat competition, but it is the way of the business world, and the travelling public get the benefit of it. We may look forward with confidence to a four days' voyage between New York and Liverpool; and the standard for the fast Atlantic service, when that project is again entertained, may have to be moved up another peg or two.

A COOL MURDERER.

BOSTON, July 19.—George H. Whidden, 45 years of age, a teamster, is under arrest on the charge of murdering Mrs. Ellen Burt, a widow, 46 years of age, at her boarding house, 646 Harrison avenue, late this evening. He admits a quarrel, but denies the murder. The woman's death was caused by a butcher knife. The police claim that it is one of the most cold-blooded murders for years in this city. When the police arrived at the house the rooms were smeared with blood and gave evidence of a terrible struggle. The body of the woman was removed to the city hospital morgue. It is claimed that after the struggles of the dying woman had ceased Whidden left the flat and going to the house of a friend washed his hands and face, which were covered with blood, removed his stained clothing and procuring other apparel at a nearby store, walked down the street, chatting with a woman acquaintance whom he had met as if nothing had happened. He declared to the police that Mrs. Burt did the cutting herself.

A DIFFICULT LINE.

(Puck.)

Publican—I, faith, if a man does not keep a quiet, respectable place these temperance folk will make it hot for him!

Guest—They will, in truth! in your line a man must try to please not only those who buy his goods but those who don't!

AGENTS WANTED

To sell high grade fruit trees and fruit bushes, ornamental trees, flowering shrubs, roses, hedging, vines, etc., all of which is sent out under Government certificate for cleanliness and freeness from disease, for

T-H-E F-O-N-T-H-I-L-L N-U-R-S-E-R-I-E-S.

We have the largest nurseries in Canada; 800 acres, and can therefore give the best assortment of stock.

☞ STEADY EMPLOYMENT TO WORKERS

and good pay, weekly; all supplies free. We are sole agents for Dr. Mole's celebrated Caterpillarine which protects trees from the caterpillar. Highest testimonials. Our agents cover their expenses by carrying this as a side line. It is in great demand. Write at once for terms.

STONE & WELLINGTON, Toronto.

THE ST. JOHN SEMI-WEEKLY SUN.

Mailed to Your Post Office Every Wednesday and Saturday.

The South African war, the threatened hostilities in China and the general election within the year, will make this paper especially interesting.

The Sun has special correspondents with 1st and 2nd Canadian Contingents and other costly arrangements for obtaining news of the operations in South Africa and China, which no other New Brunswick paper possesses.

The Sun has also a paid correspondent in every town, village and hamlet in New Brunswick, with several in P. E. I. and Nova Scotia, also a weekly letter on Provincial matters from Boston, Mass., thus the paper is made interesting to every section of the Maritime Provinces.

The regular subscription price is $1.00 a year, but SEVENTY-FIVE CENTS sent to the SUN PRINTING COMPANY, ST. JOHN, will ensure the SEMI-WEEKLY SUN to any address in Canada or the United States for twelve months, together with a splendid portrait—18 x 24 inches, in fifteen colors of FIELD MARSHAL LORD ROBERTS, or GENERAL LORD KITCHENER or of LIEUT.-GENERAL BADEN-POWELL, in khaki, and a map of the seat of war in South Africa.

This is unquestionably the best business offer ever made by any Maritime Province publisher of a first-class FAMILY NEWSPAPER.

Any present subscriber for the SUN who sends SEVENTY-FIVE CENTS for his own subscription in advance, and the name of a new subscriber with SEVENTY-FIVE CENTS will get a picture for himself, as well as one for the new subscriber.

Sample copies cheerfully sent to any address on application to

SUN PRINTING COMPANY,

ST. JOHN, N. B.

ACCIDENTS AT SEA.

Cunard Liner Campania Cut a Bark in Twain—Two Irish Steamers Collide.

LONDON, July 22.—A dense fog hung over the Irish Channel yesterday morning, and the Cunard line steamship Campania, en route for Liverpool from New York, struck the Liverpool bark Embleton, bound for New Zealand, amidships, cutting her in twain. The Embleton sank immediately. Seven of the crew were rescued, but it is believed the other 11 members of the ship's company, including the captain, were drowned.

The Campania had her bow stove in, but arrived safely at Liverpool five and a half hours late.

BELFAST, July 22.—In a collision last evening outside Belfast Lough between the local passenger steamers Dromedary and Alligator, five passengers were killed and upwards of fifty more or less seriously injured, in many cases the amputation of legs being necessary.

There were 600 passengers on board the steamers, and terrible scenes followed the collision. It is feared that some others have been drowned.

The Campania was little injured, but had a narrow escape from a serious disaster. The fog had delayed her passage since Friday noon, and a tender went out from Queenstown four miles, as Captain Walker would not take the liner near shore.

At Tuscar light the fog was becoming denser every moment. When the Campania was about 30 miles northeast of the light, a phantom ship rose suddenly without warning, directly across her bows. Thirty seconds later the phantom had become a solid sailing vessel, into which the liner crashed, her steel forefoot going through the Embleton like the clean cut of a sword, and dividing her just abaft the mainmast. The forward half sank instantly. The stern swung viciously and the mast and yards for a moment tore at the Campania. A lump of wreckage came down on her decks. Then the stern of the bark also disappeared and the surface of the sea was littered with splintered timbers, boxes, barrels, the whole upper works and lighter cargo, the deck house and such things. From the instant when the phantom came into view from the bridge of the Campania until the last vestige of the vessel vanished, some sixty or eighty seconds had elapsed.

According to the Embleton's survivors, for nearly half an hour before the collision, the captain and the first officer were below at breakfast, and although the fog whistle of the large steamer could be heard every minute, the bark never shifted her course, the helmsman receiving no order.

When at 8.25 a. m., the second officer, to use his own phrase, "heard the rush of a steamer's bows," he shouted down to the captain, who rushed on deck, but he was too late to give an order.

The Campania was under one-third steam. The captain, first officer and pilot were on the bridge. The engines were instantly reversed, the helm put hard down. No precaution was omitted. Some of her passengers had even grabbed at what they called superfluous caution. After the crash and sudden cries, the boats were quickly got out. There were no signs of panic; the crew were everywhere at their stations; the best of discipline was maintained; the bulkheads were closed and everything possible was done to save life.

"INDEPENDENCE" BUTTONS.

Many Seized at the Montreal Custom House.

(Witness.)

A consignment of several thousands of button badges has been seized by the Montreal custom house, bearing the inscription "Independence of Canada," part being printed in the French and part in the English language. The buttons were manufactured in New York and were consigned to a society calling itself the "Canadian Independence League," and which appears to have a certain following in Montreal. It is stated that similar buttons had previously passed through the customs, and it will be remembered that studs bearing the same inscription were found among articles recovered after the recent burglary of the house of J. X. Perreault, Canadian commissioner at the Paris exhibition. The news of the seizure was first given to the New York Sun, probably by one of the members of the league.

JULY FRESHETS.

Reports from several sections of the province show that the rivers are unusually high for the season. The St. John has risen seven feet above summer level and Miramichi and other North Shore waters are proportionately high. Angling is practically suspended for the time being. It has rained more or less every day since the 27th June—now three weeks—and some crops are damaged. The hay crops on low-lying islands and intervales are in danger of being destroyed by the overflowing waters and the debris they carry in upon them.—Chatham Advance, 19th.

PASSING AWAY OF RAFTS.

Not One Has Passed Down the Ottawa River This Year.

OTTAWA, July 18.—The log and square timber industry helped to make Ottawa known widely, but the closing year of the nineteenth century will be remarkable in so far as the lumber history of the capital is concerned, from the fact that not a raft of square timber has passed down the river this year. J. C. Browne called the attention of a reporter to the fact, and it is an indication of the passing of the great square timber industry, which is giving place to others. Some years ago as many as 130 and 140 rafts, representing hundreds of thousands of pieces of timber, were taken down the Ottawa past the capital, but the number and quantity has been diminishing for years, until at last not a raft has passed down this year. All timber consigned to Papineauville went down by rail. This year about three rafts were made up in the district tributary to the Ottawa, but none of them went past the city. Most of the square timber stopped at the Chaudiere and the balance was shipped to Papineauville by trains.