

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., APRIL 5, 1902.

**THE SEMI-WEEKLY TELEGRAPH**  
Is published every Wednesday and Saturday at \$1.00 a year, in advance, by The Telegraph Publishing Company, of St. John, N. B., a company incorporated by act of the Legislature of New Brunswick.

**ADVERTISING RATES.**  
Ordinary commercial advertisements taking the run of the paper. Each insertion \$1.00 per line.  
Advertisements of Wares, For Sale, etc., 50 cents for insertion of six lines or less. Notices of Births, Marriages and Deaths 25 cents for each insertion.

**IMPORTANT NOTICE.**  
Owing to the considerable number of complaints as to the misarrangement of letters alleged to contain money realized to this office we have to request our subscribers and agents when sending money for The Telegraph to do so by post office order or registered letter, in which case the remittance will be at our risk.  
In remitting by check or post office order our patrons will please make them payable to The Telegraph Publishing Company. All letters for the business office of this paper should be addressed to The Telegraph Publishing Company, St. John, and all correspondence for the editorial department should be sent to the Editor of The Telegraph, St. John.

**FACTS FOR SUBSCRIBERS.**  
Without exception, names of new subscribers will not be entered until the money is received.  
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It is a well-settled principle of law that a man must pay for what he has. Hence whoever takes a paper from the post office, whether directed to him or somebody else, must pay for it.

**RULES FOR CORRESPONDENCE.**  
Be brief.  
Write plainly and take special pains with names.  
Attach your name and address to every communication as an evidence of good faith. THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.  
**AUTHORIZED AGENTS.**  
The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph:  
W. M. BOWSERVILLE.  
Subscribers are asked to pay their subscriptions to the agents when they call.

**Semi-Weekly Telegraph**  
ST. JOHN, N. B., APRIL 5, 1902.

**THE UNIFICATION OF TIME.**

With the adoption by the St. John city council this week, of a similar resolution to that which has been agreed to by the provincial legislature to legalize Atlantic standard time for the city of St. John and province of New Brunswick, the authorities have at last brought themselves up to date in the matter of this great and desirable reform. The status of the matter now seems to be that as soon as the Intercolonial and Canadian Pacific railways proclaim their summer time tables in the new system, which it has been announced that they intend to do, the Lieutenant Governor in Council will proclaim the new time law effective and the city clocks will be swung into line with the railway. The people will go to bed one night as usual and the next day the three o'clock in the watchmakers' windows, and the clock in the city hall, another "Aldrich time" and a third "St. John local time" will be abolished, for there will be but one time for railways and people alike. It will no longer be necessary for anyone to explain to a stranger a difference in time. Trinity clock and all the other clocks will show the same time that appears on the railway time tables and one will be able to go from end to end of the maritime provinces in confidence that his watch proclaims to him the exact time that everybody means when an hour or minute is mentioned. The only perceptible effect of the change, so far as the sunlight is concerned, will be that people will find themselves with a little more daylight after six o'clock than they hitherto have enjoyed. When a man travels west he will find that the calculation of the change of time becomes of the simplest, changing as the meridian zones of fifteen degrees are passed exactly one hour with each zone.

In the accomplishment of this great reform now so well assured the people of Nova Scotia and Prince Edward Island are to be congratulated as well as the people of St. John and of New Brunswick, for the change will be almost as great a boon to them as to us. It is true that the same provinces have made no effort to accomplish the railway time reform, save a resolution by the Halifax Board of Trade following some very recent representations in the Halifax Herald, which were animated by representatives of the Canadian Pacific Railway; but their appreciation of the advantages of the unification was long ago apparent by their local adoption of the 60th meridian system. It is owing entirely to the people of St. John themselves that the reform has been made attainable. The Board of Trade and Tourist Association of this city, acting upon the offer of Superintendent Osborne, of the C. P. R., to co-operate, went ahead and moved the wheels of the authoritative machinery until the necessary guarantees were obtained and the problem solved.

While tendering hearty congratulations to all the workers for this reform upon the success of their united efforts, The Telegraph feels entitled to take a share of the credit modestly to itself, for it seemed last autumn when the agitation was first started in this paper that the people had fallen into an almost hopeless state of apathy in regard to the matter. The Telegraph was at pains to patiently and extensively explain the actual disadvantages of the confusion of time, and asked the people to suggest a remedy. It was made apparent that the adoption of Eastern Standard time (75th meridian) would not suit; it had been tried and failed. By numerous interviews and correspondence printed in these columns the matter was fully discussed and finally a

coupon vote was taken of Telegraph readers as to what system they favored. The result was overwhelmingly in favor of Atlantic Standard (60th meridian), nearly the only opposition being from railway employees and attaches, whose opposition disappeared when The Telegraph was able to announce that the C. P. R. would adopt Atlantic Standard if the I. C. R. would. The St. John bankers, almost to a man, the Neptune Rowing Club and other associations actively entered into the movement, several of the county councils at their January meetings adopted resolutions favoring the reform. The business men awoke to the possibility of obtaining the change, those in authority became persuaded and the deed was accomplished. The result from this point of view it will be seen is merely another evidence of the good that can be wrought by a live newspaper in exposing conditions so that an agitation in the public interest may be started and properly directed. The Telegraph rejoices that in this matter it has been able to serve the public interest and its hope is that no time will be lost, as soon as the conditions have been fulfilled by the railways, in carrying into effect the orders to be given by the provincial and city governments. The people will be surprised to find what an immense improvement will have been attained over existing conditions.

**NO REFLECTION ON THE PORT.**

The unfortunate disaster to the steamship Lake Superior at the entrance to St. John harbor is naturally provoking disadvantageous criticism on the port and much airing of opinion by people who think they "know it all." Of course it was a piece of carelessness. The anchor which was intended to hold her and which would have prevented her from going ashore if it had held, never should have been dropped on such a bottom with such a current against it. The pilot was supposed to know the bottom and the captain was supposed to know whether that anchor would hold her and the owners were supposed to have equipped the ship with anchors that would hold on any sort of a bottom. If the tug had had more lines when they started to haul her off or if the lines used had been strong enough to stand the strain without parting, the floating of the ship safely would have been accomplished. If the reef had been dredged, there would have been water enough to float her anyway. To nearly all such criticisms there is an "if," which renders them practically irrelevant.

The fact is that "accidents are liable to happen in the best regulated families." Every ship that goes to sea takes chances, as does everybody who stays ashore, and if this were not the case there would be no field for the insurance companies. A new and well-found steamer like the Huronian starts for St. John and finds her destiny in the "port of missing ships," while after fifteen years of good service another liner comes to grief in port. No port can claim freedom from such disasters. Halifax has lately had the wreck of the Grecian and the damage to the Necker in her harbor. The big steamship Voendam was totally wrecked while steaming down Boston harbor a year or two ago. And one of the finest ships of the American navy was so badly damaged within a few years by stranding in sight of the navy yard in New York harbor that she had to be almost rebuilt. No harbor is free from land and rocks and shoals; it could not be a harbor without them. While the Lake Superior met her mishap, a fleet of other steamers were busy handling cargo at St. John piers and several more than double the size of the unfortunate vessel have before and since then found no difficulty in their arrival and departure.

No reflection therefore can be cast upon our port on account of the accident. In the loss that has ensued by damage to ship and cargo it may have been a case of "more haste, less speed." Certainly if the cargo had been lighter before the attempt had been made to move the ship, the cargo at least would have been saved from injury and the ship would have floated more easily. The contention that she might have drifted into a worse position if light, is one that might or might not have warranted the risk of retaining the cargo. Whether the ship's bulkhead compartment system was at fault, or whether, being an iron ship, she could not stand as much strain in being hauled as a steel or a wooden vessel, are matters of discussion, which with the blame will no doubt be properly fixed by the official court of inquiry. It has been an unfortunate occurrence, but not nearly so bad as it might have been, and such a thing is not likely to happen here again any more than it would have been deemed probable had it been predicted.

**MODERN SLAVE COAST TRAFFIC.**

A schooner cleared from Boston last week for the west coast of Africa with a cargo of "general merchandise" valued at \$90,840, one item in the composition of which was 380 bunches and 60 barrels of rum valued at \$81,638. On January 7 last another vessel left the same port for the same place with a cargo valued at nearly \$125,000, largely of the same character. The trade is a steady and profitable one. And no doubt the men who make the most money off it are among the most eminently respectable of Americans. It was recently stated by Rev. Charles Satchell Morris that the introduction of rum has turned the entire west coast of Africa into one long barroom, from which no fewer than two millions of savages go forth every year to die as a result of the traffic. It may be true that the results

do not directly affect Massachusetts with disaster and that in a place like Africa not such great suffering is wrought to a drunkard's wife and family as is the case in Boston, but it must also be recognized that the Africans have not the education to appreciate the advantages of temperance and are practically even worse in that respect than our own Indians to whom strong drink is prohibited. The traffic therefore presents a curious phase of the missionary spirit of Massachusetts.

The sale of intoxicants and opium to native races has long been one of the scandals attending the relations of the spread of civilization, and is undoubtedly one of the crimes of the civilized world against the black races. Untutored and passionate, it is natural that they should be unable to resist the temptation urged upon them and it is discreditable to civilization that the traffic should have been permitted. Hard headed business men have found that it destroys all other trade by ruining and killing the people; it kills the buying power and then kills the buyers. Such views have been enunciated by the Right Hon. Joseph Chamberlain and other prominent statesmen. At a conference in Europe in 1880-81 representatives of seventeen nations agreed that the trade in alcoholic spirits should not be introduced into new regions and should be taxed where it could not be prohibited. In 1889 another conference of European powers added further restrictions to the traffic. In January, 1900, the United States senate passed a resolution favoring the prohibition of liquor and opium sale "to aboriginal tribes and uncivilized races," and in the movement both the late President McKinley and President Roosevelt are on record.

It is very gratifying to find that further progress among the powers in a reform of this nature, in which Great Britain was the first to move, is probable at an early date. But meantime the American rum export business flourishes and the greedy grasping for the almighty dollar who would not abandon slavery until after a most sanguinary struggle, will probably be the last to abandon this other nefarious trade with the country upon which they so long preyed for slaves. It seems good that the Mohammedans, Buddhists and Hindus, who comprise 700,000,000 of the peoples of the world, are protected by their religions from becoming the victims of such an unscrupulous traffic.

**PREFERENTIAL TRADE MEETING.**

The St. John Board of Trade has evidently decided to consider as serious the question of Preferential Trade within the Empire on the lines recently suggested by a Toronto man, in order that some public expression of opinion upon the subject might be made before the representatives go to the colonial conference in London. The enterprise of the Board in taking hold of this as well as other public questions of the day as they occur is to be commended, and it is to be hoped that the matter will have the most careful consideration before the Board is put on record as representing that St. John decides exactly thus and so in regard to any policy of such a nature. The fact is that the question is an exceedingly large one, so large and far reaching in its effects that it is doubtful if a dozen men in Canada are equipped to pass a competent opinion upon it. When listening to Colonel Denison upon the subject, for instance, one may feel carried away with his opinion that there is no other side to it, but Colonel Denison's plan may be much more radical than can be found within the sphere of practical politics. It is one thing for St. John to say, or even for Canada, that it might be willing to undertake such a policy so far as trade relations with the United States are concerned, but how many men in Canada can say what effect such a policy in its details would have upon Great Britain or upon India or South Africa or Hong Kong or the British West Indies in relation to Russia, Germany, France and other nations? And is it to be supposed that the people of England, so long wedded to free trade, would spontaneously agree to adopt such a system of antagonism to international trade?

It is one thing to devise the best policy and laws for a country with which one is altogether familiar, but quite another thing to devise a satisfactory policy which would sweepingly affect a world-wide empire. It may be quite true that the British empire is self-sustaining within itself, but whether it may be the best wisdom to restrict itself to empire trade is quite another matter. It would require some extensive calculation to determine the probable effect upon British shipping and the best methods of enforcing the idea of preferences beneficial to all parts of the empire. The chances are indeed that it would require more than one conference of colonial representatives to arrive at an agreement and that there is plenty of time for a declaration in regard to the policy. For these reasons it seems highly desirable that a large and brainy representation of business men attend the Board of Trade meeting in order that nothing rash or ill-advised may be unwittingly committed.

**WHY CANADA FEELS INDEPENDENT.**

The Americans seem to be getting rather scared that either inter-empire preferential trade agreements or increased Canadian protection against United States manufacturers will be established to interfere with their trade to this country, and in consequence the American trade journals are actively urging overtures for reciprocity before any interfering plan can be inaugurated. The New York Journal of Commerce concludes an article on this line as follows:  
If we are willing to make no tariff con-

cessions, and the Canadian government increases the duties on imports, our very extensive trade—one of the largest that we have—must fall to be somewhat affected. The following are the figures of our trade with British North America for the past three calendar years:

|         | 1898.        | 1899.        | 1900.        |
|---------|--------------|--------------|--------------|
| Exports | \$15,284,774 | \$14,774,235 | \$16,284,955 |
| Imports | \$5,339,433  | \$4,845,128  | \$5,887,256  |

The exports to the Dominion last year were the same as the exports to all the rest of North America, Mexico, the West Indies and Central America, two and a half times the exports to South America, nearly twice the exports to all Asia, and three times the exports to all Oceania.

But while the Journal of Commerce may be to some extent correct in its ground for fear, it is in error on another point. Speaking of the possibility of encouraging an annexation sentiment here by trade concessions, and stating that "the effort to force the Dominion into the Union by striking at her trade is doomed to failure," it remarks:

"The effect of tariffs on both sides has been to destroy almost of the Canadian annexation sentiment. Probably a good deal of it exists along the frontier, where the customs regulations cause constant inconvenience. There is a good deal of it in the Maritime Provinces, whose trade is mostly with New England ports."

Closer observation of facts by the journal quoted would have prevented it from falling into this error. Never in Canada, on the frontiers or elsewhere, was there a more total lack of evidence of annexation sentiment, and this is not owing to anything with which tariffs have had to do. It is owing to the greater prosperity that exists in the provinces today than in the neighboring state of Maine; to the greater admiration for British and Canadian institutions of law and justice, of education, of banking and of government, upon their demonstrated merits; and to the constantly increasing faith of Canadians in their own country and satisfaction that it is a better country than that of the United States.

**ELECTIONS IN FRANCE.**

The general election in France are to be held on April 27—at least that is the date specified in a despatch and perhaps the fact that it happens on a Sunday will not interfere with the event—in France. The ministry that is so soon to seek a vote of confidence from the electors has difficulties. Recent incidents have demonstrated that the strength and the weakness of the Waldeck-Rousseau ministry lies in its alliance with the Socialists, and it is predicted by some that the dangerously radical legislation in which it has already been involved on this account must infallibly lead to the overthrow of the republic with final anarchy. The record of the Socialists where they have been in charge of municipalities, however, and notably Marseilles, is not so bad, from which one may perhaps draw the inference that the necessity of facing definite policies and expressing them in action has the effect of greatly sobering these radical reformers.

Certainly on his record of three years' brilliant leadership M. Waldeck-Rousseau presents to the voters of France a pretty good argument for their endorsement. Out of the passions of the Dreyfus agitation he evoked peace and progress without ground for reproaches. From many groups in his parliament he organized a support which he has steadily increased, and while he has made the Socialists work with him, he has not thus far committed his government to any of their more extravagant demands. His revision of the law of monastic holdings has been accomplished without the serious alienation of the Catholics and the whole working of his administration has shown statesmanship of no mean order. Withal he has become popular, and it would from this view of his situation be rash to predict that the French people will credit him with such Socialist alliances as to menace disaster to the sunny sphere of success and happiness upon which their nation has entered under his regime.

**NEW ZEALAND'S PROGRAMME.**

Premier Seddon of New Zealand, whom the London Times calls "the most progressive leader of the most progressive colony," has already announced his policy for the conference of colonial premiers in June. He says he will promise for New Zealand a customs rebate on British goods carried in British ships. He also favors contributing to the support of the Australian navy squadron and suggests the establishment of a reserve naval force within the colony.

It is not difficult to understand Mr. Seddon's specification of favors to British goods carried in British ships when it is remembered that the distant position of New Zealand compels the transportation of its imports and exports in long voyage vessels, and that the big ships of France, Germany and Italy are favored with such heavy subsidies that they can afford to carry cargoes in tremendous competition with British shipping, while the new American subsidy measure if enacted will bring United States vessels also into a

**NEED PRIZES FOR GOOD CONDUCT.**

The American people have formulated a great point for discussion and it may come to their supreme court to be determined before it is finally settled. The point is, what is "conduct or motive unworthy or unbecoming a senator?" That the matter really is an important one is evidenced by the fact that the following additional rule for the United States senate has been favorably reported upon as a result of the Tillman-McLaurin episode:

"No senator in debate shall, directly or indirectly, by any form of words impute to another senator any conduct or motive unworthy or unbecoming a senator."

"No senator in debate shall utter any reproach upon the character or history of any state of the union."

Sounds rather funny for such an eminent and supposedly dignified body, doesn't it?

**AN EFFERVESCENT WAR.**

When Germans start using French liquors trouble may naturally be expected. That was the prediction when the charming of the German emperor's new American-built yacht with champagne was proposed and just such a row as was predicted has now ensued. The German people of course never would have been satisfied if it had been declared in advance that the yacht would be christened with French wine, and a German firm which makes Rheingold champagne instructed their New York agent to have that article used for the ceremony. When the news went forth that French wine had been used in spite of their efforts, they declined to believe the announcement and cabled the German ambassador

to enquire. He officially declared that Rheingold was used. This so delighted the German manufacturers that they flooded the country with circulars and advertisements proclaiming the royal patronage for the purpose. They did not say that it was the best wine for a beverage, but did claim that it had received the royal endorsement as the proper thing with which to christen a German yacht.

Then arose in wrath the mighty French champagne house of Moët & Chandon whose New York agent promptly took ship for Europe to refute the slander. He alleges proof that a New York silver manufacturer had received the bottle of French wine, enclosed it in a silver case for the christening occasion, and that Miss Roosevelt preserved the pieces of the bottle with the famous French label. He has called upon the German ambassador to retract his statement and has offered suit for damages amounting to a million marks in the law court at Wiesbaden. The wonderfully effervescent effects of that bottle have not yet ceased to stimulate interest in the christening event and it seems possible to become an international jester. Why didn't the Germans stick to beer!

**THE INDOMITABLE SPIRIT.**

Anyone who has been taking notice of the immigrants passing through St. John in such numbers the past few months must have been struck with the difference presented between those from Russia and Poland and even Germany and those from Great Britain and Scandinavia. To look at a crowd of the former class in their complete bewilderment at finding themselves in a new country and their utter helplessness as to finding their way, as well as their incompetence to protect themselves from fraud that might be unscrupulously practiced upon them, involuntarily evokes a feeling of pity. The contrast with a crowd of English, Irish or Scotch is so remarkable that one wonders if it would be possible, supposing such people as the latter to be among foreigners in a land with a strange language, that they should be equally helpless. And the answer cannot be but that there is something in the Britisher, no matter under what disadvantageous surroundings he may find himself, which enables him to do better and acquit himself more creditably than the people of the southern European nations. What that something is, affords a field for study, but it is certain that it is the same quality which has made the Anglo-Saxon race the conquering and progressive people of the world. It is not only in education, for an Irish lad who has had no advantages would "fall on his feet" in any part of the world, whereas a Russian or even a German peasant would probably be discouraged and disheartened. The grand success of the British peoples as colonists proves this and the fact that the immigrants from the other European nations come to cast their lot among us instead of founding colonies of their own is another evidence of their appreciation of our pre-eminence. It is a wonderful race, that which has been evolved from the combination of the ancient Angles and Saxons and Norsemen and Celts and the piratical hordes from the north who overran all Europe in the early stages of our civilization. The race has progressed in civilization as in every other line since then, but the same indomitable and unquenchable spirit remains in it, the spirit that has been inherited and which must be triumphant.

**HERE IS A POINTNER.**

Because you haven't used Castorhose is the best reason why you should use it right away. It will cure that Catarrh that makes your breath so heavy and your hearing so poor. Castorhose is a scientific cure for Catarrh, Bronchitis and Asthma, recommended by doctors and druggists as certain cure. Mr. Henry A. Taylor, the oldest druggist in Halifax, says: "Castorhose gives satisfaction wherever it goes. It is simple and convenient to use, and enjoys fully three times the sale of any other Catarrh remedy sold in the city." Castorhose is guaranteed to cure, and if it fails you can have your money returned. Price \$1.00 for two months' treatment. Small size 25c. Druggists or Polson & Co., Kingston, Ont.

**GOVERNOR PERCIVAL OF CALIFORNIA.**

Just been photographed for the first time in 29 years. The governor is not eccentric, but old-fashioned and extremely modest.

**POISON'S NERVINE CURES RHEUMATISM.**

The remarkable strength and marvellous soothing power of Nervine renders it quite infallible in rheumatism. Five times stronger than ordinary remedy. Its penetrating power enables it to reach the source of the pain and drive out the disease. Nervine is stronger, more penetrating, more highly penetrating in its action than any other medicines heretofore devised for the cure of rheumatism. Sold in large 25 cent bottles everywhere.

**PIMPLES AND BLOTCHES.**

How unsightly, sometimes disgusting, mortifying to the sufferer and unpleasant to all. An evidence of poor blood and lowered vitality of the eliminating organs. They need toning up the whole system quickly. You can quickly bring about the improved condition by using Perzone. Poisons are driven out of the blood, organs grow stronger, the blood richer, the nerves stronger. Pimples and blotches disappear, color becomes good. Glad! try and see how much joy can be gotten out of a box of Perzone. Price 50c. Sold by A. Chipman Smith & Co.

**ON THE INVITATION OF THE EMPEROR WILLIAM.** It is reported, we next July attend the gunnery trials of the Russian naval artillery at Rastenburg and afterward proceed to St. Petersburg.

**A BAD TONGUE.**

Indicates a bad stomach, and is usually accompanied by Headache, Indigestion, Sour Stomach, Constipation and, sometimes dull pain the region of the Kidneys. A ready remedy will be found in Wheeler's Bitter. At all dealers, only 25 cents.

**The Small of the Back**

That is where some people feel weak all the time. They are likely to be despondent and it is not unusual to find them borrowing trouble as if they hadn't enough already.

The fact is their kidneys are weak, either naturally or because of sickness, exposure, worry or other influences.

"I was taken ill with a kidney trouble," writes Mrs. Thomas Innes, of Wallaceburg, Ont., "and became so weak I could scarcely get around. I had headache, and cramps in my stomach, and my food did not digest. I took medicine without benefit, and finally decided to try Hood's Sarsaparilla. After the first bottle I felt so much better I continued it and six bottles made me a new woman."

**Hood's Sarsaparilla**

Promises to cure and keeps the promise. Begin treatment with Hood's today.

During the past year the German Kaiser has decorated no fewer than 3,473 persons with either a star or a ribbon—a greater number than in any year since Wilhelm II ascended the throne.

Vaccination is now obligatory in France within the first year from birth, and must be followed by revaccination at the ages of 11 and 21.

An Essex, Eng., clergyman, experiencing a little difficulty in obtaining the services of a bell ringer, has evolved a device whereby, with the aid of the electric current, he puts out bells by pressing buttons in the vestry.

**Wood's Phosphatine.** Sold and recommended by all druggists in Canada. It is a reliable medicine discovered by a famous German physician to cure all forms of Nervine weakness, all effects of excess, Mental Worry, Excessive use of Tobacco, Opium, Stimulants. Made on receipt of price, one package \$1.00, six \$5.00. One will please, six will cure. Free to any address. Write to The Wood Company, Windsor, Ont.

Wood's Phosphatine is sold in St. John by all responsible druggists.

**What is CASTORIA**

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhoea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea—The Mother's Friend.

**Castoria.** "Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."  
Dr. G. C. Osmond, Lowell, Mass.

**Castoria.** "Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."  
Dr. A. A. Adams, M. D., Brooklyn, N. Y.

**THE FAC-SIMILE SIGNATURE OF**

*Chas. H. Fletcher*

**APPEARS ON EVERY WRAPPER.**

THE CENTAUR COMPANY, 17 MURRAY STREET, NEW YORK CITY.

great advantage. It is this threat of the other maritime nations to weaken the mercantile supremacy on the seas from Britain which inspires Mr. Seddon to patriotically do what he can to prevent it. And no doubt his expectations in the matter will command considerable attention in England because the British shipping men are already aroused to the competitive danger threatening them.

**FATALITY ON THE C. P. R.**

**Arthur Kingston Loses His Life in Accident at Grand Bay.**

A sad fatality occurred near Grand Bay Wednesday morning by which Arthur Kingston, aged 21, a brakeman on the C. P. R., lost his life. The accident was the result of a collision and of such a nature that the railway authorities will hold an investigation to ascertain how it occurred. A special freight train under Conductor Fleming's charge and hauled by two engines under Engineers J. Lee and S. Miller, got stalled about a mile west of Grand Bay on the Brandy Point grade, the train proving too heavy for the haul over the grade. The crew broke it into two sections and ran to Fairville with the first. It was on the return the accident occurred. Kingston was on one of the returning engines and was standing between the engine and tender. Through some mischance the engines backing out struck the stalled train, it is said the left end of it had gone out. Deceased was knocked from his position and fell between the engine and tender which, coming together, almost cut him in two. Besides this engine the train damaged and some of the freight cars wrecked. The injured brakeman was at once put on engine 178 and taken to Fairville but life was extinct before reaching there. Wednesday morning Coroner Robinson empaneled the following jury: J. J. Barnett, foreman; Robert Irvine, Jeremiah Stout, J. J. Hennesey, Thomas Reid, A. Taylor and David Lawson.

They visited Isaac O. Beatty's undertaking apartments in Carleton and viewed the body, returning to Fairville and considering the case. The jury returned a verdict of accidental death, attaching no blame whatever to the railway or any of its employees.

Kingston's body was taken to Pictou Junction on the Boston express, accompanied by George Moore, uncle of deceased, and other relatives.

**COUGHS THAT IRRITATE**

and inflame the throat, loss of voice, Bronchial and Asthmatic Coughs, promptly relieved with the Baid Company's Wine of Tar, Honey and Wild Cherry. This preparation is highly recommended for Public Speakers and Singers. "It clears the throat."

**ISAAC PITMAN'S SHORTHAND**

**Touch Typewriting.**

THE BEST BUSINESS PRACTICE SYSTEM, for use of which we hold exclusive right. These are some of our features. Our Catalogue gives full information. Send for one.

**S Kerr & Son**  
Old Fellow's Hall.

**Public Notice.**

IS HEREBY GIVEN that all persons owners of rates and taxes in the several Parishes in the Municipality of the City and County of Saint John are required to make immediate payment to the undersigned, at his office, No. 42 Princess Street, in the City of Saint John, otherwise legal proceedings will be commenced to enforce such payment. Dated the 22nd day of January, A. D. 1902.

By G. M. VINCENT, Mayor.

**Bone Grinders**

Portable Forges, Drilling Machines Manufactured. Mill and Steamboat Repairs. JOSEPH THOMPSON'S MACHINE WORKS, 45-47 Smythe Street, St. John, N. B.

**FREE TO WEAK MEN—A valuable book "Facts About Health." It explains everything and fully illustrates the way of treatment at home for all obstacles to marriage. Unavailable to all men who suffer from debility by excess, improper habits, worry, overwork. Sent by mail in plain sealed cover for two 3 cent Canadian stamps. Address the author, P. Clarke, Detroit, Mich. Box 88.**