POOR DOCUMENT

MC 2033

WANTED.

Agents the War is Now Over, and its complete history by the renowned war correspondent, Hon. Murat Halstead, will be issued in a few days. We want agents everywhere for this book. Agents at work are meeting with great success. Best terms guaranteed to those who act at once. Canvassing outfits free of charge with full particulars on receipt of 15 cents to pay postage. Address R. A. H. Morrow, Publisher, 59 Garden street, St. John, N. B.

WANTED—Immediately, a second or third class female teacher. District rated poor. Apply, stating salary, to Peter Ledingham, Kintore, Victoria county, N. B. 9-13 2i sw

WANTED—A second or a third class female teacher at once in New Denmark School District. Apply, stating salary, to John Brinkman, Salmonhurst, Victoria Co., N. B. 9-13 4i sw

WANTED—A Second or Third Class Female Teacher for District No. 3, parish of Perth, to teach the remainder of the term. District rated poor. Apply, stating salary, to Enoch Lovely, Jr., secrtary, Tobique Narrows, Victoira county, N. B. 9-9 4wk sw

WANTED—A good respectable girl for general housework; references required. Apply to S. J. McGowan, Daily Telegraph. w-tf

A Third Class Female Teacher Wanted; to commence about 1st of October, 1905. Apply, A. Chris. Jensen, Secretary to Trustees, Blue Bell, P. O., Victoria County, N. B. 8-23 4i sw

WANTED—A second or third class teacher for school district No. 7, parish of Musquash. Apply, stating salary wanted, to Bristall Hargrave, Dipper Harbor, West St. John county, N. B. 7-29-sw.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods, tacking up showcards on trees, fences, bridges and all conspicuous places; distributing small advertising matter. Commission or salary; $960 a year or $80 a month and expenses, $3 per day. Steady employment to good reliable men. We lay out your work for you. No experience needed. Write for full particulars. Salus Medicinal Co., London, Ontario, Canada. w-21

MEN WANTED—Reliable men in every locality throughout Canada to advertise our goods, tack up showcards on trees, fences, along roads and all conspicuous places; also distributing small advertising matter. Salary $900 a year or $75 per month and expenses $3.00 per day. Steady employment to good, reliable men. No experience necessary. Write for particulars, Empire Medicine Co., London, Ont. 12-10 1-yr-4-sow-w.

WANTED—Gentlemen or ladies—$800 per year and expenses, permanent position; experience unnecessary. A. A. O'Keefe, 157 Bay street, Toronto. 2-25-1yr—w.

WANTED—Hand thrashed Rye Straw. Highest prices paid. Address W. H. Ashton, 100 Brussels street. 8-26 4i sw

WANTED—By a smart, strong, young man to work in the shipping room. A. B. C., care of Telegraph office. 8-28-2i-d

Ambitious young men for large Insurance Company as agents. Experience not necessary. Men of character, energy and push can make big money and position. A few good country districts open for the right parties. Address at once. "AGENT," P. O. Box 13, St. John, N. B.

FOR SALE.

FOR SALE—Property belonging to Rev. R. W. J. Clements, about one and a half miles from Norton Station, consisting of half an acre of land, on which there is a good dwelling-house. Will be sold cheap. Apply to R. T. Hayes, 12 King street, St. John, N. B. sw-3w

FARM FOR SALE—In one of the most desirable localities in Carleton county, on the bank of the St. John River, one mile south of Florenceville station. The farm contains 175 acres, 150 acres cleared, 25 acres wood land; is well fenced and under good; cultivation. Farm buildings new convenient to churches and school. Address William Tompkins, Upper Peel, Carleton County. 7-22-2mo-sw.

LOST

LOST—A yearling bay colt. Last seen at Westbeach. A white mark on right hind foot, and a star on forehead. Information which will lead to recovery will be rewarded. Apply L. E., care of Daily Telegraph. sw

MONEY TO LOAN.

H. H. PICKETT, B. C. L., Barrister, Solicitor, etc., Canada Life Building, St. John., N. B. Money to Loan. Loans negotiated.

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Fredericton, N. B.

DIGBY NEGRO ESCAPES FROM CONFINEMENT

Bridgewater, Mass., Sept. 18—For half an hour tonight two of the pursuers of Minot St. Clair Francis, of Digby (N. S.), a burly negro, who with Frank R. Wiley escaped from the state farm here yesterday, talked with him, and although by strategy they obtained a big club with which he was armed, they did not attempt to overpower him, and when one of the local police armed with a revolver approached the group, Francis again escaped into the woods.

Recent Charters.

Br bark Nellie Troop, 1,312 tons, Boston to Buenos Ayres, lumber, $7.50. Br bark Culdoon, 373 tons, Mobile to N. S., Cuba, three trips, lumber, p. t. Br. schr Rescue, 321 tons, Jacksonville to Dorchester (N. B.), lumber, $8. Schr Seguin, 333 tons, Kingsport (N.S.), to New York, lumber, $4. Br. brig Venturer, 318 tons, same, p. t. Br. schr. Unity, 248 tons, Pt. Reading to Halifax, coal, 90 cents. Br. brig Boston, Marine, 172 tons, same, $1. Br. schr Edyth, 197 tons, Guttenburg to Halifax, coal, 90 cents. Br schr W. R. Huntley, 167 tons, Pt. Johnston to Newcastle (N.B.), coal, $1.25.

Save Expense

and save a lot of sickness by having Beecham's Pills in the house and taking one when you first notice anything going wrong. You will feel well, look well and keep well if you will learn to use

Beecham's Pills

Sold Everywhere. In boxes 25 cents.

BIRTHS

McKENNA—At St. John, September 14, to the wife of J. D. McKenna, a daughter.

MARRIAGES

SHERWOOD-KITTS—At the residence of the officiating minister, on 15th inst., by Rev. G. O. Gates, D. D., John James Sherwood, jr., and Bessie May Kitts, all of Hammond Vale, Kings county, N. B.

EARLE-DOMVILLE—On the 12th September at St. Paul's church, Rothesay (N.B.), Canada, by the Reverend A. W. Daniel, M. A., of William Zobieski Earle, C. E., to Isabel, third daughter of Senator Domville.

DEATHS

BELYEA—At Brown's Flat, Kings county, on September 15, after a lingering but patiently borne illness, Laura A., second daughter of James L. Belyea.

RAMSAY—In this city on the 16th inst., Mary E., beloved wife of David Ramsay, aged 52 years, daughter of the late Capt. Jacob Pidgeon, leaving a husband, six sons and two daughters to mourn their sad loss.—(Boston papers please copy.

STAINES—In this city, on the 15th inst., Mrs. Robert Staines, aged 87 years, leaving a number of sons and daughters and one sister to mourn their sad loss.

Funeral Monday afternoon at 3 o'clock from her late residence, 161 Mecklenburg street.

HAYWARD—At Moncton, (N. B.), on the 16th inst., Jane, aged 73 years, widow of the late William Hayward, leaving three sons and three daughters to mourn their loss.

MORAN—In this city, on the 16th inst., Eulalia, eldest daughter of Michael J. and Margaret Moran, in the 11th year of her age.

HENDERSON—In this city, on the 14th inst., C. W. Hayford, aged three years and four months, son of W. A. and Mary R. Henderson.

SCULLY—In this city, on the 14th inst., after a lingering illness, Mary, widow of William Scully, aged 73 years.

STEVENSON—In this city, on September 15, Louise, wife of the Rev. G. Nelson Stevenson, in the 26th year of her age.

CRONIN—In this city, on the 15th inst., Mrs. Daniel Cronin, of a hemorrhage, in the 38th year of her age, leaving a husband and two small children to mourn their sad loss.

JOHNSON—At St. George, Sunday, Sept. 17th, Samuel Johnston, in the 82nd year of his age.

BELYEA—At Westfield, N. B., on September 18, J. Robinson Belyea, aged sixty-nine years, leaving a sorrowing wife and daughter to mourn the loss of a kind and affectionate husband and father. (Boston papers please copy.)

SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Friday, Sept. 15.

Stmr Calvin Austin, 2853, Pike, from Boston, W G Lee, mdse and passengers.

Evangeline, 1,147, Heeley, London via St John's and Halifax, Wm. Thomson & Co., mdse and pass.

Coastwise—Stmrs Westport III., 49, McKinnon, from Westport (N S); Lord Kitchener, 110, Stevens, from Parrsboro; schrs Rex, 54 Walsh, from St Martins; Viola Pearl, 23, Wadlin, from Beaver Harbor; Vanity, 11, Mawhinney, fishing cruise.

Saturday, Sept. 16.

Stmr Calvin Austin, Pike, Eastport, W G Lee, mdse and passengers, and cld.

Stmr Penobscott, Mitchell, Eastport, W. G. Lee, mdse and passengers.

Schr. Annie Gus (Am), 94, Kelley, Boston, master, bal.

Imperial Oil Company barge, No. 50, 1599 tons, Ericksen, Philadelphia, tow tug Astral, Imperial Oil Co, oil.

Coastwise—Schrs R Carson, 99, McLean, St Andrews; Avis, 90, Wilson, St Stephen; Murray B, 43, Baker, Margaretville.

Saturday, Sept. 16.

Stmr St John City, 1,412, Bovey, from London via Halifax, Wm Thomson & Co.

Monday, Sept. 18.

Schr Georgia E, 88, Wasson, Stonington, J W Adams, bal.

Schr Ravola, 130, Howard, Sackville for New York, stone.

Coastwise—Schrs Alma, 69, Tufts, from Dorchester; Hains Bros, 46, Hains, from Freeport; Shamrock, 52, Webster, from Londonderry; Packet, 49, Gesner, from Bridgetown; tug Springhill, 96, Cook, with barge No 1, from Parrsboro; Hattie McKay, 74, Card, from Parrsboro; stmr Beaver, 42, Reid, from Hillsboro.

Cleared.

Friday, Sept. 15.

Schr R D Spear, Belyea, for City Island, f o, J A Gregory.

Schr Domain, Wilson, for Boston, Stetson, Cutler & Co.

Schr Emily, Morris, for Eastport, Paterson, Downing Co.

Schr Adella, Parker, for Eastport, Paterson, Downing Co.

Schr Helen M Hatfield, for Eastport, Paterson, Downing Co.

Schr Stella Maud, Barton, from New Bedford, Donald Fraser & Sons.

Saturday, Sept. 16.

Schr Harold B Cousins, Williams, New York, A Cushing & Co.

Schr D W B, Holder, Stockton (Me), Stetson, Cutler & Co.

Coastwise—Schrs F W Pickles, Patterson, Annapolis; Maitland, Hatfield, Windsor; Lost Heir, Maguire, fishing; Little Annie Polard, Digby.

Monday, Sept. 18.

Schr Anna, McLean, City Island, f o, Stetson, Cutler & Co.

Schr Ellen M Mitchell, Wry, for New York, Alex Gibson Ry & Mfg Co.

Schr H M Stanley, Flower, for Boston, A Cushing & Co.

Schr Ida M Barton, Wasson, for Vineyard Haven, f o, Stetson, Cutler & Co.

Coastwise—Tug Springhill, Cook, for Yarmouth, barge No 1, Nickerson, and No 5, McCullough, for Parrsboro; stmr Beaver, Reid, for Hillsboro; schr Augusta Evelyn, Scovil, for North Head.

Sailed.

Friday, Sept. 15.

Stmr St Croix, Thompson, for Boston via Maine ports, W G Lee.

Saturday, Sept. 16.

Stmr Manchester Commerce, Couch, Manchester via Philadelphia, Wm Thomson & Co.

Stmr Calvin Austin, Pike, Boston via Maine ports, W G Lee.

Monday, Sept. 18.

Stmr Penobscot, Mitchell, for Boston via Maine ports, W G Lee.

Tug Flushing, Farris, for Boston, master.

CANADIAN PORTS.

Halifax, Sept 17—Ard, British cruisers Cornwall and Berwick, Pictou; stmr Halifax, Charlottetown and Hawkesbury; steam yachts Gunrida, Cleveland for New York; Courier, Quebec for do; 17th, stmrs Olivette, Boston; Senlac, St John via ports.

Sld 16—Stmrs Sicily, Keys, Liverpool via St John's (Nfld); Evangeline, Heeley, St John; Halifax, Ellis, Boston.

Cld—Barkentine Joaquin, Valencia, Spain; schrs Bronson H, Gaspe (P Q); John Paul, Ship Harbor (N S).

St Stephen, Sept 16—Ard, schr Urbain B, Parrsboro.

Chatham, Sept 16—Cld, stmr Semantha, for Brow Head for orders.

Dalhousie, N B, Sept 11—Ard, bktn Kiana, Christensen, from Iceland.

Dalhousie, Sept 15—Bark Ludwig Stephensen, from Fleetwood; schr Carrie, Terris, from New York.

Halifax, Sept 18—Ard, schr Rena, from Labrador via Canso.

Cld—Schr Baden Powell, for Antarctic Ocean, sealing.

Sld—Stmrs Olivette, for Hawkesbury and Charlottetown; Ocamo, for Bermuda, West Indies and Demerara.

BRITISH PORTS.

Whitehaven, Sept. 13—Ard, bark Magnet, from Dalhousie.

Tory Island, Sept 14—Passed, stmr Hahn, from Chatham (N B), for Manchester.

Greenock, Sept 14—Ard, stmr Basuta, from Indian Cove (P Q).

Liverpool, Sept. 14—Sld, stmr Pontiac, for St John.

Ard—Stmr Mount Royal, from Montreal.

Shields, Sept 14—Sld, stmr Arlsta, for Canada.

Lizard, Sept 15—Passed, stmr Hurona, from Montreal for London.

London, Sept 15—Ard, stmr Kiora, from Montreal via Sydney (C B).

Ardrossan, Sept 15—Sld, Dunmore Head, for Montreal; stmr Teelin Head, for Chatham (N B).

Londonderry, Sept 15—Ard, bark Don Quixote, from Campbellton.

Inishtrahull, Sept 16—Passed, stmr Kensington, from Montreal and Quebec for Liverpool.

Prawle Point, Sept 15—Passed, stmr Lake Michigan, from Montreal and London.

Queenstown, Sept 15—Ard, stmr Lucania, from New York for Liverpool.

Scilly, Sept 16—Passed, stmr (presumed), Sardinian, from Montreal for Havre and London.

Glasgow, Sept 15—Ard, stmr Carthaginian, from Philadelphia via St John's (Nfld).

Irvine, Sept 15—Ard, bark Bertrand, Halifax.

Liverpool, Sept 15—Ard, stmrs Lucania, New York via Queenstown; Victorian, New York.

Southampton, Sept 16—Ard, stmr New York, New York via Plymouth and Cherbourg.

Shields, Sept. 16—Sld, stmr Devona, for Montreal.

Leith, Sept 16—Sld, stmr Escalona, for Montreal.

Glasgow, Sept 16—Sld, stmr Lakonia, for Montreal.

Blyth, Sept 16—Sld, stmr Ovidia, for Quebec.

Preston, Sept 16—Ard, stmr Chicklade, from Campbellton.

Liverpool, Sept 16—Ard, stmr Bavarian, from Montreal and Quebec; Pretorian, from do for do; 17th—Canada, from Montreal; Lake Erie, from do.

Sld—Stmr Ulunda, for St John's (Nfld) and Halifax.

Liverpool, Sept 17—Ard, stmr Lake Erie, from Montreal.

Manchester, Sept. 17—Ard, stmr Hanna, from Chatham (N B).

Cappagh, Sept 17—Passed, stmr Moonlight, from St John for Limerick.

Lizard, Sept 18—Passed, bark Magdalene, from Hamburg for Miramichi.

Glasgow, Sept 17—Ard, stmr Kastalia, from Montreal and Quebec.

Clyde, Sept 17—Ard, stmr Pretorian, from Montreal and Quebec.

Inishtrahull, Sept 18—Passed, stmr Manchester Trader, from Montreal and Quebec for Manchester.

Cork, Sept. 18—Ard, stmr Leuctra, from St John via Manchester.

Southport, Sept 18—Ard, bark Rifondo, from Gaspe.

Brow Head, Sept 18—Passed, stmr Marsten, from Chatham (N B) for ——.

FOREIGN PORTS.

Gloucester, Mass, Sept 15—Ard, schrs Princess, from Port Gilbert (N S); Canning Packet, from Church Point (N S); James Barber, from St Martins (N B), for Vineyard Haven.

Boston, Sept 15—Ard, stmrs Prince George, from Yarmouth.

Sld—Tordenskjold (Nor), for Louisbourg; Prince George, for Yarmouth (N S).

Vineyard Haven, Mass, Sept 15—Ard and sld, schr Demozelle, from River Hebert for Bridgeport.

Ard—Barkentine Hattie G Dixon, from New York for Hillsboro (N B); schrs Unity, from Port Reading for Halifax; Ann L Lockwood, from Hoboken for Hantsport (N S); Lewanika, from Norfolk for Pictou (N S); Pacific, from New York for Halifax; Acadia, from Port Johnson for Liverpool (N S); F & E Givan, from Providence for River Hebert.

Passed—Schrs Lena White, from Rockland for New York; Jordan L Mott, from do for do; Wacamaw, from St John for do; Metinic, from Rockland for Annapolis; Onyx, from Liverpool (N S), for New Haven (lost foresail); G M Cochrane, from Elizabethport for Wolfville; Hartney W, from New York for Parrsboro (N S).

Portland, Me, Sept. 15—Ard, schr Alice Maud, from St John for Boston.

Portsmouth, N H, Sept 15—Ard, schr Pansy, from St John for Boston.

Chatham, Mass, Sept 15—Light southeast wind; cloudy at sunset.

New York Sept 15—Ard, stmrs MacKay-Bennett, from Halifax.

Sld—Stmrs Cedric, for Liverpool; Numidian, for Glasgow.

Boston, Sept 16—Cld, schrs Albertha, St John; Clifford C, do; Valetta, do; Golden Rule, do.

Vineyard Haven, Mass, Sept 16—Sld, schrs Nevis, Port Reading for Digby; J L Colwell, do for Fredericton; Donzella, Elizabethport for Lunenburg; B. P. Hardwick, Edgewater for Digby; Scotia Queen, New York for Canning; W H Waters, Bridgeport for St John; Unity, Port Reading for Halifax; Ann L Lockwood, from Hoboken for Hantsport; Lewanika, Norfolk for Pictou; Pacific, New York for Halifax; Acacia, Port Johnson for Liverpool; F & E Givan, Providence for River Hebert.

Passed—Stmrs Volund, New York for Hillsboro; Nanna, do for do; Edda, Hillsboro for New York; schrs Edith, Port Johnson for Halifax; Minola, St John for New York; Rhoda Holmes, Sand River for do; Hazel Glen, Nova Scotia bound west.

Salem, Mass, Sept 16—Sld, schr Pardon G Thompson, St. John for Stamford.

Philadelphia, Sept 16—Ard, stmr Grane, Hillsboro; schrs Maggie S Hart, Cheverie; Nicanor, Sherbrooke; E Starr Jones, Windsor.

Norfolk, Va, Sept 16—Ard, stmr Hemera, Capt Pye, from Savannah (Ga), to sail 18th for Bremen and London.

City Island, Sept 17—Bound south, stmrs Edda, Hillsboro for Newark; schrs Golden Rule, Tusket; Hazel Glen, do; Minola, St John.

Eastport, Me, Sept 17—Ard, 16th, schr Corinto Adelie, St John; Helen M, do.

Sld—Schr Alaska, Sand River.

Boston, Sept 17—Ard, stmr Prince George, Yarmouth.

Sld—Stmr Boston, Yarmouth.

Chatham, Mass, Sept 17—Fresh southeast wind, cloudy at sunset.

Passed south—Tug Gypsum King, towing three barges, Windsor for New York.

Passed east—Stmrs Rosalin, New York for Halifax; Hird, do for Hillsboro.

Vineyard Haven, Mass, Sept 17—Ard, schrs Baden Powell, Elizabethport for Sydney (C B); Wapiti, New York for Bridgewater.

Passed—Schrs Abbie & Eva Hooper, St John for New York; Rebecca W Huddell, do for do; tug Gypsum King, towing barges Ontario, Lizzie Burrill and Lewis S, Windsor for New York.

Havre, Sept 17—Sld, stmr Gulf of Ancud, Halifax and St John.

Queenstown, Sept 17—Sld, stmr Umbria, from Liverpool for New York.

Portland, Sept 16—Ard, stmrs Kilkee, Hillsbor for Boston; St Croix, Thompson, St John for Boston and sailed; schrs Geo L Slipp, Ogilvie, Hantsport for Boston; Scylla, Annapolis for New York.

City Island, Sept 16—Bound south, brig Ohio, Halifax; schrs Bessie A, River Hebert; Georgie Pearl, St John; Bessie Parker, Cape Tormentine; Ceto Newcastle.

Bound east—Stmrs Prince Arthur, for Yarmouth; Rosalind, for Halifax and St John's (Nfld); Volund, for Windsor; Hird, for Hillsboro.

Portland, Me, Sept 18—Ard, stmr St Croix, Thompson, from Boston for St John (and sailed).

Chatham, Mass, Sept 18—Light southeast wind; cloudy at sunset.

Boston, Sept 18—Ard, stmrs Winifredian, from Liverpool; schr Annie, from Salmon River (N S).

Below—Schr Margaret G, put in the roads for harbor.

Sld—Stmr Prince George for Yarmouth (N S); schr Rosa Mueller, for South Amboy for Gardiner (Me), but returned to roads on account of threatening weather.

Gloucester, Mass, Sept 18—Cld, bark Jaura, for Ship Harbor (N S).

Salem, Mass, Sept 18—Ard, schrs Dora C, from Port Greville (N S), for New York; B B Hardwick, from New York for Digby; W H Waters, from Bridgeport for St John.

Boothbay Harbor, Me, Sept 18—Ard, schrs Nevis, from New York for Eastern port.

Sld—Schrs Viola, from Eastern port, for New York.

City Island, Sept 18—Bound south, schrs Rhoda Holmes, from Sand River (N S); Companion, Jordan, River (N S); Abbie & Eva Hooper, from St John (N B); Rebecca W Huddell, from do; Margaret B Roper, from Windsor (N S); tug Gypsum King, from Hantsport (N S), towing barges Lewis F from St John; Ontario and Lizzie Burrell, from Windsor (N S).

Delaware Breakwater, Sept 18—Passed up, stmr Manchester Commerce, from Manchester via St John for Philadelphia.

Washington, Sept 18—Ard, schr Wm Marshall, from St John.

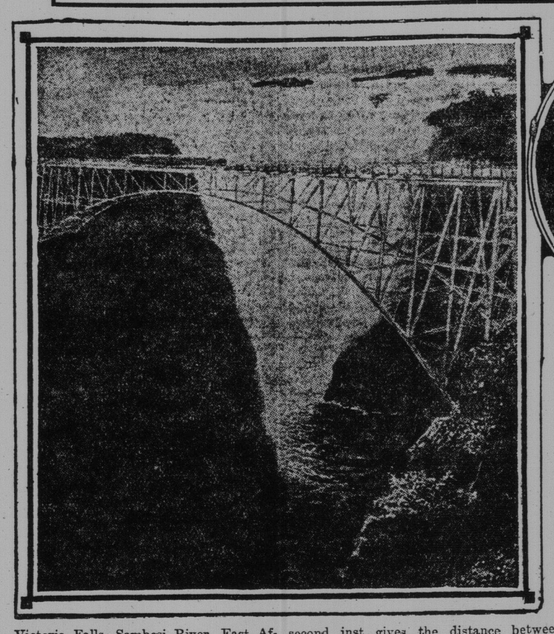
CUSHING MILL IN STATE OF SIEGE

At present it is about impossible to gain admittance to the Cushing pulp mill, for all of the entrances are guarded in order to prevent the provisional liquidator, W. E. Vroom, from getting possession of the property under the authority given him by Judge McLeod. It is understood there are seven guards on post. When the mill resumed work yesterday morning four men were on hand and throughout last night three were on duty. Mr. Vroom, acting on the advice of his lawyers, has not yet visited the mill.

The summons issued by Judge Landry on Saturday calling upon W. E. Vroom to show cause why he should not be restrained from taking charge, was served upon Mr. Vroom yesterday morning.

The marriage of Charles Card, formerly of Dorchester (N.B.), to Miss Ida Kinnear, of Clinton (Mass.), will take place Wednesday, Sept. 20.

Highest Bridge in the World Opened by Professor Darwin



PROFESSOR G.H DARWIN

Victoria Falls, Sambesi River, East Africa, Sept. 14—The bridge over the Zambest River was formally opened Tuesday in the presence of the visiting members of the British Association.

This bridge over the Zambesi River is the highest in the world. It comprises another link in the Cape to Cairo Railway, is 420 feet above the river at low water and crosses over the gorge at Victoria Falls. The bridge was built by an English company on the girder pattern. It is constructed in three spans and has a width of thirty feet. The work was commenced simultaneously from both sides of the river, an electric motor cable with a span of 900 feet, the largest thing of its kind yet attempted, carrying the material from one side to the other. The bridge has ten bays in all, and the rate of construction was estimated at about two bays a month.

The British Association's first meeting in South Africa has been signalized by the formal opening of the bridge crossing the Zambesi at Victoria Falls. On Tuesday, after a suitable oration, Prof. Darwin started a locomotive on its course over the bridge, and thus, under the auspices of the learned body of which he is the retiring president, the magnificient structure was ushered into use. It is one of the latest and greatest achievements of the bridge building engineer. It provides a way over a chasm deeper than the deepest crossed by any other railroad in the world. And it almost overhangs one of the sublime spectacles in nature. Though of far less volume than the Niagara the Zambesi makes a leap at Victoria Falls in distance more than twice that descended by the Canadian cataract. On the bridge the spray of the falls above it can almost be felt. To reach the river beneath the bridge the plumb-line would have to be dropped at least a hundred yards. According to the despatch in yesterday's Mail and Empire, the height of the bridge is 420 feet above low water. The Engineering Record of the second inst gives the distance between the bridge and the surface of the water under it as 480 feet. The bridge over this abyss measures 650 feet. It consists of a single central span 500 feet long, and two short approaches.

By the completion of this bridge Cecil Rhodes' great project of a Cape-to-Cairo railway is brought another long step onward. It is just sixteen years since he entered upon this trans-African railway scheme. In 1889 the the northern terminus of the Cape Colonial railways was Kimberly, the diamond centre, 647 miles northward from Cape own. In twelve months he had another 127 miles built, from Kimberly on to Vryburg. To everybody who had any knowledge of the difficulty of transporting material and supplies over the heavy and waterless roads and across the Vaal and Hartz Rivers the rapidity with which the work was done seemed incredible. This 127 miles was purchased by the Cape government and added to its line. In the latter part of 1893 the 96 miles from Vryburg to Mafeking was begun and finished before the close of 1894. British colonization having been begun in Mashonaland, and Matabeleland having been acquired by the overthrow of Lobengula, further railway extension became necessary. Early in 1896 construction was begun from Mafekin, and, though a Matabele rebellion had to be put down in the meantime. Buluwayo, 492 miles further north, was reached in October, 1897, after 500 days' work. The Boer war intervened, and it was mot until May, 1901, that the first section of the Buluwayo-Zambesi line was begun. It was finished to Waukie coal field in December, 1903, giving a thorough line from Cape Town of 1,572 miles. The remainder of the line was pushed on, and the rails were laid to Victoria Falls, 68 miles further, by the end of April, 1904.

And now the Zambesi, at a point 1,640 miles from Cape own, is crossed by the new bridge. But the crossing does not mark the end of the constructed line. Already the rail head has been carried a hundred miles north of the river, and by next July it is to be 200 miles still farther on its way into the interior. That will leave only about 200 miles more to be built to the shores of Lake Tanganyika, which gives a waterway stretching 400 miles northward. As the holder of territory on one shore of this lake, Britain has rights of transportation upon it. On its northern shore the road must enter the Congo Free State or pass through German territory. In the Congo country, however, it has a right of way. After a stretch of 300 miles it would reach Uganada, a British protectorate. Here it would be joined by the Uganada road, a line 584 miles long, extending through British East Africa from a point on Victoria Nyanza to Mombasa, on the Indian Ocean. That will undoubtedly be the prinicipal branch line of the system.

There will be still the great link of 1,000 miles from Victoria Nyanza to Khartoum. There the Egyptian Shellai line extending northward to Wady Halfa, 600 miles, will be joined. A gap of 200 miles between Wady Halfa and Shellai remains to be filled. At present the traffic over this stretch is handled by Nile steamers. But from Shellai on to Cario, at the mouth of the Nile, a distance of 550 miles, there is an unbroken railway line. So there is 1,150 miles of road built between Cairo and Khartoum, with a gap in it of 200 miles. And in South Africa and Rhodesia there is an unbroken line of 1,740 miles. In all, there is 2,890 miles of Rhodes' trans-African railway project realized. About 1,600 miles is yet to be constructed if the waterway is in all cases to be duplicated by rail lines. In the tropical belt of Africa into which the Rhodes line on the south and the Egyptian-Soudan line on the north now both penetrate the difficulties of construction will undoubtedly be great, and possibly the traffic to be secured will not be large. It is said that there is an immense tract of swampy country between Victoria Nyanza and Gondokoro. Building operations, however, have been greatly facilitated by the discovery of the fine coal deposits at Wankio.

To some critics who take a purely economical view of the undertaking it seems an unwise one, and they venture the opinion that it will not be completed within the generation. They regard it as the dream of a visionary imperialist, not the scheme of a practical railway man. They hold that the branch lines running to the seaboard, such as that ending in Mombasa, on the Indian Ocean, and that being built to Suakin, on the Red Sea, are fattal to it, affording as these do shorter routes to tidewater. These lateral lines, it is held, take the logical direction, whereas the through Cape-to-Cairo road would unnecessarily parallel the ocean route.

ANGLICAN SYNOD FINISHES BUSINESS

Many Resolutions Held Over or Withdrawn -- Treating Habit Declared Pernicious.

Quebec, Sept. 15—(Special)—The General Synod was prorogued this afternoon, a great number of resolutions having been withdrawn or held over till next synod. Amongst them were those of Rev. Dr. Langtry, concerning religious education in schools, which Mr. Lake, M. P., declared raised a political question, and declaring those believing the higher criticism were ineligible to hold office as professors in church theological colleges.

The committee on candidates for holy orders reported that in consequence of the illness of the Bishop of Toronto, chairman of the committee, the report had not been prepared.

A resolution in favor of the publication of a church paper in Canada, under direction of the synod, was held over.

On motion of Rev. Dr. Scott, it was decided that the government be memorialized to establish in the various military depots of Canada well built and well-equipped cafes where refreshments and temperance drinks may be obtained and opportunities for recreation afforded. He said that the government did not do its duty in respect to the morality of our soldiers.

Another motion by Dr. Scott was adopted calling upon church people to discourage the pernicious habit of treating.

A message was received from the upper house declining to concur in the continuance of the committee on the diaconate.

Fifteen bishops entered the lower house at 1 o'clock, and after a short concluding address from his grace the primate, he declared the synod prorogued.

Special Terms.

(Chicago News.)

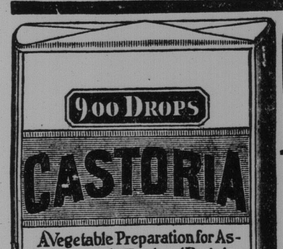
"And have you any special terms for summer girls when they come in a party?" asked the pretty brunette in the mountain hotel.

"Yes, indeed," responded the clerk, suavely.

"And what are they?"

"'Peaches' and 'dears,'"

SUNLIGHT SOAP is made of pure fats and oils and contains no dangerous ingredient. It is pure soap that gives absolute satisfaction. 11B



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The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.
In Use For Over Thirty Years
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THE CENTAUR COMPANY, NEW YORK CITY.

Dr. FOWLER'S EXT-OF WILD STRAWBERRY

Diarrhoea, Dysentery, Summer Complaint,

Stomach Cramps, Colic, Cholera Morbus, Cholera Infantum, and all Looseness of the Bowels

may be rapidly and effectually cured by the use of this old and sterling remedy

Dr. Fowler's Extract of Wild Strawberry.

It has a reputation of 60 years' standing and never fails to either relieve or cure.

There are many imitations of this remedy on the market that sell for less per bottle. Dr. Fowler's is 35 cents, so be sure and get the genuine. The cheaper articles may be dangerous to your health.

HAS USED IT FOR YEARS.

MRS. CHAS. WOODS, Waubaushene, Ont., writes: "I have used Dr. Fowler's Extract of Wild Strawberry in my house for years, and I find it a splendid remedy for Diarrhœa and Bowel Complaints, especially in children teething."

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Colds Coughs Asthma Bronchitis

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

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CHLORODYNE is the only palliative in Neuralgia, Rheumatism Gout, Cancer, Toothache, Meningitis, &c.

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Overwhelming Medical Testimony accompanies each bottle.

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SACRIFICED HIS LEG TO SAVE HIS LIFE

Newsboy Caught Foot in Switch and Couldn't Release It—Calmly Laid Down and Let Train Run Over It.

Marlboro, Mass., Sept. 15.—With his left foot caught in a switch and with a passenger train bearing down on him, Frank Spellisy, a ten year old newsboy, exhibited remarkable self possession last night, and thereby saved his life. The boy's foot was caught in a switch as he was crossing the railroad tracks and he was unable to release himself. Hearing the rumble of an approaching train, young Spellisy calmly stretched himself on the ground at right angle to the rails. The train severed his foot at the ankle. The boy's leg was later amputated at the knee, but the physicians said today that he would undoubtedly recover.

The only crown that stays on the head is the one that grows out of the heart.

WARM WELCOME TO MONCTON'S NEW BAPTIST PASTOR

Moncton, N. B., Sept. 15—(Special)—Rev. Geo. E. Whitehouse, the new pastor of the First Baptist church, was tendered a very warm reception this evening by his congregation and city pastors, representing other churches. The service was largely attended. Rev. R. B. Smith presided and addresses of welcome to the new pastor were delivered by Rev. E. B. McLatchy, on behalf of the West End United Baptist church; J. H. Marks, of St. John's Presbyterian church; Rev. J. W. McConnell, Central Methodist; Rev. I. M. Baird, Lewisville Baptist church; Rev. R. M. Byron and an official address from the congregation was read by Deacon J. D. Steeves.

The new pastor replied briefly, thanking all for their kind words of welcome.

Regrets of the Rev. E. B. Hooper, St. George's; Rev. D. MacOdrum, St. John's; Elder Z. B. Grass, Reformed Baptist, and Rev. H. E. Thomas Wesley Memorial, who were unable to be present were presented.