

DELAY IS DANGEROUS.

POWERS SHOULD ACT AT ONCE ON THE PROPOSED TREATY.

So George Leigh, Special Correspondent of the London Times, Says—The Provisional Government is Doing Little and Can do Little.

SAN FRANCISCO, Cal., Aug. 27.—John George Leigh, special correspondent of the London Times, arrived by the Alameda from Samoa today. He thinks that, while everything at present is quiet in the islands, the Powers should act at once upon the proposed treaty, otherwise the disturbances that have just subsided may be renewed.

"The provisional government," said Mr. Leigh, "is doing very little, and can do but little. They are awaiting the despatch of the Powers as to the treaty that has been recommended by the commissioners."

"I went out to the islands a strong believer in the treaty, and came back a still stronger believer in it. I think that both England and America acted very badly in the recent affair. I went over the island, visiting the villages, and think that the two nations made a mistake of it."

"A great many things were done by England and America in the matter, and frequently to their own people. In April the Germans were placed under martial law without the formality of martial law being declared. Many native villages were burned without sufficient cause. Material undoubtedly was the property of the natives, and the natives were killed and wounded. The followers of Maitete, however, are still armed and in the vicinity of Apia. There is nothing but talk of war. The natives will not plant and a most dangerous condition of affairs exists. The main point is the necessity of prompt action on the part of the Powers. They should accept the recommendations of the Commissioners they should do so quickly."

Hon. Mr. Blair on the C. P. R.

Hon. A. G. Blair, minister of railways, was Tuesday shown the Sun article of August 29 relative to the Messrs. Allan's visit, which he had not previously seen. He very much doubted whether the Sun was authorized to make the statements contained in the editorial which reported Mr. Shaughnessy as the C. P. R. road. The minister said it was true the tender of the Messrs. Allan had been accepted and they had an interview with him regarding the proposed action of the Intercolonial. The only objection which Messrs. Allan had mentioned to the minister as having been made by Mr. Shaughnessy was that if the government permitted the concession that the Intercolonial in territory traversed by the I. C. R. and intended for points in the west must be delivered at Montreal, it would necessitate the I. C. R. handling empty cars for points on the Intercolonial. The I. C. R., Mr. Blair said, does not carry freight from the C. P. R. at St. John for points on the Intercolonial. They recognize it is the right of a railway in whose territory traffic originates to deliver to a connecting road at the end of their long haul, and therefore all C. P. R. freight for points between St. John and Montreal and east of Montreal would properly be receivable by the I. C. R. at St. John. The Canadian Pacific have complained that cars brought down laden and handed over to the Intercolonial at St. John would have to be hauled back empty, and the minister is well aware that they would therefore be doing business to less advantage than if they hauled the cars back laden or received the empties free of cost from the I. C. R. at any junction point near Montreal. So anxious have been the I. C. R. authorities to meet the C. P. R. in a reasonable spirit that they have advised Mr. Shaughnessy of their willingness to deliver empties to the Canadian Pacific at the junction city, and this, it is believed, will obviate the alleged difficulty. It is not correct, Mr. Blair said, nor do I think it fair, to ascribe to Mr. Shaughnessy the statement that the I. C. R. has virtually transferred its whole business to the Grand Trunk, meaning, it is supposed, its whole freight business, and shut out rival roads from sharing in the western traffic. The I. C. R. has not done this. As minister, I have simply made the best arrangement possible in the interests of the government railway through the Grand Trunk as being the only road that would exchange traffic at Montreal, and in respect to the I. C. R. the use of its whole line from the terminus at Montreal, in preference to the small portion of its line from St. John, to which it would be limited if an exchange agreement were made with the C. P. R. at St. John. But this agreement is confined entirely to unaccompanied freight and would not and does not preclude shippers from requiring delivery to the C. P. R. at St. Roseville, Montreal, or Jacques Cartier junction in respect of goods destined for the west. Neither is it correct to say that the minister has decided to terminate the passenger arrangement between St. John and Halifax. Mr. Shaughnessy would not, I am sure, authorize any such statement, because no such conclusion has been come to. The I. C. R. is only bound to give to the Grand Trunk as respects freight, and then only as far as the interests of the I. C. R. have made it desirable or necessary that such an arrangement should be concluded. The statement in the Sun that the minister had done the minister a service by making the agreement revocable, Mr. Blair declared was not of

OFFHAND WORSHIP.

ALWAYS IN ORDER TO TAKE UP A COLLECTION.

Was the Way Dr. Broughton Greeted His Congregation After an Automobile Had Delayed Him and the Service Had Been Started by Mr. Sankoy.

New York, Aug. 28.—The Rev. Dr. L. G. Broughton, who is pastor of a church in Atlanta, Ga., was due at a quarter of eight o'clock last evening in the Hanson Place Baptist church, Brooklyn, to conduct the service. He was not there, and the congregation which filled the church waited for him. As the minutes ticked away and there was no sign of the minister, the seconds became uneasy, and at eight o'clock an impromptu prayer-service was started.

It was proceeding smoothly, but every one was wondering what had become of Dr. Broughton, when, at a quarter after eight o'clock, Ira D. Sankoy arrived with an explanation of the Atlanta divine's absence. It turned out that Mr. Sankoy and Dr. Broughton had had an automobile accident in the city. The doctor had taken an automobile and the evangelist had trusted himself to "it" road and trolley.

Mr. Sankoy was not expected by the congregation and when he entered there was a pause in the prayer service. He went at once to the pulpit platform, and then said with a smile—

"Dr. Broughton has been delayed, but I am sure he will be here in a few minutes. He came over to preach this afternoon in the gospel tent in Manhattan. It was a big meeting, and when Dr. Broughton finished he found it was almost time for him to be in Brooklyn."

"He took one of the new fangled electrical conveyances, although I felt him he had better stick to the old-fashioned methods of transportation. I thought I would get here ahead of him, and it seems I did. Now, if you will, I will pass the time for you until he comes by singing a new gospel hymn which I have written for you."

Mr. Sankoy then sang the hymn. As he had been delayed by the automobile accident, he strode hurriedly up to the altar. He seemed a little out of breath and commenced his sermon in a hurried way. The convention which he held next year at Upper Gagelov.

The convention will be held next year at Upper Gagelov.

Gallant Rescue From Drowning at Perth.

Perth, Aug. 28.—On Monday last, the 21st August, while a boy named Albert Whitlock, aged 12 years, was playing on a raft, it was carried into the water, and he tried to jump on to a rock but mistook the distance and got into deep water. He would have been drowned but for the presence of mind and bravery of Perry Armstrong, who, although he was surrounded by other men who would not go into the river, went at once to the rescue at great personal risk, and succeeded in getting Whitlock out of the water. The boy was taken to the hospital and is recovering.

Revolutionists Boston.

CAPE HAYWARD, Aug. 29.—News has reached here from Santo Domingo confirming the defeat by the revolutionists of General Peppin, in command of a government force, who lost 30 men killed and had 40 of his soldiers captured. In addition General Peppin was compelled to abandon the convey of provisions. Further fighting has taken place near Monte Christi between the revolutionists and the government troops. Details of this engagement have not yet reached here.

New Fast C. P. R. Trains.

TORONTO, Aug. 29.—Following the establishment of the Intercolonial, a fast passenger train, the Canadian Pacific railway is about to inaugurate a fast freight service to the Pacific coast, and the Kootenay freight is to be carried on the train to be known as the Pacific coast train, which will run from Fort William to Lasgater in 56 hours 55 minutes, and to the Kootenay landing in 101 hours 10 minutes. The railway is also arranging a similar service for the Pacific division.

Aged Authoress Dead.

WAKEFIELD, Aug. 29.—Mrs. Catharine Parr Trull, the well known authoress died today in her 93rd year, at her home West Lakefield. She was born in England in 1802. She was the daughter of Thomas Strickland. She wrote her first work in 1817. She was married in 1832 to a married man, and a retired army officer, and in the same year came to Canada. Mrs. Trull wrote her last book in 1890 at the age of 83.

FREE.

This beautiful stem winding watch and chain free. Send your name and address and we will send you a free copy of our new book. Write to us at once and we will send you a free copy of our new book. Write to us at once and we will send you a free copy of our new book.



National Watch & Jewelry Co., Dept. 26, TORONTO, ONT.

STANLEY NEWS.

STANLEY, Aug. 28.—The picnic season has arrived. The Church of England picnic was held on the beautiful grounds of Mr. Edward Bustin on Thursday.

That of the Roman Catholics on Thursday, on the exhibition grounds, and the Presbyterians of Mr. Mallan's congregation on Saturday on the same grounds. All were largely attended and a very pleasant time spent at each.

The roads in this section have been improved very much this season. Ditches have been opened and a plentiful supply of gravel used.

On Sunday last the death of Stanley's oldest resident occurred in the person of Mr. James McDonald, who had reached the advanced age of 96. The interment was on Tuesday in the Roman Catholic cemetery.

The Stanley Fair will be held this year on the 3rd and 4th of October next. Several new attractions will be added which will make it a fair far superior to any heretofore held. A committee has been appointed to revise the program with the object of increasing the number of exhibitors.

The St. John International Exhibition will be patronized much more largely from this section than any previous year. Already parties are being organized with the object of spending a week in St. John during the exhibition.

London Bank Holiday Traffic. All things considered, it is best not to be a railway booking-office clerk during the August Bank Holiday rush. From the 1st till evening for three solid days there have been unbroken processions of holiday-makers making their way to the ticket-windows at all the London stations, and the clerks have never known a moment's rest.

Exactly how many tickets have been dated and delivered by the clerks is not to be told, for many of the clerks have not been able to cope with the mass of figures presented to them, but it must be a very large number. Five hundred tickets were dated yesterday from Friday till noon yesterday some 350,000 tickets, and this leaves out of account the tickets for the London and South-Western, Brighton and South Coast, the Great Northern, and others, all carrying an enormous trade.

When the figures are available, they will be an extraordinary story. Thus, the amalgamated South-Eastern and Chatham and Dover Railways despatched from London stations 118,533 passengers during the three days. The Great Eastern Railway carried 132,026 passengers—4,000 more than last year—its most favored record in the line being on Saturday, when 20,000 persons were either going to or from the line being congested with people, for yesterday the Hilary and South-Eastern Railway ran forty-five special trains, carrying 30,000 persons along the line, not counting the 12,000 who came by the through Midland route. (London Telegraph, Aug. 8.)

An Elephant's Surgical Operation on Elmest.

Elephants very frequently make use of tools, Sir James Esdaile, Romanes, D.M.S., and others say that these creatures, when passing through the jungle, break branches from the trees and use them as saws. One day, while observing a pair of elephants, he saw a female, a very large one, carrying a log of wood on her back, and he noticed that she was greatly worried and annoyed by the attacks of a swarm of ants. These insects settled on her back, where she could not reach them with her proboscis or with her tail. She seemed to study the situation for a few moments, then, reaching out her trunk, she seized a mop-broom, which she laid on the ground, and she proceeded to cut off the ends of the log with her trunk, where she could not reach them with her proboscis or with her tail.

Millions in Copper Ore.

Great Belt in Canadian Territory, Extending Fifty Miles, Will Be Extensively Developed.

TACOMA, Wash., Aug. 28.—Development of the copper belt, extending from the White Horse Rapids, on the Yukon River, to a point on the Dalton trail 40 miles from Lyan Canal, is to be begun on a large scale. The belt is more than 50 miles in extent, and lies in British territory. The first outcroppings were discovered two years ago by Henry Stratton, a mining expert, representing the British government.

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French Fishermen Scarce.

St. John's, N. F., Aug. 29.—The governor of Newfoundland, Sir Hugh McColl, in an interview published here, says that during his recent visit to the French coast he ascertained that the number of French fishermen there this year is less than ever before, that the French lobster fishery is a failure and the French cod fishery much below the average. He believes that the practical abandonment of the region by the French is merely a matter of a few years. Already one of their stations has been closed, and several others narrowly escaped the same fate, owing to bait "striking" recently.

Steamer Lake Huron.

To Carry P. E. Island Produce to the Old World.

OTTAWA, Aug. 29.—The government has made arrangements with the Elder Dempster Steamship Company whereby that company is to furnish a vessel to call at Charlottetown to carry two cargoes of Prince Edward Island produce to the old country. The Lake Huron, which is the vessel in question, will call at the island capital on October 11 and November 15. The Lake Huron will be fitted with cold storage plant under direction of the department of agriculture, the government paying half the cost of the cold storage of Prince Edward Island goods. The produce to be exported will be chiefly cheese and potatoes.

Rise in Footwear.

QUEBEC, Aug. 29.—A largely attended meeting of shoe manufacturers at which practically every concern in Canada was represented was held here yesterday. It was presided over by the secretary of the meeting, but it is understood that the manufacturers unanimously decided that an advance should take place in the price of shoes of at least 10 per cent. An organization was formed to be called the Canadian Shoe Manufacturers' Association.

DEMANDS ENLARGED.

GREAT BRITAIN NOW INSISTS ON GREATER CONCESSIONS.

Then Those Asked For by the Ultimatum—It Is Said Kruger Will Not Grant Them—Great Disappointment With Schreiner's Attitude.

CAPE TOWN, Aug. 29.—The members of the progressive party in the Cape house of assembly freely declare their dissatisfaction with the speech of the Premier, the Hon. W. P. Schreiner last evening in the debate precipitated by Sir John Gordon Sprigg's motion to adjourn as a censure of the policy of the government with respect to the transit of arms intended for the Orange Free state.

They announce their intention of organizing public meetings to protest against the Premier's course in the matter. Despatches received here from Pretoria and Durban show that the Boers are suffering greatly from the strain involved in the political crisis. Many ladies are leaving Pietermaritzburg, capital of Natal.

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The Past Line.

The Project is Still Being Developed and May Be Successful.

MONTEAL, Aug. 29.—The Star's special cable from London says: "Despite the general idea here to the contrary, I understand that some negotiations concerning the Canadian fast Atlantic line are still on foot. Some difficulty, apparently, has arisen with the Imperial government. The British treasury previously consented to bear a one-third share of the cost of the line, but now it is proposed to give part of the subsidy towards three steamers and one steamer as a stand by. The Imperial government refused on the ground that the proposal was wholly inadequate to meet the mail, admiralty and general needs of the service."

"I am, nevertheless, informed on good authority that should the Canadian government succeed in procuring the subsidy, the line would be operated for an effective 21 knot service. No difficulty is expected with the treasury on the score of Imperial subsidy. Some members of the Canadian military do not seem to share with the widespread opinion in business circles here that enhanced prices of materials and pressure of government shipbuilding will so increase the cost as to make this an impossible movement complete."

Sir Charles Tupper is to return to London from Buxton on Thursday next, and will sail for Canada on Sept. 7.

Alabama's Trial a Success.

DELAWARE BEAUMONT, Aug. 29.—The battleship Alabama, which arrived here last night from Philadelphia, passed out at 8.45 a. m. for her builder's trial at sea.

The Alabama passed in at 4.50 p. m. and came to anchor for the night up the bay.

Lewis, Del., 29.—The builder's trial trip of the battleship Alabama today resulted in the development in the maximum speed of 17 1/2 knots. There was a drizzling rain part of the run and a fog hung over the water throughout the while on some home. Robertson also brought several thousands in gold dust.

FOR MOLTING HENS USE

Sheridan's Condition Powder.

Once daily in a hot mash. It assists in growing new plumage, gets them in condition to lay when eggs bring the highest prices.

under 1033 revolutions per second, averaged 15.25 knots per hour on a course of 11 knots. She steamed over the course twice in a moderate sea, half the way against wind. On the second run under full draught, 1147 revolutions per second, the average speed was 16.33, and on this run the Alabama attained a maximum of 17 1/2 knots above the required 16 knots. The trial was made in open sea and in about water between the northwest and southeast five fathom lights. The wind was from the northeast, about 30 miles an hour. Edwin R. Cramp, of the Wm. Cramp & Sons ship and engine building company, and the builders were delighted with the showing made. Several officers of the Russian navy, who were aboard, expressed favorable opinions of the Alabama's sea-going qualities.

Canadian Artists. The Canadian artists have a distinct grievance in connection with the Paris Exposition. The French government has made no provision in the fine arts sector for the British colonies, apart from the space allotted to Great Britain. But that is very little, say bigger than the recommendations provided for Holland; the lions painters are very numerous, and the Royal Academicians say the complaints, very ill disposed to consider anybody but themselves. The only chance for the Canadian painters there, is to exhibit in their special building, which, as they practically observe, would be rather like hanging pictures in a country fair. They have decided, in consequence, to be represented at the exposition. This is hardly to be wondered at, and yet it is regrettable, for this outbreak of British art has struck out for itself, abandoning the traditions which still cling around the art of the mother country to its national form, and with technique learnt in Paris has grown to a distinct movement of its own. The young literary movement of Canada has its counterparts in painting. Both are recognized beyond her borders, but painting, necessarily to a more limited extent; and its absence from the exhibitions at which it already favors known in Paris, is a misfortune. For the Canadian painter, in one respect, suffers as our American painter, and that is, without honor amongst a large number of his countrymen. The fashion is to buy foreign pictures. A good showing at the exposition might have established him in the eyes of his countrymen, as we are sanguine that the American display will do in the case of our own painters.

Sussex News.

FOUSSER, Aug. 28.—On Monday of last week Mr. Davis, wife of T. J. Davis of Smith's Creek, presented her husband with a bonneting boy, which tipped the scales at 12 1/2.

The annual picnic of St. Francis Roman Catholic church will be held on the military grounds on Tuesday next.

Mr. Proctor, of the firm of Smith & Proctor, Halifax, N. S., dealers in produce, who was in town a few days ago, while here contracted for the entire September output of the Sussex butter and cheese factory, paying 18 cents for the butter and 8 cents for the cheese.

Sussex will celebrate Labor day by its citizens holding a mammoth picnic on the military grounds. All stores in other places of business will be closed.

Mr. Edward Gregory and Mr. Thomas Gregory of Boston, and Miss Annie Gregory of Lynn, are here waiting their parents, Mr. and Mrs. James Gregory.

Rev. M. S. Trafton, B. W., late of Kentucky, is carrying on a business in produce. He is carrying on a business in produce. He is carrying on a business in produce.

Work on the new trotting park is progressing favorably, and it is promised to be second to none in the province for making fast records on.

Ocean Storage Rates.

MONTEAL, Aug. 29.—The Elder Dempster steamer line has made an agreement with conference lines as to east bound storage rates, and in future will charge \$22 to Liverpool, London, etc. The rates of the Allan, Dominion and other conference lines remain as heretofore. Beaver line second cabin rates have been fixed at \$22. Those of the Allan and Dominion lines remain at \$35.

An Old Guard Dead.

PARIS, Oct. 29.—Sergeant Hubbard, an old resident, is dead, aged 85. Sergeant Hubbard was a member of the guard of honor at the coronation of her majesty Queen Victoria and subsequently, for three years, was stationed at Windsor Castle. After his service at Windsor he joined the Old Hundred regiment at Halifax. He retired from the army in 1857.

New Brunswick Returning With His Dead Brother.

VANCOUVER, B. C., Aug. 29.—Among the passengers from the Yukon by the steamer Cutch, last night, was J. B. Robertson, of New Brunswick, who brought on the body of his brother, who died while en route home. Robertson also brought several thousands in gold dust.