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LOON CROSSES ENGLISH CHANNEL.

La Vaulnx and Companion Make Record Trip in Aeronautics.

NDON, Sept. 27.—Count de la x and Count d'Outremont descend- oday in a balloon near Hull, York- having journey from Paris in hours.

unt de la Vaulx is one of the best- wn of French aeronauts and he has several very interesting aerial ges. In August, 1902, he made the d balloon trip for that year, hav- ascended from St. Cloud, near , and landed at Opees, Hesse, a nce of over 419 miles, which he ed in nineteen hours.
1901 and again in 1902, accompan- y French warships, he made en- ors Marseilles to Algeria in bal- to which was attached a floating ratus intended to aid the balloon- in keeping their course, with a to demonstrating the possibi y of balloons in time of war. Both efforts were unsuccessful, the ons being driven back to the north of the Mediterranean.
t January Count de la Vaulx sent al baloon from Tunis across the rt of Sahara with a view to as- lining the feasibility of an aerial across the desert.

ANOTHER BIG FIRE.

ay & Gregory's Badly Scorched ain—Dry Shed, Office and Some Lumber Burned.

alarm was rung in from box 125, 11 o'clock Tuesday morning for in Murray & Gregory's mill yard. fire was first discovered by Mr. ay and Fred Nobles, who were in ffice, in the dry-shed adjoining ffice building and a telephone mes- was at once sent to No. 5 engine Main street. Within ten minutes epartment was on the scene and rk on the fire, though some diffi- was encountered in getting a stream of water. By this time re which when first discovered ed no bigger than a blazing faggot burst out all over the dry shed was attacking the office. Some ulty was encountered in shutting afe door and so quickly did the s eat their way through that Mr. ay had his hair and beard scorch- fore he could close the safe door. office furniture were at once d to a safe distance and every- of value in the building was out.
hing could be removed from the hed and it with all its contents, ding machinery, windows for the mill, and a lathe machine, belong- o James Kennedy, was totally de- ed.
e fire in the meantime had spread e lumber and some valuable piles line were destroyed. By twelve k the firemen had the blaze under ol. While the wind was blowing from the new mill that is being tructed and this was consequently f danger, yet the wind was send- the flames directly towards the houses containing thousands of s' worth of shingles and dried r and for a time it was doubtful y could be saved, but the fire was ually confined to the lumber hed and office. The loss will be y as there was no insurance. The is supposed to have caught from rk from the portable mill. There spark-catcher attached to this ney and the wind was blowing ght upon the shed.
ssrs. Murray & Gregory suffered a severe loss about three months when their entire equipment was ed to the ground. This loss follow- o quickly on the former is particu- unfortunate.
re was no insurance on the pro- destroyed yesterday.

SUSSEX EXHIBITION.

SSEX, Sept. 28.—The exhibition ed this evening under favorable mstances. The attendance was good, the exhibits are good, but pace is not all taken up. The exhibit is especially attractive, g a water fall on either side, ying into a lake on which sails a boat. The Sussex Mercantile exhibit at the lower end of the ing is especially attractive, being up in a dining room and bed-

DIT LATE QUEEN'S LETTERS.

r of Eton and Deputy Govern- nor of Windsor Appointed.

NDON, Sept. 27.— King Edward commanded the publication of se- ns from Queen Victoria's corres- nce between the years 1837 and and has appointed Arthur Chris- r Benson, master of Eton College, on of the late Archbishop of Can- ry, and Viscount Esher, deputy nor of Windsor Castle, to edit the s.

CASTORIA
For Infants and Children.
Kind You Have Always Bought
ars the
ature of Chas. H. Fletcher

CHIEF ADVISER OF KING EDWARD.

Lord Esher Has Won Extraordinary Influence Within a Few Years Over Sovereign of British Empire.

His Taste for Pomp First Got Him in Favor — Then His Work in War Inquiry Commission Attracted the Monarch's Notice.

(Cable to N. Y. World.)

LONDON, Sept. 26.—The British cabinet crisis has been a most mysterious affair. Never before has it taken so long to fill three places in any cabinet.

The delay is accounted for solely by King Edward refusing to accept offhand and as a matter of course, Prime Minister Balfour's reconstruction scheme, which was prearranged with Mr. Chamberlain.

The war commission report made a profound impression on the king, who shares the public distrust of the present ministry, and insisted on an attempt to introduce new blood instead of the mere dummy placemen Mr. Balfour proposed. If there were a strong united liberal opposition under an undisputed leader, the king would have gone to the extreme length of reviving the long disused constitutional prerogative of dismissing the ministry altogether. But, there being no alternative, he is trying to make the best of a bad business.

The irony of the situation is that when Lord Salisbury resgned as a protest against the king's interference in ministerial affairs, Mr. Balfour refused to support his uncle.

VISCOUNT ESHER'S RISE.

The king's principal adviser is Lord Esher, formerly Baliol Brett, M. P., son of the late master of the rolls, and at one time private secretary to the Duke of Devonshire. He has attained within the last few years extraordinary influence over the king, chiefly by reason, it is said, of his taste for court ceremonial and pageantry, and his stage management of the coronation. But he is also a man of talent.

Unable to repay him adequately for his services, the King got Sir Ernest Cassel to take him into his financial firm. Inspired largely by Cassel, Esher drew up a memorandum in his capacity as a member of the war commission, suggesting a reorganization of the war office on a business basis.

This attracted considerable attention as the only practical outcome of that inquiry, and when Mr. Balfour proposed that a mediocre party hack, Arnold Foster, the present financial secretary to the admiralty, be promoted to be war secretary, the King suggested Esher as an alternative. Mr. Balfour kicked against this proposal all this week, while Esher himself did not feel inclined to give up his lucrative position in Cassel's firm to join a moribund administration and face the all but impossible task of reforming the war office. The King sent for Cassel to go to Balmoral and got him to promise that Esher's position should be kept open. Esher then hesitated to face the ordeal of being forced on the cabinet.

WANTS MILNER IN MINISTRY.

The King also insisted that Mr. Balfour should press Lord Milner to take the colonial secretaryship instead of the deadhead, Lord Selborne, who never would have been trusted with any post but for being Lord Salisbury's son-in-law. Lord Milner at first declined positively on the ground that he desired to return to South Africa to finish his work there.

The salient feature of the crisis has been the leading part the King is playing and his adoption almost of the autocratic attitude of his nephew, Kaiser Wilhelm.

"There has been a collusive divorce between Balfour and Chamberlain, and Balfour has got the custody of the child," is veteran publicist Frederick Greenwood's epigrammatic summing up of the minister situation and Austen Chamberlain's retention in the cabinet.

BALFOUR TO TRY TO HANG ON

Mr. Balfour does not intend to dissolve for another year unless some unexpected development arises.

"It will take me twelve months to work up the constituencies and government and twelve months to live down the war commission report," is the summing up of the prospect attributed to Mr. Chamberlain.

The only doubtful element in parliament is the adtion of the free trade unionists. Mr. Balfour intends to secure himself against their possible defection by introducng a couple of Irish reforms, which the Irish party cannot afford to refuse and will support the government in all emergencies to secure. Besides if the Irish party assisted the liberals to force a dissolution in the present state of public feeling, the latter might get a majority so large as to render them independent of the Irish party in the next parliament.

Alarming rumors concerning the king were flying about Thursday night based upon the departure of Sir Frederick Treves for Balmoral. But the famous surgeon's presence was subsequently explained by the statement that the king desired to consult him respecting some suggested reforms in the army medical department.

KING IS FOND OF EATING.

The king is in excellent health, but great trouble is experienced in preventing him from eating to much. He had been especially warned against the highly flavored delicacies his particular friend the Marquis of Soveral has a talent for preparing.

The King comes of a family of heavy eaters. Queen Victoria had an astounding appetite. When she fancied a dish she would have two or three helpings without interfering with the execution she did on the remainder of the repast.

One of the first things the King did on his first visit to Balmoral after his accession was to have the marble statue of John Brown erected by Queen Victoria carted away to the pretty cottage presented by the Queen to her favorite servant's family. The King has now gone a step further in buying out the Brown family and getting them off the royal estate altogether. John Brown and his kin are intensely disliked by all the royal family, who resented the influence the unlettered boor exercised over Queen Victoria. Because the Queen backed him up in his insulting pretensions the late Empress Frederick never visited her mother for thirty years, while the late Duke of Edinburgh never went to Balmoral for eighteen years before his death.

PROTEST AGAINST C. P. R.

Steamship Men Oppose Granting That Company's Request—Allan Lines Suggestion.

(St. John Star.)

The announcement in Wednesday's Star that the C. P. R. had applied for three of the four berths at Sand Point caused considerable surprise among shipping men in general, for up to the present the company had not given much sign of a desire to earnestly prosecute the shipping busines here.

Schofield & Co. state that the Donaldson line will be here as usual whether or not the C. P. R's. application is granted. H. D. Troop, of Troop & Son, who have hitherto held the agency at this port for the Elder-Dempster S. S. line, said he expected that the C. P. R. would take over all their business, and from the way things looked just at present he didn't think that the firm would represent any of the winter port steamship lines.

When asked what the probable result would be if the C. P. R. were allotted three berths at West St. John for the winter, Wm. Thomson & Co. said that if these three berths comprised Nos. 1, 2 and 3, it would shut out the Allan line and Manchester liners, as there are no other berths at West St. John outside of 1, 2 and 3 which could accommodate the steamers of these two companies. No. 4 berth has always been occupied by the Donaldson line, and it is too short for the large boats of the Allan line as well as the C. P. R. steamers, and of course the C. P. R. wharf itself is practically of no use except for short boats like the Furness line, West India service and Head line. In former years the company which had the mail contract to Liverpool has always had the number two berth, and there seems to be no reason why this should be changed, or that a company like the C. P. R., which is improving its service, should, by having three out of a possible four berths allotted to it, exclude lines that have been running here for years, such as the Allans, Manchester, Furness, Head and Donaldson. The fairest allotment under these circumstances would be to give the Manchester liners No. 1, the Allan line No. 2, C. P. R. No. 3, Donaldson No. 4, and leave the C. P. R. berth proper for the Furness line, Head line, South Africa service. This arrangement would leave the Canadian Pacific steamers better off than the lines using the C. P. R. wharf proper, as they would only have three boats in a fortnight to turn round at No. 3 berth, and this can more easily be done by them as they control the railroad traffic, which is not in the hands of any of the other steamship companies.

Health and Vigor for Sickly Women.

BY SUPPLYING AN ABUNDANCE OF RICH, RED LIFE-SUSTAINING AND SYSTEM-BUILDING BLOOD,

Dr. Chase's Nerve Food.

THOROUGHLY CURES THE ILLS PECULIAR TO WOMEN.

The feminine organism is an intricate mass of delicate and sensitive nerves which require an enormous amount of pure, rich blood to nourish them and supply them with the vital force necessary to properly perform their functions.

When the blood is lacking in quantity or quality the nerve cells waste and shrivel up and by means of pain and irregularities make known their starved and depleted condition.

Unless the nervous system is put in proper condition all the medicine in the world will never cure the weakness and irregularities peculiar to women. Because Dr. Chase's Nerve Food contains the elements of nature which go to form new rich blood and create new nerve force it is the most certain cure obtainable for such ailments.

When the nervous system becomes exhausted the whole body is more or less affected and the various organs fail to perform the duties devolving upon them. Digestion is impaired; there are feelings of discomfort in the stomach after meals, nervous, sick headaches, irritability, sleeplessness; spells of weakness and dizziness comes over you; you feel disheartened, discouraged and despondent and fear prostration, paralysis or insanity.

But there is new hope for you in the use of Dr. Chase's Nerve Food. Not the false hope which is aroused by medicines composed of alcohol and other stimulants, but the hope which finds foundation in added flesh and tissue, in better appetite, more buoyant feelings and gradual disappearance of annoying symptoms.

As a blood-builder and nerve restorative Dr. Chase's Nerve Food is bound to benefit your whole system. By noting your increase in weight while using it you can prove this beyond a doubt.

Fifty cents a box, 6 boxes for $2.50, at all dealers or Edmanson, Bates & Co., Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.

AT LIBERTY.

SAN QUENTIN, Cal., Sept. 28.—Chales Beeker, considered the cleverest forger in America, is once more at liberty. Beeker left San Quentin today after having served seven years for raising a $12 draft to $12,000 on the Crocker Woolworth bank of San Francisco.

37 TO 75.

First Direct Vote in the Commons on the Grand Trunk Pacific Deal.

Mr. Borden's Amendment Was Defeated After a Powerful Speech by the Leader of the Opposition---Continuation of the Debate by Other Speakers---Latest Parliamentary News.

OTTAWA, Sept. 29.—The national trans-continental railway bill came up this morning for its third reading, and was greeted by another large number of petitions protesting against the deal.

Mr. Borden speaking on the question met Sir William Mulock's attack on the opposition policy. He declared that Mr. Mulock had not only been unfair, but showed that he did not know what he was talking about. Mulock had said that the Canada Atlantic from Montreal to the lakes would cost $17,000,000. Mr. Blair a year ago claimed that the line could be bought for $12,000,000. German, another liberal, had fixed the price at $11,000,000, while Borden was assured that, including the company's steamers, it could be secured for $12,000,000. Mulock had laid down the proposition that a new line through a settled country for 360 miles would cost. $15,000,000, while the government were going to build a road from Moncton to Winnipeg through a wilderness for 1,800 miles at a cost of $8,853,000. He challenged Mulock to go on any platform in Canada and make that silly statement. Referring to Mulock's estimate of $38,000,000 as the cost of the road from North Bay to Fort William, Mr. Borden pointed out that the actual cost of that road would not be considered in fixing the price. Its actual value would be the basis in estimating the amount to be paid to the Canadian Pacific. Borden's proposition was to obtain absolute control or ownership of the road, which as it would be used by three great railway systems, would be self-supporting. Mulock had expressed the fear that the opposition's policy would direct freight to American ports, yet the same gentleman had stood up and voted to allow the Grand Trunk to carry its freight to any point it desired. As to Borden's proposal to build from Fort William to Winnipeg, Mulock alleged that scheme would cost $26,263,549, inasmuch as it would include the purchase of the Canadian Northern and Canadian Pacific. Borden exploded this by declaring that he sought to make a good business investment, which, if it only reduced freight on wheat one cent per bushel, would save the people of the west one million annually. Mr. Mulock also undertook to build the western section for nothing and declared that with the opposition carrying out the same policy, it would cost $13,000,000. In other words, the government was going to build the road from Moncton to Port Simpson for just what it would cost the opposition to guarantee the bonds of the Grand Trunk Pacific's western section. Speaking of the line from Moncton, Mr. Borden said that if the new road was necessary it should be built from Riviere du Loup to Moncton. If the road would give maritime provinces fighting chance for the western traffic he would construct it, but he would insist upon any new road being under the control of the Intercolonial and operated in the interests of the people.

Mr. Mulock had described the opposition scheme as a patchwork system. Mr. Borden asked if the extension of the Intercolonial from Montreal to the Great Lakes, from Scotia Junction to Sudbury, thence to Fort William and Winnipeg, would constitute a patchwork system? If so, the Intercolonial, Canadian Pacific and Grand Trunk were patchwork railways. The government through Mr. Blair had advocated the very scheme the opposition laid down. Coming down to consideration of the net cost of the two schemes, Mr. Borden, taking Mulock's estimate of $40,000 per mile, showed that the outlay involved by the national trans-continental will be $106,389,725, while the opposition policy will necessitate the expenditure of $47,465,000. This would result in saving some $60,000,000, which could be devoted to develop transportation and the country in other directions. Mr. Borden attacked the government policy in general and the result of former arguments against the scheme concerning which no information was to be had. It fails to protect the interests of Canadian ports and allows the Grand Trunk to acquire millions for nothing, does not bind the Grand Trunk as a principal in the deal, and does not consider the great investment in the Intercolonial and inland waterways. If such great expenditure is made, when would the ports of Halifax and St. John be developed? How will the Intercolonial be developed without railway connection? When once it reaches the Great Lakes it would be placed on the same footing as other great railways. Does the government intend to develop the Intercolonial or allow it to remain dead? If it is to remain inert, then no extension would be made. In the event of the full development of that system the Intercolonial need not stop at Winnipeg and the result would be a great development in the maritime provinces, Mr. Borden scored Mulock for objecting to the building of elevators and the development of a Canadian terminus. When the conservatives proposed to continue the establishment of shipping facilities at terminal points it was only continuing the policy accepted by both parties. Low freight rates had been promised to Halifax and St. John, but the government refused to make any definite stipulation that such rates will prevail. Without details the government proposed to pledge its credit for a sum between $100,000,000 and $150,000,000. The conservatives on the contrary, proposed to only act after receiving the fullest information on all points of their plan. That policy meant effective control of freight rates, utilization of our great waterways, the ultimate extension of the Intercolonial to the Pacific, the development of ports on the Great Lakes, the St. Lawrence and the maritime provinces, the opening up of a great country in North Ontario and Quebec by colonization roads as the need for such arises, and bringing into immediate connection the great western railways and great eastern railways. Such a policy would result in a people's road from east to west, which would result in lasting advantage to St. John and Halifax. Mr. Borden then moved his amendment to the third reading as follows:

1—That it is not expedient to ratify agreements in the schedule to the bill entitled an act respecting construction of a national trans-continental railway.

2—That the government has failed to lay before the house such information as would justify parliament in committing the country to the agreement as a whole, and especially to that portion of the agreement which provides for the construction of nearly nineteen hundred miles of railway constituting the eastern section of the railway therein mentioned.

3—That the government in declaring its policy in the speech from the throne at the opening of the present session gave a direct and specific pledge that it would immediately appoint a commission of experienced men to report on the whole question of transportation and terminal facilities.

4—That in pursuance of this pledge the government on the 19th day of May, 1903, by order-in-council touching the question affecting transportation in Canada further declared its policy in the following words: "The questions to be considered are complicated and involved, including among the objects to be sought the transportation of western products from the place of production to the markets of the world." (Clause 4 quotes the order-in-council passed on May 19th, in which the government promised to thoroughly investigate the transportation question by experts.)

5—That no such inquiry or investigation had been conducted or held and the required information referred in the order-in-council above quoted has not been obtained or laid before this house.

6—That this house is of opinion that the I. C. R. and P. E. I. railways should continue to be owned and operated by the government of Canada.

7—That the government system of railways should be developed and improved in the province of Quebec and in the maritime provinces and should also be extended from Montreal westward to such point or points as will enable it to transport to eastern Canada and to our national seaports on the St. Lawrence and on the Atlantic, the rapidly increasing produce of our great western country.

8—That by (a) developing and extending the government system of railways or by acquiring and improving existing lines of railway, (b) securing under government control and direction where expedient under government ownership, common haulage or running facilities in sections where one railway can usefully accommodate several systems, (c) giving, if and where necessary, material aid by way of guarantee or otherwise to railway construction in the great west and the colonization railways in older provinces, (d) enlarging and improving our canals system, developing our magnificent lake and river routes and thoroughly equipping our ports on great lakes, St. Lawrence and Atlantic seaboard, (e) perfecting system elevator warehouses and creating free terminal facilities and (f) securing absolute and thorough control in rates in consideration for assistance thus given, provide for our products and cheapen transport to the Atlantic and Pacific seaboards, connect without delay the great railway systems east and west, relieve any threatened congestion of traffic and secure transportation of our products through Canadian channels, while at the same time we would stimulate and promote interprovincial trade between the various communities by whom the cost of such national undertakings must be necessarily mainly borne.

9—That the management of government railways and all railways under control or direction of the government should be freed from party political contract, influence and interference.

10—That for the purpose of accomplishing these results the government, in accordance with the policy wisely laid down in the order in council above recited, should avail itself of the best expert advice and assistance before seeking to commit this country to expenditure upon any national transportation scheme or project.

SIR WILFRID

declared that Mr. Borden's policy was impracticable because 30 miles of road from Coteau to Montreal was paralleled by two roads. The premier was also much impressed by the fact that the Intercolonial had to run from Ste. Rosalie to Montreal over the Grand Trunk. He declared that the Canada Atlantic could not be managed by the government because agents would have to be maintained in the United States. If the government was compelled to maintain a fleet of steamers on the lakes they would also have to own American bottoms. These were insurmountable difficulties. The government scheme did not contemplate taking the Intercolonial to North Bay, but into the heart of the wheat country. He accused the opposition of stealing the whole government policy. He devoted a considerable portion of his speech to telling stories at Borden's expense.

Mr. Haggart pointed out that the government had nothing but the Quebec-Moncton section, and predicted that that portion of the road would never be built within two generations.

A long list of amendments will be voted on before the main vote is reached.

OTTAWA, Sept. 29.—The division on Borden's amendment followed Mr. Haggart's remarks. It was defeated, 37 to 75.

Amendment number two by Mr. Osler to provide for the collection of duties on all foreign supplies, was lost, 35 to 78.

Amendment number three, moved by Mr. Alcorn to compel the Grand Trunk to pay in cash par for G. T. P. common stock, was voted down, 35 to 75.

Amendment number four, by Mr. Roche (Marquette) calling for freight rates in the west not higher than those on the Canadian Northern, was defeated, 34 to 75. Number five, moved by Mr. Fowler, to provide that the government shall not enter into any agreement with the G. T. P., was defeated, 34 to 55. Number six, to make the Grand Trunk party to the Grand Trunk Pacific, was lost, 34 to 75.

House adjourned to finish the votes tomorrow.

NOTES.

In the house today, Laurier stated that the government had been asked to send troops to the Soo, but had replied that it was a matter for the consideration of the local authorities.

SUSSEX EXHIBITION.

SUSSEX, N. B., Sept. 29.—The judging of exhibits at the exhibition was begun today, the ladies' work being judged by Mrs. Herbert D. Everett of St. John. Mr. Everett was very much pleased with the display shown and speaks of it as follows: I find the ladies' work this year quite up to the mark in all its classes and sections, and the ladies of Sussex are to be congratulated for it. Miss Alice Howes, teacher and artist, has a nice display of her own, the finest piece being a Venetian scene in oils. Her pupils also are showing some very creditable work.

PREMIER RESIGNS.

BUDAPEST, Sept. 29.—In consequence of an adverse vote in the lower house of the Hungarian Diet today, Premier Hedervary again submitted his resignation and telegraphed to Emperor Francis Joseph begging for its acceptance. The resignation of the premier will be formally announced in the lower house tomorrow.

FAIRVILLE NOTES.

Sept. 29. — Charles Baker, of Randolph, is critically ill.

The pulp mill is shut down on account of the bursting of a pipe on Sunday night.

Rev. Mr. Dykeman completed five years of service with the Baptist church on Sunday and a service appropriate to the occasion was conducted in the evening. Mr. Dykeman retains his popularity with his church and all classes of people here. The annual Sunday school rally will be held next Sunday in the Baptist church.

Miss Greta Ferris of Milford, and Miss May Kirby left for Moncton today to attend the branch meeting of the W. M. S. of the Methodist church. Miss F. Leiper of St. Stephen, who came last night, will accompany them on a similar mission.

Work on the Wabash bridge across the Monongahela river at Pittsburg is being rushed in order to complete the structure before November. The bridge, designed to carry the heaviest trains on double tracks, will have, when completed, the longest truss span (812 feet between pier centres) in America, and the third largest in the world.

To Cure a Cold in One Day
Cures Grip in Two Days.
Take Laxative Bromo Quinine Tablets.
Seven Million boxes sold in past 12 months.
This signature, E. W. Grove on every box. 25c.

The Best Liniment is BENTLEY'S
The Modern Pain Cure
It banishes pains and aches of every description and stands unrivalled as the foremost household remedy. Is the safest and surest relief for Cuts, Bites, Bruises, Burns, etc., and is without an equal in all cases where a liniment or pain cure is required.
D. E. McALLISTER, Red Bank, N. J., writes, May 10, 1899: "The best Liniment I sell is BENTLEY'S. For Sprains, Strains and Neuralgia I have seen some marvelous cures among my customers. I can not recommend it too highly."
We guarantee Bentley's Liniment to do all we claim or refund your money. Could we treat you any fairer?
Accept only the genuine BENTLEY'S. Sold by all dealers, especially Druggists. 2 oz. Bottle, 10c.
6 oz. Bottle (three times as much), 25c.
The Largest Bottle of White Liniment on the market.
F. G. WHEATON CO., Ltd.,
Sole Props. Folly Village, N. S.

WEDDED AT MONCTON.

MONCTON, Sept. 28.—St. Bernard's church was the scene of a happy event at 9.30 this evening, when Dr. J. E. White, one of Shediac's best known and popular young men, led to the altar Eleanor E. Lyons, eldest daughter of J. M. Lyons, general passenger agent of the I. C. R. The church was filled with friends to witness the ceremony, which was performed by Father Meahean. The bride who was given away by her father, was attired in a brown travelling suit with white hat trimmed with pink. She was unattended. Immediately after the ceremony Mr. and Mrs. White left on the maritime express for Montreal, Toronto and New York. The bride is one of the most charming young ladies and was the recipient of a handsome lot of presents. The groom's present was a diamond ring. The young couple have the best wishes of a host of friends for their future happiness. On their return they will reside at Shediac where the groom is associated in business with O. M. Melanson.

THE SAGAMORE'S FAREWELL.

Louis Paul, Enraged at the Telegraph's Deceit Will Talk For Publication No More.

(St. John Star.)

The Star man was late Wednesday and his pencil flew in an illegible trail over the paper as he tried to catch up with his job. He heard a heavy step come up the stairs and pause at his door. Only a constable, he thought, or a man who wants to put in a personal about himself, so he didn't look up until a sharp tap on his shoulder from a stout stick whirled him to attention.

A queer figure stood in the doorway; tall, uncouthly garbed with the dark aquiline face and expressionless eyes of the native Indian. To the dignity of considerable age was added evidences of wrath which made his appearance more impressive.

"Know me?" he grunted.

"Well," ventured the reporter, "your manners are familiar, but your face I must confess——"

"Me, Louis Paul," he interrupted, "Sagamore; you know."

The reporter offered him all the chairs in the office, thrust plugs of tobacco into his not unwilling hand and bade him state his case.

"You know Telegraph?" he asked.

The reporter admitted having seen that paper but, not possessing other evidence could not claim that he knew it.

"No good," said the Sagmore. "Lies, dam lies."

"Anything specific?" asked the reporter.

"Sun man, Star man used to come see me; talk to me! put things in paper about me. That all right. Nice man he was. Used to put jist what I said; always gimme tobac an' sometimes little square-face. Heap good man."

"Well?"

"Don't know Telegraph man at all. Never saw him. Never sent me no tobac, no gin. Jim Paul on train yesterday. Man give away Telegraph an' give Jim one. He can't read; bring him to my wigwam. I see long story 'bout me. Said reporter came to see me and make me talk foolish talk. Lies, dam lies."

"What! do you mean that that interview was actually concocted in the Telegraph office without your knowledge; forged in fact?"

"Jist that. Never saw no Telegraph man. Never said nothin'. All lies."

"What are you going to do about it?" queried the reporter.

"Nothin'. But I ain't goin' to talk to reporters no more. Sun and Star man allus used me white an' I give you last word. No newspaper any more for Sagamore. Reporters ain't what they used to be. Can't trust 'em. You jist say that if Telegraph man or any other paper says any more about the Sagamore, it ain't true. I never said it. All lies! dam lies."

And the Sagamore gloomily stalked down the stairs and out of authentic newspaper reports forever.

AGAINST TARTE.

MONTREAL, Sept. 28—A meeting of what professed to be liberal electors of St. Marys division was held tonight at which Tarte, who represents the division in parliament, was soundly denounced as a traitor. A resolution passed demanding his retirement. The most prominent person present was Senator Cloran. He is not a heavyweight.

SEAL OF THE KILTIES' SUCCESS.

(Toronto Star.)

Capt. R. A. Robertson, Hamilton: "I am a member and officer of the 13th battalion, Hamilton, but am glad to see the Highland regiment meeting with such success. They have more men than they can handle now, and are only picking the best ones. It will mean competition between the two regiments, and that means the survival of the fittest."

WANTED.

WANTED—Local agents and salesmen to sell ornamental and fruit trees. Liberal pay, and steady work if desired. It costs you nothing to start. Apply now. PELHAM NURSERY COMPANY, Toronto Ont. 337

RAILWAY LABORERS WANTED—15 Men wanted at once for ballasting and grading. Wages $1.50 per day, board $3.00 per week. Men will be taken from Norton to Chipman without tickets when coming on the work, the fare to be deducted from first month's pay.
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