ADVERTISING RATES.

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## THE SIMEWARKEN SUN

ST. JOHN, N. B., JBLY 26, 1899.

BRITAIN'S TIMBER TRADE.

The building trade in England very active this year, and a Lo first thing to meet your eye is a new street or building of so to convince you that there is practically no limitation to the demand for timber of some sort or snother."

y ber imported into the United Kingdon was £6,384,522, compared with £5,538, the balt is another story. From Canada the value of imports of in relation to international affairs sawn lumber was 1811.44, accompared that of a statemans However mu with 2570,814. Sweden and Norway he and his party may differ from the were the largest shippers to British government in relation to these or ports, with a value of £1,398349 in other matters, Sir Wilfrid Laurier sawn lumber in the last six months. Canada falls below Sweden and Nor way, United States, Germany, the East his political opponents.

The Liverpool correspondent of the Timber Trade Journal of July 15th says: "Spruce deals continue on their upward move, and new shippers are I not only asking 2s. 6d. to 5s. per standard more, but are even 'indifferent' sellers at this advance. It is the smaller ports round the coast where the pinch is felt most severely, for the great difficulty is now to secure small sailing vessels of 250 to 300 standards' capacity. The large gentres of

in prices, but, on the other hand, the large importers appear to be confident of a further advance. The fact remains that on Tuesday last both spruce and floorings showed an up-ward tendency, varying from 2s. 6d.

to 5s. per standard."

At that date there were five steamers from Miramichi, four from West Bar, one from St. John and one from Cape Tormentine under charter for Manchester, whose lumber trade shows a very large increase over that of 1398.

ALGER AND OTIS.

The resignation of the American secretary of war, Gen. Alger, is the mos absorbing topic in political circles over the border. He is still violently assailed by a portion of the prass, and even the moderate journals do not commend, his administration. It is alleged by some Washington correspondents that he will reply to the attacks made upon him by throwing the responsibility upo the president, but he himself has no said so, and is probably too good a so dier to be moved by the cla have been his errors, it is unquestionable that he had to face a very serious problem at the outbreak of the war with Spain. The difficulties were enorthe struggle and come out of it with-out making some mistakes Gen. Alger went into office with a good reputa-tion, and it is not to be believed that he would deliberately sacrifice national interests at so critical a period. Ininterests at so critical a period. In-competent he may have been, and ap-parently was, but with his resignation the edge of criticism should be blunt-ed; and in judging the record of his administration his critics should not lose sight of the exceptional circum-stances, and the tremendous difficulties Gen. Otts, the commander in the Philippines, is being criticized with an almost savage bitterness by some newspapers. It is charged that he does not know what is transpiring about him, and that he is pursuing a do-nothing policy. He appears to have been very indiscreet in one respect at least, for the correspondents of half a dozen influential journals have joined in a very sharp letter of criticism. It may not be politic to permit press correspondents to tell everything they see and hear at the seat of war; but Gen. Otts would have been wiser had he exerted himself to retain the good will of the press men. By appealing to erted himself to retain the good will of the press men. By appealing to their good judgment he could retain as complete a censorship of the despatches as would be necessary. The men who go to the front for the great newspapers are shrewd and intelligent, and do not go there as enemies of their country. The people at home want the news, and so great are the facilities for its transmission that if it is suppressed in one direction it finds another and perhaps less prudent channel. There is a clamor for the repail of Gen. Otis, and the round robin of the press men gives it greater force. The charge that he is not sufficiently aggressive is of he is not sufficiently aggressive is of course the most serious that is made against him. It is really very difficult from the conflicting statements to form

a correct judgment, but at present il looks as if the pressure were so grea that he will have to be recalled.

GRIT PROHIBITION.

The Charlottetown Guardian vigorposed the liquor regulation brough the P. F. Island le ature by the government at the re-cent ression, both on the ground that legally recognized a traffic that was before illegal, and that it would not diminish the consumption of liquor. The Guardian was especially severe in its comments on the attitude of the nier and other former cha of prohibition. Naturally, it now ke in eye on the workings of the law, and in its issue of Wednesday

observes:
The esteemed Patriot does not venture to tell its readers how many arrests there were for drunkenness in this city in the first fifteen days of July last year and this year. Our information, which is from official sources, gives the following:
July 1 to 15, 1898, 15 arrests, 13 drunks. How much the License Act has improved the drinking habits of the people is shown by the contrast.

The Montreal Witness gets at the The Montreal Witness gets at the motive of the Laurier government, in its method of spending money, in the following editorial observation: "A great deal of money is being frittered away upon projects which will yield no adequate return, but the expanditures will please the constituencies." The Witness should, however, have qualified the remarks by saying that the expenditure is made with a view positively that, it will please them is to assume that they care not how extravagant a government is, or how rickless, if they secure a present advantage in the spending of the money among them. This government has timber of some sort or another."

During the six months ending June
30th the value of sawn and hewn timber imported into the United Kingdom
ber imported into

The attitude of Sir Charles Tupper in regard to negotiations with the United States, by the words or nots of

A law and order league at Bevere Mass, is taking action to enforce the Sunday law against a defiant barber and divers and sundry shopkeepers. They explain, however, that they rot propose to ask for anything like an enforcement of "blue laws," and the Boston Herald report says: "They recognize that the beach is a cosm politan resort, and declare that the sale of fruit, light refreshments, temperance drinks, etc., will not be re-stricted through their efforts."

A Toronto paper says Canadian fleece wool is selling two cents per pound lower than at the same season steamers of 1,500 to 1,500 seindards, do in 1889 the price in Toronto was not suffer in the same manner."

Manchester correspondent says: teen cents. It is said 385,000 lbs. of the cents of the said 385,000 lbs. of the cents o teen cents. It is said \$85,000 lbs. If last year's alip is still on hand, and that the only relief for the present over stocked and greatly depressed market must come from the United States, where prices have lately advanced over two cents per pound.

Canadian Pacific rallway traffic cernings from July 7 to July 14 were \$57,000, or \$51,000 greater than for the similar period in 1898. Grand Trunk earnings from July 8 to July 14, were \$450,718, an increase of \$25,634.

Harvesting of rye has Great Britain. The Mark Lane Ex-press says that wheat and barley pro-mise a full average yield, but that the loat crop is distinctly deficient.

OF PERSONAL INTEREST. Dr. Frank D. Phinney left Fredericton on riday for Montreal, and goes from there of Philadelphia to his new position in the Mary's hospital.

Mrs. Amy Bender, with her daughter Hazel and son Otty, of Fahrville, N. B., is visiting her sister, Mrs. C. J. Tabor, at the Carlisle hotel.—Woodstock Sentinel.

Rev. J. E. Flewelling has assumed his pastoral duties at Canterbury, York Co.

Major Herbert M. Campbell, R. A., is in Fredericton, the guest of E. Byron Winslow. This is his first visit to his old home in four years. He has been in India with his corps.—Herald.

This is his first visit to his old home in four years. He has been in India with his corps.—Herald.

Capt. Arthur N. McGray, former commander of the steamers Yarmouth, Prince Edward and Prince George, is now first officer on John Drexel's steam yacht Sultana. After an absence of twenty years, Kenneth J. M. Baillie, a brother of A. C. Baillie of Piotou, is on a visit to his old home. He was in the seige of Alexandria, and also fought at Suakin, El Teb and Tamsi.

Rev. H. How, rector of St. Luke's, Annabolia Royal, N. S., spent Sunday in Ottawa. Rev. J. M. C. Wade, rector of St. Mary's, Aylesford, N. S., is in town, en route to San Francisco.—Montreal Star, Friday.

Rev. David Walker, pastor of the Congregational churches at Red Beach and Robinston, Me., for the past 15 months, and who has lately suffered a severe attack of nervous prostration, has partially recovered. He has leit his labors there and has gone 19 his home in Nova Scotia.

The Hon. Geo. A Drummond has returned from Poland Springs. Mrs. Drummond and Master Drummond will shortly leave for St. Andrews, N. B., to spend the remainder of the season.—Montreal Star.

Says Friday's Wolfyille Acadian: "Little Miss Roberta Wisely of St. John will sing a solo in College Hall tonight, at the band benefit, Miss Gladys Starr is spending the summer at St. Andrews, N. B., with her sister, Mrs. Harold D'Almaine. Henry Johnson and George Patriquin left on Wednesday for Denver, Coi."

The Toronto Globe says: It is rumored in Baptist church circles that Rev. David Hutchinson of Park Baptist church, Brantford, is likely to receive a call from the congregation of the Baptist church of Moncton on Sunday.

Senator McSweeney of Moncton arrived home on Thursday afternoon. Senator Wood

Sunday:
Senator McSweeney of Moneton arrived home on Thursday afternoon. Senator Wood is also home.
A telegram received in Yarmouth by the family of George C. Lewis, from Colorado Springs, stated that he was no better. His mother, wife and one of the children have left for the Springs. mother, wile and one of the children have left for the Springs. Rev. Mr. Hanson of Gagetown has decided to give up the University, and will take up the study of medicine at McGill.—Gleaner.

No Summer Vacation



St. John's delictous summer weather and our superior ventilating facilities, make summer study just as pleasant as at any other time. In fact, there is no better time for entering than

THE ISAAC PITMAN SHORT HAND and the New Business Practice (for use of which we hold exclusive right) are great attendance promotors. Send for catalogues.

THE WIND'S MESSAGES. dore Roberts, in N. Y. Indeper

On may face I felt the spray Softer than an angel's lips; Then the wind went on his war. Buffeting the ships.

"You," who tread the hills of Har By lost trails and paths unknown Led by ancient flags of war Ended ere the stars were sown, I have brought, at Her command This—and do you understand?"

At my side the bracken stirred— On my hand I felt a thrill; And the wind, like homing bird Fluttered on the hill.

ou, who sit beside the fire ed by dreams and memories inted by a brave desire orn before the centuries, I have brought, at Her con This—and you will understa Then I felt, across my face,
Fingers smoothing a caress,
And the bitter rooms of Space
Held no bitterness.

Held no bitterness. Fredericton, N. B., Canada.

## AS TO COMPASSES

The Action of Iron on the Compasses Situat ed in Different Parts of the Ship.

(For the Sun, by Capt, W. H. Smith, R. N. R.) Discussions have recently taken place with reference to compasses on board iron and steel built vessels.

Few people among the general public have any knowledge of the difficulties encountered by officers of ships in con-be the case. nection with the action of iron on the i ship: of ! It may therefore appear strange to

some to be told that it is quite possible for the north point of the needle of each compass on board to take a different direction while the vessel is upon the stocks being built, and for some time of the told and s called the natural deviation and will remain until the compasses are adjus-...It is very probable that the loss of ted to be as near as possible correct a fine steamer some years past, may tained by swinging the ship for that

Should a number of compasses beplaced upon separate wooden rafts, of the mast head compass. situated in different parts of our harbor, their needles would all point to have been left in a vertice the north magnetic role. bor, their needles would all point to have been left in a vertical position the north magnetic pole, provided that near the compass while the man went no iron bolts had been used in the con- to his dinner. truction of these rafts to affect them. It is, however, a fact well known to seamen, that every iron or steel ship es a magnetiduring the process

which she is constructed, the direction of her head or bow is placed in while the standard compass.

The admiralty manual states that that locality the length of time occurthat locality, the length of time occu-pied, in building, and the amount of percussion the vessel is subjected to while she is being riveted.

It is admitted that certain magnetic

vessel are preferable to others, the purpose of lighting up the engine room, the stoke holds and bunkers, as most of blaces are under the protected

rection of a ship's head immediately she is floated, and for some time before she proceeds upon a voyage.

This custom is adopted in most of the large steamship companies.

The original magnetism, however, never leaves the ship entirely, although it generally become weaker, but the compasses require to be adjusted and compensated for errors caused by the attraction of yarlous kinds of iron sit. attraction of various kinds of iron sit-uated near them, as well as for a per-manent magnetism acquired in build-great change of geographical position

If a vessel is built in Great Britain deviation are to be taken at least once and brought out to Canada, it would be a wise and necessary precaution for campass course. the owner to have the compasses re-adjusted on her arrival here and previous to her leaving part to be em-ployed in the coasting trade. Unfortunately, we have no proper place selected for swinging ships for

An iron vessel, built in the Northern Hemisphere, with her head north mag-netic, becomes magnetised so that her bow is a North Pole and her Stern a South Pole. She is, in fact, a magnet

South Pole. She is, in fact, a magnet with her polar axis running fore-andatt, that is to say, from bow to stern. Should she be hullt with her head east in this harbor, her polar axis will run athwart ships. The port side will then have northerly and the starboard side southerly magnetism.

In this case, when steering upon our coast either east or west, there may be little or no deviation of the compass caused by this kind of magnetism, but when salling north or south up the Bay of Fundy, or towards Cape Ray, the North Pole of the compass will be attracted towards the starboard side of the ship, which has acquired the opposite magnetism.

ostic magnetism.

It has been frequently observed that ifter an iron ship has crossed the Atantic, coming west, the compasses were affected when the vessel's head vas turned up to the northward, makermed retentive magnetism, and oes not remain very long after the

does not remain very long after the cause has been removed, which is in consequence of her head having been for some time in one direction.

Similar circumstances take place when a ship is lying in one direction in a dock for a considerable period.

A man who takes command of an iron vessel, ought to be acquainted with everything in connection with her magnetic characier.

He should understand his ship as a jockey knows all the points of a horse, and it is the duty of a ship owner or manager of a shipping company, to inform him of the position of the vessel's head, was placed in when being built, the date-she was swung for the adjustment of her compasses, and also

provide him with cards of deviation for each of the compasses.

Wooden ships have very little deviation of their compasses, and the bin-maple compass needle generally points to the correct magnetic. North Pole, unless it is influenced by the magnetism of any tron, especially vertical iron situated in its vicinity, or by the magnetic action of the cargo.

iron situated in its vicinity, or by the magnetic action of the cargo.

The North Magnetic Pole is situated to the northward of Hudson's Bay, on the Boothis Perinsular, and probably bincludes a portion of the land at Cape Felix, on King William's Island, as the magnetic pole is not a point like the true pole, but it covers an area of from 45 to 60 miles. Sir John Franklin met his death near this locality in met his death near this locality in

Many large ships carry a standard compass to which the others may be referred, although each compass have a separate deviation

guard. When a ship is supplied with a standard compass, it should always be used for navigating purposes, and on most of the large ocean passenger steamers such is the case.

Officers of ships should therefore be continually taking observations for ascertaining the errors of this compass, and note any changes that are taking rledge of how to apply the devia

It is well known that a large quan a ship frequently affects the compasses. Lobster this in the vicinity of a com-pass, will also have an influence upon

As to Compasses, No. 2.

Several cases of this kind of attraction have been reported to me, under the notice of ofhaving come under the notice of of-ficers of wooden sailing ships, when making voyages from New York to

They are impressed with the idea thet it was some metallic quality in the oil that caused the compass dis-

An iron spanner or monkey wrench, ompasses situated in different parts of or even a mariin spike, carelessly left near a compass, will sometimes make it may therefore appear strange to an alteration of the direction of the sel to deviate from her course to a considerable extent. ... It is very probable that the loss of

of the carpenter in forgetting to remove the iron spanner he has been using to tighten up the spider band

Dynamos used for the purpose of lighting the ship by electricity, have sometimes affected the compass, so that the steering of the ship was made. of less than

she is being riveted.

generally taken in the management of the compasses, which are under tions in which to lay the keel of a the supervision of the navigating of

very pronounced character.

After launching, a portion of it is lost, especially if the bow be reversed for any considerable portion of time, It is a good plan to change the distance of a ship's head immediately deviation cards are sometimes made

tion at least once a year, or upon any great change of geographical position.

Observations for ascertaining the deviation are to be taken at least once

compass course.

This officer has also allowed me to inspect some Napier diagrams or curves of deviation, taken in various localities, showing the deviation upon the different directions of the ship's head as the result of swinging her at different ports, which is most inter-

I am also indebted to the navigating officer of the cable s. s. Minia for This officer passed a most creditable examination before me at St. John, N, B., and was selected by the late Capt. Trott as the navigating officer

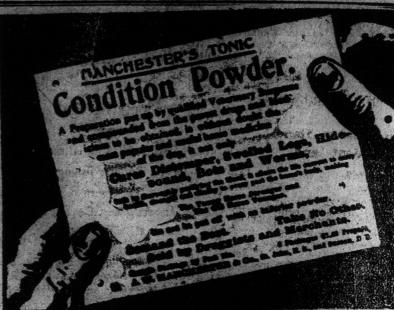
Most of the foregoing information is not new, but 's, or should be known to all officers who have charge of the mavigation of an iron ship.

W. H. SMITH.

LABOR LAW VIOLATORS. (New York Herald, Friday.) Information that six stevedores had

been imported from St. John, N. B., in violation of the contract labor law, reached the Barge office last week. An investigation was instigated, and the men were found at work in Communipaw. They admitted that they had been hired in St. John to come here, and said that they had been promised forly cents an hour. They gave the name of Jas. W. Trecartin, a boss stevedors of No. 27 South street, as the man who had employed them. The men yesterday were placed under arrest and taken to the Barge office. They will be started back to St. John today.

The men referred to in the Herald are David Daley, Wm. Smith, Thomas Smith, George Earle, Arthur Wells and Michael Manigan, Mr. Trecartin, who is a Carleton man, it is understood hired the men to go on to New York. Advices state that the men will return to this city on I. S. S. company's steamer on Tuesday.



J. W. Manchester, veterinary surgeon has returned from Montreal. Those shing to consult him inquire at Hamm's stable. Union street, St. John. N. B.

FISH BULLETIN.

HALIFAX, N. S., July 24.—Nova Scotia— Lockebort: Cod plentiful; few herring.
Liverpool: Cod plentiful; herring good, 30
bis. taken in drag seine.
Lunenburg: Cod good; herring scarce.
Spry Bay: Cod fair; no herring.
West Arichat: Cod, haddock and herring

Arichat—Herring fair; few cod and had-Petit De Grat: Cod, herring and salmen scarce; he haddock or mackerel.
St. Peter's: No herring or mackerel.
Gabarus: Cod and lobsters fair; herring, everage 250.

Meat Cove: Mackerel and Jebsters fair; ced poor; no herring.
Cheticamp: Cod fair; hake and haddock poor; no hailbut or salmon.
Margaree: Cod plentiful; hake, haddock, mackerel and salmon poor.
Mabon: Cod, hake, haddock rair; herring and mackerel scarce; no salmon.
Port Hood: Hake good; heddock, herring and mackerel scarce.
P. E. Island-Malpeque-Cod fair; mackerel poor.

bec-Paspeblac-Cod fair.
port Point: Cod and herring scarce

Newport Point: Cod and herring scarce.
Peres: Cod poor.
Seven Islands: Cod fair; herring poor.
Bait and ice-Bait can be obtained at Digby, Yarmouth, Liverpool, Port Mouton, Lunenburg, Queensport, W. Arichat, Margaree, Georgetown.
Ice at Digby, Yarmouth, Lunenburg, Canso, Arichat and Georgetown. 25-STAMP FOR THE OLIVE.

Hon Ges E Foster Inspects the Min and Makes a Statement. (Toronto World, Friday.)

It was recently announced in the World's Algoma correspondence that the Olive mine, instead of being a small high-grade proposition, which really on extensive or moderate grade deposit, and that the capacity of the stamp will would shortly be largely increased These statements are now confirmed by the Hon. George E. Foster, presi-dent of the Olive Gold Mining Company, who has just spent five days at that the number of the stamps at the mine will at once be brought up to 25, and it is understood that a much larger addition will se made before long. On his way from Rat Portage to Ottawa Mr. Foster made the following statement, which is printed for the benefit

of World readers:
"The Olive mine is developing very satisfactorily. Since the new manager took hold in February a great deal of development work has taken place, ith a view to test the value and characteristics of the property. The means taken to do this were by the diamond borns and a system of crosscuts.

"In the beginning it was suppo that in the Olive quartz vein-rich, but cmoparatively narrow-were comprised the chief values of the property. This vein runs through a wide dyke of feldsite, which ugain is banded by dior-ite. This dyke, which varies from 150 to 200 feet in width, has been cut at a depth of 250 feet by a tunnel and the diamond borer. The rock taken from the crosscut tunnel, 75 feet in length, was put through the mill just as it was taken out, and vas found to have good paying values. The core of the diamond borer, which was taken out for the remaining width of the dyke, howed about the same characteristics as were developed by the crosscut tun-nel. The dyke, besides being all heav-ily mineralized, is shot with quartz streaks and contains several quartz veins, varying from one to four feet in width, and all gold-hearing.

"The present aspect of the property is that of a rich quartz vein, varying from eight inches to four feet in width, lying in a wide dyke, varying from 150 to 350 feet, all of which promises good paying values when milled

on an adequate scale.

"The perisistency of the rich quartz ein is shown by the fact that in all the work so far done in 'A' and B' shafts, and the levels run out therefrom, the vein has been constant, never once having been lost, and that in the lowest level the width has been greater and the values not any less,

but more uniformly good.

"Four drills running in the levels on development work alone are now supplying the ten stamps that are pounding night and day, thus leaving all the slopes intact. Three levels are now being run east and west from shaft 'A' and one each way from shaft

"On G. 68 the shaft is being sunk to the first level, when drifting will be prosecuted to develop the ore body. G. 69 is one of the Olive properties, with a vein and dyke distinct from that now being mined.

"As a result of a recent visit of three of the directors to the mine it has been decided to increase the stamp capacity of the mill to 25, that is to add 15 to the 10 now in operation. Tendent

ders have been called for delivery at Rat Portage not later than Sept. 10, and work has been begun on the foundations for the additional mill ilding. It is intended to have the of October, after which date 60 to 75 tons of ore will be treated daily. In the meantime the 10 stamps are run-

ning constantly.

"The usual dividend of one per cent.
has been declared for July, payable on Avg. 15.

Avg. 15.

"Ceipts.

This is an honest method of advertising Scott's Stomach and Nerve Food.
Avg. 15. "The Olive has come to stay, and

olds fair to become one of the best paying properties in the Rainy river district. The line of new railway runs district through its properties and directly through its properties an within a few rods of the main shaft."

WEDDING BELLS

Robert Clarke of Nashwaak and Mrs. Eva Price of Stanley were mar-ried at St. Paul's manse, Fredericton. on Wednesday evening by Rev. Willard Macdonald.
Clarence Murray and Miss Mabel Akerley were united in marriage at

Fredericten, Wednesday evening The nuptial ceremony was performed by Reve J. D. Freeman at the Bantist parsonage.

At the residence of the bride's me ther, Fredericton, Wednesday evening. Rev. Willard Macdonald united in

merriage William A. Wilson and Miss Amie Tolique, both of that city. Miss Maggle Pollock, sister of the bride, was bridesmald, and Harry Brewer

W. A. Simpson, of the I. O. R. train...
despatcher's office, Moneton, was married Wednesday natternoon... to Mrs.
Lettieridge of Humphrey's Mills. The ceremony took place at the home of the bride in the presence of the im-mediate friends of the family, by Rev. E. B. Hooper: Mr. and Mrs. S left on the maritime express for P. R.

Wednesday morning at the home of A. aFer Chipman of Heawick Miss Ina. M. Schipman, was given in marriage to G. W. Smith of Roston. The ceremony was performed by the brother of the bride. Rev. O. N. Chipman of Great Village, assisted by Rev. D. H. Simson, Berwick. The maids of homorwere Misses, Mand. Creighton and Georgica Fingo. After the wedding tour the, happy couple will, reside in the suburbs of Boston. Mrs. Smith is a graduate of Acadia, 1890, also of Wellesley college. She was for sev-Vellesley college. She was for sev-

DEATH ROLL The death occurred at Mars Hill Carleton Co., on July 8th of Benja-inin Gallupe, aged 63 years. He was a son of the late Amos and Emales Gallape of Victoria Corner, N. B. H Callupe of Victoria Corner and three leaves a wife, three sons and three daughters. His Christian career dave daughters, and spiritual life and evidence of strong spiritual life and brilliant light. The funeral service was held at his late residence and was deeply impressive. Sermon by the Rev. Mr. Palmer of the M. B. church

from 14 chap, of Job 1st verse.

The death occurred at Moncton on Sunday night of Mrs. John Bradbury. has been ill for about five weeks and for the past week or two her life was despaired of. She was 58 years of age and leaves a husband and five child-

Mrs. Sybil M. Roberts, wife of Chas Mrs. Sybil M. Roberts, wife of Chas. W. Roberts, died on Sunday morning at her residence, corner of Main and Albert streets, Mrs. Roberts was formerly the widow of Capt. George F. Mullin. She was born in Johnston, Queens county, and was a daughter of the late W. B. Thorne. She leaves, three children, G. W. Mullin of this city, Mrs. P. C. Wilson of Amesbury, Mass., and Mrs. Daniel Wilson of this city.

MR. PARQUHAISON CONDEMNED. At the session of the Grand Divisi S. of T., of P. E. Island last week, the following resolutions were adopted with only one dissenting voice: "Whereas, the government of this province has passed a law to license the sale of intoxicating liquors in opposition to the well understood with sition to the well understood wishes of this grand division, which has again and again declared against the prin-ciple of raising a revenue from the liquor traffic:

division place upon record its unqualified disapproval of the course pursued by the government; and therefore "Resolved, That we will support no candidate for the legislative assembly who will not pledge himself to vote for the repeal of this obnoxious measure at the earliest possible oppor-

DO YOU WANT Money?

Can you guess the missing words, marked by dashes \_\_\_\_\_ When complete it is the 'quotation' used by over 20,000 people now residing in Can

If you can supply the correct missing words you may get a present of \$100.00 or more in each.

Contest opens May 5. The fund will be equally divided among those who answer correctly—No capital prise.

CONCLUSION.—This is a form of ntest which does not require you chance. We have a perfect right to give away any part or all of our re-

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Recent Arou

Together from C

When or WREKLY S which the that of the it sent. Rememb office must nsure pro issuing weel WEEKLY SU lation of all Maritime P

please make Ship Mace repairs here

H. P. Lei telegram on ter, Mass., a

The first sl made to the Queens cour is said, pror The progr TEA continu

tention in to of attention public. You Neil Mc Amherst A Hockin of T

McKay. Sch. Moan land for Ro at Buenos Moama will Philadelphia

John to W. Vimeira and C. England, The Mon-Coldbrook twenty-eigh

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fifty-five mi Walter M has receive bados that sch, Evelyn alysis. Hhe

A Thomps herst Press. his dry good Bros. of We them away has gone to

lief Associ ston, Ont., ! was advise board in th The Sun Campbellton hundred app received for and it is

many more. John should

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time of pr

will entitle for three d

school. Dry Dock urday aft Avity and rectors, were Pugsley, soft and S. A. charter issue ernment was adjourned fo

E. A. Sic Williams, s ent and over ville, N. S., ilar position at Wawa, posit of hig miles from Superior, from is to be but evidence of near future Canada.

WE GI

LADIES' 2 30 1.75 1.45 1.38

SUMME

HALF COTTON 80, 1