# HALF THE WORLD IS SICK

## Because of Weak Hearts

When you are sick your heart is faint.

If it were pumping good blood through your system, you could not be sick in any part.

Ninety-nine out of a hundred have weak hearts—they are sometimes sick.

**Dr. Agnew's Heart Cure** will relieve Heart Disease in thirty minutes. Will with certainty effect a lasting cure.

GEORGE CRITES, Dominion Customs Office, Cornwall, Ont., says:—"I was troubled with severe Heart complaint for a long time. I was under the doctor's care, but not receiving benefit, I asked him about 'DR. AGNEW'S CURE FOR THE HEART.' and I used it with good results."

**Dr. Agnew's Ointment** is ridding the world of piles and skin rashes, eruptions of all sorts. Its healing powers are marvelous. Price, 35c. 10


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**Piles** To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES & CO., Toronto.

**Dr. Chase's Ointment**


# OTTAWA LETTER.

OTTAWA, May 24.—Empire Day, or as men now growing very grey and bald prefer to call it, "The Queen's Birthday," was celebrated here in the usual form, supplemented, however, by the presence of a live cardinal at the imposing rites and ceremonies connected with the laying of the corner stone of the new University of Ottawa, one of the leading Roman Catholic educational institutions of the North American continent. The telegraph wires have already described the proceedings in more or less detail. Cardinal Gibbons is Irish of the Irish, in countenance, form and activities. Over and above his great ecclesiastical administrative work, there will always be associated with his name the memory of his labors on behalf of the common humanity. Labor, manual labor, has had no better advocate in America than this distinguished son of the church. Strong and rugged, the cardinal's smile is one that warms the heart of all who see it. It is a sunny Irish smile, spontaneous, honest, hearty; not put on for effect. Ottawa University, long a noted and successful Catholic educational institution, purified by a recent fire, is rebuilding on a larger and grander scale than before. Money is flowing in freely, and the new university will be a credit to Canada. Fire, temporarily a bitter scourge, is to institutes of learning what it is to cities. It enables them to start anew on a good footing. Starting from small beginnings, schools first, then colleges, and later universities, the buildings are as a rule a muddled heap of detached houses, a sort of temporary attempt to meet the demands of swelling attendance. Time is lost, force is wasted and the results are not commensurate with the effort to do good work. Ottawa University has much to be thankful for. It starts out now on new ground, up to date in all its equipment, and the few months lost will be more than made up within a year or two. But for the conflagration that levelled its halls it would still be struggling along under the old handicap. R. A. P.

OTTAWA, May 25.—Some of the frequenters of room 16, the government headquarters, are chuckling over the story, started the other day, that Ned Farrer was engaged on his third speech for the Hon. Henry Robert Emmerson, his first efforts not having met the approval of the prime minister and the minister of railways. This story, the authenticity of which your correspondent does not guarantee, calls to mind another story of last session. When Sir Wilfrid Laurier had concluded his speech on the bonding privileges question, Farrer angrily burst out with the remark: "Confound the premier. He has used the wrong parts of my speech and left out the right ones."

Cardinal Gibbons of Baltimore was impressed with the clean condition of Ottawa's principal streets, and before leaving paid a well deserved tribute to the civic authorities for the efficient manner in which they had grappled with and solved this somewhat difficult problem. In large cities contractors make money by handling the garbage and street accumulations of dirt, but in towns the size of Halifax, St. John and Ottawa, it is about all expenditure and little or no revenue. The dry goods and other Ottawa trade establishments on the main thoroughfares would not tolerate for a week the clouds of dust that, rolling in over the sidewalks, create much damage to the stocks on sale. Whenever business men combine to make their presence felt, civic boards promptly comply with their reasonable demands. Ottawa keeps its sidewalks as clean as its streets. St. John and Halifax can say the same, the only difference being that the streets of the capital are looked after day in and day out with systematic intelligence and activity.

A further plunge into the pages of the list of shareholders in Canada's chartered banks shows that maritime people are large investors in these institutions all over the dominion, with of course their biggest interests in the banks of their own part of the country. Take the Bank of Toronto for example, with its paid up capital of about $3,000,000, in shares of $100 each, the following names figure in the list: John S. Armstrong, Rothesay, N. B., 5 shares; Rev. Charles Bowman, Windsor, N. S., 24; Alex. J. Campbell, trustee, Truro, 12; Miss Margaret C. Carmichael, Pictou, 18; executors estate H. H. Crosby, Hebron, N. S., 17; Mrs. Martha J. Curry, Halifax, 24; Eastern Trust Co., Halifax, 79; Rev. John Forrest, trustee, Halifax, 4; Thos. E. Fraser, Miss Jessie G. Fraser and J. J. Bremner, in trust, Halifax and Toronto, 11; James Hart, Halifax, 44; J. J. Hunt and Aubrey S. Hunt, trustees, Halifax, 12; Andrew M. Jack, Halifax, 12; Hon. A. G. Jones and C. E. Croker-King, trustees, Halifax, and Cheltenham, England, 75; Hon. A. G. Jones and Major Price Lewes, Halifax, and Cilian Aeron, Wales, trustees, 78; Hon. A. G. Jones and Eastern Trust Co., trustees, Halifax, 36; Alex. E. Lawlor, Dartmouth, 8; Miss Sarah M. Lawson, Halifax, 6; J. R. Lithgood and H. G. Bauld, trustees, Halifax, 36; Hon. Jas. D. McGregor, New Glasgow, 14; Miss Jean McKenzie, Pictou, 2; Geo. I. McKenzie, Pictou, 4; Wm O'Brien and Mrs. M. Jean Curry, in trust, Halifax, 18; Miss Bessie B. Penton, Halifax, 2; executors Bennett Smith, Windsor, 30; Lady Smith, Dorchester, N. B., 103; Miss Eleanor C. Stevenson, Sydney, C. B., 3; Miss Maria M. W. Stevenson, Sydney, 3; estate James Thompson, Pictou, 5; Robie Uniacke, Halifax, 14; George H. Wallace, Wolfville, 7.

In Molson's Bank (60,000 shares, at $50 each) there are the following maritime shareholders: Mrs. F. S. Armstrong, Bedford, N. S., 2; Miss L. C. Avery, Grand Pre, N. S., 70; Miss C. A. Black, Dartmouth, N. S., 92; trustees C. H. M. Black, Halifax, 14; J. F. Black, M. D., Halifax, 28; Mrs. Sarah Cameron, Halifax, 20; Miss M. C. Carmichael, Pictou, 37; Mrs. M. J. Curry, Halifax, 104; Mrs. E. I. Dawson, Bridgewater, N. S., 44; Mrs. M. E. Dawson, ditto, 44; Mrs. M. C. Dawson, ditto, 21; Robert Dawson and sons, ditto, 160; Eastern Trust Co., estate A. D. Meikel, Halifax, 13; G. H. Elliott, Pictou, 6; C. B. Archibald, Truro, 30; S. Guy Black, Halifax, 20; C. Macdonald, Halifax, 24; J. Mackay, Halifax, 5; R. McNeil, New Glasgow, 36; G. Shaw, Halifax, 6; G. F. Fletcher, Halifax, 5; Mrs. M. J. Fletcher, Halifax, 25; Miss M. E. Fletcher, Halifax, 1; Mrs. M. A. Frame, Gay's River, N. S., 3; Miss A. Fraser, New Glasgow, 25; Miss J. S. Fraser, Halifax, 25; Lt. Col. H. Grier, Halifax, 21; Miss Sophia Grier, Halifax, 21; Halifax Fire Insurance Co., 150; Halifax Protestant Orphan Home, 5; Halifax Home for Aged, 8; A. S. Hunt, Dartmouth, N. S., 33; Halifax Industrial School, 4; A. E. and H. T. Jones, trustees, Halifax, 21; Lt. Col. and Mrs. F. Lawrie, Halifax, 52; Miss G. M. Lawson, Halifax, 1; Miss E. T. Murray, Truro, 20; P. M. Macdonald, Fredericton, N. B., 2; Mrs. E. H. Macgregor, Halifax, 12; J. Henry Mackenzie, Pictou, 200; Mrs. A. M. MacLearn, Fredericton, 6; Lord Bishop of Nova Scotia, 30; Hon. D. McNeill Parker, Dartmouth, 6; Mrs. F. H. Parker, Halifax, 25; Howard Primrose, Pictou, 20; Miss J. Louisa Pryor, Halifax, 2; Miss M. E. Pryor, Halifax, 2; D. H. Purves, Pictou, 42; J. N. and T. Ritchie, in trust, Halifax, 36; Thomas Ritchie, trustee, Halifax, 18; F. T. Ross, St. Stephen, N. B., 24; M. J. C. Sawyer, Halifax, Mrs. M. Smith, trustee A. Saer, Halifax, 18; Lady Smith, Dorchester, N. B., 76; Mrs. A. J. Stalker, Pictou, 2; A. P. R. Stalker, Pictou, 24; J. A. and A. P. R. Stalker, trustees, Pictou, 9; Miss L. F. Stalker, Pictou, 98; Mrs. Alice E. E. Twining, Halifax, 12; R. Uniacke, Halifax, 74; Mrs. Jane Voght, North Sydney, 37. R. A. P.

OTTAWA, May 26.—The house resumed its regular work, that of talking, yesterday from after quite a little vacation. Nearly every member was in his seat and the galleries were well filled in the evening. The afternoon's spectacle took on a rich and unusual bit of color owing to the presence in their ecclesiastical garb of his eminence Cardinal Gibbons and Archbishop O'Connor of Toronto, who sat in the seats of honor on the floor to the right of Speaker Napoleon Belcourt and of Mgr. Sbaretti, archbishop of Duhamel, Rev. Dr. Emery, Rev. Dr. Fallon and Rev. Father Sinnott in the front row of the speaker's gallery. The tidings that the cardinal and his entourage would be present spread rapidly over the city and all the galleries were well filled with spectators, something rather unusual since the opening of the Grand Trunk Pacific debate.

The debate opened with a carefully prepared amendment, presented by Mr. Clare, conservative member for South Waterloo, Ontario, of which he had given several days' notice, to the effect that in all cases connected with the Grand Trunk Pacific preference should be given to British subjects, by birth or naturalization. Mr. Clare is in favor of the extension of the I. C. R. to Georgian Bay and the Pacific Ocean on the ground that Canada would thus be in a position for all time to control transcontinental rates, but he is opposed on an equally good national basis handing over, as the government is doing, the trade of the country to an alien corporation. Mr. Clare is not an orator. He is a plain, blunt speaker, who knows how to put his thoughts in terse and vigorous language, and his criticism of the conduct of the minister of labor, Sir William Mulock, aroused the ire of that distinguished knight. Why Sir William was chosen to fill the post of labor minister is a mystery. No man on either side of the house ever accused the postmaster general of having any bowels of compassion for the workingman. Sir Richard Cartwright is about as aristocratic in his outward behavior as Sir William Mulock, but beneath a rude exterior he hides a tender heart and does kindly deeds without rushing them into print. The laboring men in the postal service, if these faithful and hard working members of the civil service will pardon the expression "laboring men," if called to the witness stand and promised immunity, could tell some pertinent tales about Sir William Mulock's regard for the feelings of men who have not been born with silver spoons in their mouths.

Mr. Clare in introducing his amendment vigorously defended Mr. Clarke of West Toronto against the attack made on him on the 13th inst. by the minister of labor when the complaint of the civil engineers of Canada that preference was given to foreign engineers on the Grand Trunk Pacific surveys was under discussion. Mr. Clarke is an earnest and consistent defender of labor and for over 30 years has been continuously identified with the labor interests of Canada. As Mr. Clare pointed out, the member for West Toronto gave his energetic aid to the workingmen to vindicate their rights, to organize themselves into unions, and that at the very time when the political friends of the minister of labor and his party were trying to crush the unions by sending men to jail, including Mr. Clarke himself. Never under any circumstances did Mr. Clarke accept one cent for his services in this regard, and Sir William Mulock must have known that when he charged the member for West Toronto with having made his living out of a labor commission. For four consecutive years the people of Toronto emphasized their confidence in Mr. Clarke by electing him mayor of that city. For eight years he represented Toronto in the Ontario legislature, and at the last dominion election Mr. Clarke polled the largest vote obtained by any candidate for the commons and obtained the largest majority of any member in the province of Ontario. Mr. Clare ventured the assertion that Mr. Clarke, who is a printer, and knows the needs of the workingmen of the country, had done more to alleviate their condition since he has been a member of this house than the minister of labor and the cabinet to which he belongs had ever dreamt of accomplishing.

Sir William Mulock, driven into a corner, evaded the direct issue by promising that the government would introduce a general measure applicable to all railway works in Canada, in favor of Canadian labor, and on that ground called on his following to vote down Mr. Clare's amendment. Hon. Mr. Fitzpatrick, who inspired Mulock, took identically the same ground, but lost his temper for the first time this session, when hackled by several opposition speakers.

This promise of general legislation has a suspiciously vague ring. It is the old story of grit pie crust pledges only made to be broken. While government supporters will vote for it, when it materalizes, they do not believe it. When Sir William announced that a royal commission of one county court judge had been appointed to investigate the charge that Americans are being employed on the G. T. Pacific surveys in preference to Canadian engineers, the opposition wanted to know why the government had not sent the experienced fair wage officer or the trained deputy of the labor department to investigate this infraction of the labor act. The answer did not arrive, the minister of labor evidently not having been instructed what to say. I, Sir William Mulock did not figure in this debate with as much glory as in the postage stamp transactions.

Mr. Monk of Jacques Cartier made one of the best speeches of the day's debate. His argument was in effect that as the G. T. Pacific is being built with Canadian money the labor should be Canadian. He went farther and suggested that all the rolling stock should be built in Canada. He reminded the government that if it had been found necessary to make special provision for the protection of Canadian labor in connection with the Crow's Nest Pass railway, there was a still greater necessity for conserving Canadian labor in the construction of a line that reached from the Atlantic to the Pacific.

Mr. Bourassa, as usual, took strong ground in favor of Canada, ending up with the statement that everybody anticipated that he would not deprive the dominion in this great work of the services of high grade Yankee engineers. He warmly objected to the amendment in that it discriminated against Americans while letting in British subjects.

Mr. Taylor of South Leeds said the government had never made an honest attempt to enforce the alien labor law—a remark which did not call forth a single protest from the grit benches. There are times when a chunk of truth silences all criticism or retort.

Mr. Puttee, the labor representative of Winnipeg, approved Sir William Mulock's policy of appointing a royal commission to inquire into the employment by the Grand Trunk of alien labor.

Mr. Clarke of West Toronto, in supporting Mr. Clare's amendment, quoted quite a number of laws passed by state legislatures in the United States providing exclusively for the employment of citizens of the republic. He urged that a simple direct provision in the G. T. R. Pacific bill in protection of Canadian labor would prevent such audacious infractions of the alien labor law as had been charged in connection with the surveys of this transcontinental line.

As the debate progressed it grew warmer and finally the minister of justice, always hitherto this session a civil man, went up into the air for a few moments. He soon after pulled himself together and for the balance of the night displayed his customary geniality. Mr. Clarke was the man who was apparently responsible for this sudden outbreak. Hon. Mr. Fitzpatrick made for him, a bitter attack on the member for West Toronto, which drew forth from the leader of the opposition the remark that the minister must have been pretty hard hit, otherwise the house would not have seen such a display of temper. Mr. Borden made it clear that while the opposition would support an anti-alien labor law, provided it were drawn on proper lines, it would so far as it could insist in the best interests of Canada on an amendment to the present bill to stop at once the employment of aliens on the surveys.

Dr. Sproule, conservative, of East Grey, reminded the house that while the reply of the government to almost every amendment proposed by the opposition to this surrender to the Grand Trunk magnates was a promise to provide for the matter in a general law, experience had shown that not much confidence could be placed in the alien labor law pledge of the administration. In his abrupt business way, Dr. Sproule suggested to the ministry that the house was now dealing with a special act, and that it would be time enough later on to deal with glittering generalities. R. A. P.

WINNIPEG, May 29. — Chicago capitalists today purchased forty thousand acres in Eastern Assiniboia, the price being in the neighborhood of $500,000. The purchasers intend to convert the immense tract into a farm and say it will be under crop next year.


# NO OPERATIONS NEEDED NOW

GRAVEL AND BLADDER DISEASE CURED BY DODD'S KIDNEY PILLS

Toronto Bricklayer Relieved of Those Terrible Troubles—Medical Science Makes Another Move Forward.

TORONTO, Ont., May 27.—(Special)—Medical science has at length awakened to the fact that Gravel and other bladder troubles are caused by disordered kidneys and that the modern method of curing them is to cure the kidneys with Dodd's Kidney Pills. This does away with those terrible operations that in past years have been all too common.

The case of William Thomas, bricklayer, 158 Mill street, this city, is one of the recent proofs of the efficiency of the treatment. Mr. Thomas says:

"I had been troubled with Gravel and Bladder Disease for seven years. I had to go to the hospital and have water taken from me. I tried medicines of different kinds, but they failed to remove the trouble.

"Hearing of cures by them prompted me to try Dodd's Kidney Pills, and after taking them for a time I passed a stone the size of a large bean. Four boxes of Dodd's Kidney Pills made a complete cure in my case."

Home laundrying is so much cleaner and fresher and so much easier on the clothes. You can get every bit as good a finish, too, if you use Celluloid Starch. It is easy to use, requiring no boiling, and soaks into the fabric without strength-taxing, clothes-wearing rubbing.

Ask your grocer for

**Celluloid Starch**

Never Sticks. Requires no Cooking

The Brantford Starch Works, Limited, Brantford, Canada.


## TRIED TO BURN A HOTEL.

### The Alpha at Parrsboro Was Set on Fire.

PARRSBORO, May 29.—An incendiary attempt to burn the Alpha hotel was made about one o'clock yesterday morning. A lot of sawdust and other rubbish was saturated with kerosene and set on fire against the rear wall of the building. Fortunately it was discovered before the fire made much headway, and an alarm was given. The fire was extinguished before much damage was done, but would have made a serious blaze if it had got fairly started.

## MILITARY CAMP.

### Instructions Furnished by Recent Orders.

Militia orders recently issued contain the following:

Owing to the supply of copies of Regulations and Orders, 1898, being exhausted, it is notified for the information of all concerned that the orders governing advance parties of corps ordered to proceed to camps of instruction are as follows:

Each corps detailed for training in camp will send an advance party to the camp one day, exclusive of a Sunday, before the arrival of the troops in camp, to take over the camp equipment and lay out the camp. This party will consist of the quarter-master, the quartermaster sergeant and four men (including a cook) per squadron in case of cavalry regiments, and three men (including a cook) per company in case of infantry regiments.

Batteries of artillery and companies of engineers will send the captain, one non-commissioned officer and four men (including one batman and one cook). Departmental corps will send the quartermaster sergeant and three men (including the cook).

Pay and allowances will be drawn by the staff officer for "B" duties and one non-commissioned officer or private, who assists him, for the days during which advance parties are in camp.

The following allowances in addition to pay and rations for the officers, non-commissioned officers and men of the advance parties of corps proceeding to camps of instruction are authorized:

Officers .. .. .. .. ....$1.50 per day

N. C. Officers and men 0.50 per day

Revised establishments for the active militia (exclusive of permanent corps), giving details for peace training and for war service have been approved, and are issued herewith for the information of all concerned.

In the absence of a pay department, a paymaster and paymaster sergeant are authorized to be added to the new establishments for the following units, viz:

A regiment of cavalry.
A brigade or regiment of artillery.
A regiment of infantry.

Provisional Lieut. F. A. Good of the 67th regiment, is transferred from No. 8 Co. to No. 3 Co.

## LIVING IN BOX CARS.

### Montreal Said to be Crowded With Unemployed Immigrants.

MONTREAL, May 29.—As a protest against the present policy of immigration of the Laurier government, Montreal iron moulders will probably call a parade and demonstration of the unemployed of Montreal, and steps are being taken to organize such a demonstration. The iron moulders claim that thousands of immigrants are walking the streets at the present day without proper means of employment, and according to prominent members of the iron moulders' institute, the jail is full of immigrants who have been sent there for protection. Box cars of the Canadian Pacific and Grand Trunk railways are being occupied by these people as homes, and sheds and barns in outlying districts are being inhabited. At a meeting of the board of administration of the union on Monday, a sub-committee will be appointed to interview Montreal members of parliament regarding the matter. A deleg ation of iron moulders goes to Ottawa today to interview the government, with a view of discovering if Graham Hunter, who brought union iron moulders to Canada from England, is in the employ of the government.

## AFTER FOUR YEARS.

THE DALES, Ore., May 28.—A jury has found Norman Williams guilty of murdering Alma Nesbitt, near Hood River, Ore., March 8, 1900. The penalty for the crime is death. Miss Nesbitt came from Omaha four years ago to take up a land claim. She disappeared, and it was not until a short time ago that the discovery was made that she had been murdered.


CASTORIA.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought


# THE MARKETS.

## COUNTRY MARKETS.

| | | | |
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| **Wholesale.** | | | |
| Parsnips, per bbl | 2 00 | " | 0 00 |
| Turnips | 0 60 | " | 0 80 |
| Beets, per bbl. | 1 00 | " | 1 50 |
| Canadian beef | 0 03 | " | 0 08½ |
| Beef, butchers', carcass | 0 07 | " | 0 08 |
| Beef, country, quarter | 0 03 | " | 0 07 |
| Lamb, carcass | 2 50 | " | 4 00 |
| Mutton, per lb | 0 04 | " | 0 08 |
| Veal, per lb | 0 04 | " | 0 07 |
| Pork, carcass | 0 06 | " | 0 06½ |
| Shoulders, per lb | 0 12 | " | 0 00 |
| Ham, per lb | 0 12 | " | 0 14 |
| Roll butter, per lb | 0 18 | " | 0 20 |
| Tub butter, per lb | 0 15 | " | 0 18 |
| Turkey, per lb | 0 13 | " | 0 16 |
| Eggs, case, per doz | 0 13 | " | 0 14 |
| Fowl, per pair | 0 60 | " | 0 80 |
| Carrots, per bbl | 1 50 | " | 1 75 |
| Potatoes, per bbl | 1 25 | " | 1 60 |
| Calfskins, per lb | 0 10 | " | 0 12 |
| Hides, per lb | 0 06½ | " | 0 07½ |
| Lambskins, each | 0 10 | " | 0 00 |
| Cabbage, per case | 2 50 | " | 3 50 |
| **Retail.** | | | |
| Rhubarb | 0 01½ | " | 0 00 |
| Beef, corned, per lb | 0 10 | " | 0 12 |
| Pork, fresh, per lb. | 0 10 | " | 0 12 |
| Pork, salt, per lb | 0 10 | " | 0 12 |
| Ham per lb. | 0 16 | " | 0 18 |
| Bacon, per lb | 0 16 | " | 0 18 |
| Tripe, per lb | 0 10 | " | 0 00 |
| Buttor, dairy, rolls | 0 20 | " | 0 22 |
| Butter, tubs | 0 16 | " | 0 20 |
| Lard, per lb | 0 14 | " | 0 06 |
| Eggs, per doz | 0 16 | " | 0 18 |
| Eggs, henery, per doz. | 0 18 | " | 0 20 |
| Onions, per lb | 0 06 | " | 0 00 |
| Beets, per peck | 0 30 | " | 0 00 |
| Carrots, per peck | 0 30 | " | 0 00 |
| Cabbage, each | 0 10 | " | 0 00 |
| Squash, per lb. | 0 05 | " | 0 00 |
| Turnips, per peck | 0 15 | " | 0 00 |
| Potatoes, per peck | 0 25 | " | 0 00 |
| Fowl, per pair | 0 80 | " | 1 00 |
| Parsnips, per peck | 0 40 | " | 0 00 |
| Turkeys, per lb | 0 18 | " | 0 20 |
| Rhubarb | 0 02 | " | 0 03 |
| Chickens | 1 00 | " | 1 40 |
| Ducks | 1 50 | " | 1 55 |
| **FISH.** | | | |
| Large dry cod | 4 70 | " | 4 85 |
| Medium | 4 75 | " | 4 85 |
| Small cod | 3 50 | " | 0 00 |
| Finnan haddies | 0 05 | " | 0 05½ |
| Gd. Manan herring, hf bbls. | 2 25 | " | 4 35 |
| Bay herring, hf bbls | 2 15 | " | 2 25 |
| Cod, fresh | 0 02½ | " | 0 00 |
| Pollock | 0 00 | " | 0 00 |
| Smoked herring | 0 14 | " | 0 15 |
| Shelburne herring, per bbl. | 5 00 | " | 0 00 |
| Fresh gaspereaux, per 100 | 0 80 | " | 0 00 |
| Fresh halibut, per lb. | 0 09 | " | 0 00 |
| Shad, fresh, each | 0 12 | " | 0 15 |
| Salmon, per lb. | 0 20 | " | 0 00 |
| **Retail.** | | | |
| Halibut | 0 13 | " | 0 15 |
| Fresh cod and haddock, per lb | 0 06 | " | 0 00 |
| Fresh gaspereaux, per 100 | 0 85 | " | 0 00 |
| Fresh shad, each | 0 15 | " | 0 25 |
| Finnan haddies | 0 07 | " | 0 00 |
| Smoked bloaters, per doz | 0 20 | " | 0 00 |
| Boneless cod, per lb. | 0 12 | " | 0 00 |
| **GROCERIES.** | | | |
| Cheese, per lb | 0 09½ | " | 0 11 |
| Rice, per lb | 0 03¼ | " | 0 03⅜ |
| Cream of tartar, pure, bxs. | 0 22 | " | 0 24 |
| Cream of tartar, pure, bbls. | 0 21 | " | 0 22 |
| Bicarb soda, per keg | 1 70 | " | 1 75 |
| Sal sola, per lb | 0 00¾ | " | 0 01½ |
| Molasses— | | | |
| Porto Rico, old | 0 30 | " | 0 36 |
| Extra choice 1904 | 0 38 | " | 0 39 |
| Barbados | 0 24 | " | 0 25 |
| New Orleans (tierces) | 0 29 | " | 0 34 |
| Sugar— | | | |
| Standard granulated, yellow bright, yellow, equalized rates. | | | |
| Barbados, per lb. | 0 03½ | " | 0 03¾ |
| Paris lumps, per box | 0 06 | " | 0 00 |
| Pulverized sugar | 0 05 | " | 0 05¼ |
| Coffee— | | | |
| Java, per lb., green | 0 24 | " | 0 26 |
| Jamaica, per lb | 0 24 | " | 0 25 |
| Salt— | | | |
| Liverpool, ex vessel | 0 58 | " | 0 59 |
| Liverpool, per sack, ex store. | 0 61 | " | 0 63 |
| Liverpool butter salt, per bag, factory filled | 0 95 | " | 1 00 |
| Spices— | | | |
| Nutmegs, per lb | 0 50 | " | 0 70 |
| Cassia, per lb, ground | 0 18 | " | 0 30 |
| Cloves, whole | 0 15 | " | 0 18 |
| Cloves, ground | 0 21 | " | 0 24 |
| Ginger, ground | 0 15 | " | 0 20 |
| Pepper, ground | 0 18 | " | 0 21 |
| Tea— | | | |
| Congou, per lb, finest | 0 22 | " | 0 23 |
| Congou, per lb, common | 0 15 | " | 0 50 |
| Oolong, per lb | 0 30 | " | 0 40 |
| Tobacco— | | | |
| Black chewing | 0 45 | " | 0 64 |
| Bright, chewing | 0 45 | " | 0 74 |
| Smoking | 0 45 | " | 0 74 |
| **FRUITS, ETC.** | | | |
| Currants, per lb. | 0 05½ | " | 0 05¾ |
| Currants, per lb., cleaned | 0 06 | " | 0 06½ |
| Dried apples | 0 03¾ | " | 0 04¼ |
| Grenoble walnuts | 0 14 | " | 0 15 |
| Almonds | 012 | " | 0 18 |
| Filberts | 0 09 | " | 0 10 |
| California prunes | 0 05½ | " | 0 09 |
| Brazils | 0 12 | " | 0 14 |
| Pecans | 0 14 | " | 0 15 |
| Dates, lb. pkg. | 0 05½ | " | 0 00 |
| Dates, new | 0 03 | " | 0 04 |
| Beef tongue, per lb | 0 10 | " | 0 00 |
| Peanuts, roasted | 0 09 | " | 0 10 |
| New figs, per lb | 0 09 | " | 0 12 |
| Bag figs, per lb | 0 04 | " | 0 05 |
| Malaga London layers | 1 90 | " | 2 00 |
| Malaga clusters | 2 75 | " | 4 00 |
| Malaga, black, baskets | 2 15 | " | 2 25 |
| Malaga, Connoiseur, clusters | 2 10 | " | 2 25 |
| Jamaica oranges, per bbl | 5 50 | " | 0 00 |
| Val. oranges | 4 00 | " | 4 25 |
| Egyptian onions, per lb | 0 02¾ | " | 0 03 |
| Onions, Spanish, per case | 3 50 | " | 4 00 |
| Raisins, Sultana, new | 0 00 | " | 0 00 |
| Raisins, Valencia, new | 0 00 | " | 0 00 |
| Bananas | 2 00 | " | 2 25 |
| Cocoanuts | 3 50 | " | 3 75 |
| Lemons, Messina, per box | 3 00 | " | 3 50 |
| Cocoanuts, per doz | 0 60 | " | 0 00 |
| Apricots, evaporated, | 0 13 | " | 0 14 |
| Evaporated peaches (new) | 0 10 | " | 0 12 |
| Apples, evaporated | 0 06¼ | " | 0 06½ |
| Apples, per bbl | 2 00 | " | 4 00 |
| Bananas | 2 00 | " | 2 50 |
| **PROVISIONS.** | | | |
| American clear port | 16 00 | " | 18 00 |
| American mess pork | 0 00 | " | 0 00 |
| Pork, domestic | 17 25 | " | 17 50 |
| Canadian plate beef | 12 50 | " | 13 00 |
| American plate beef | 13 50 | " | 14 50 |
| Lard, pure | 0 08½ | " | 0 09½ |
| **FLOUR, ETC.** | | | |
| Cornmeal | 2 80 | " | 2 85 |
| Canadian High Grade | 5 25 | " | 5 30 |
| Oatmeal | 5 20 | " | 5 35 |
| Middlings, small lots, bag'd | 24 50 | " | 25 00 |
| Medium patents | 5 10 | " | 5 15 |
| Bran, car lots | 22 00 | " | 22 50 |
| Bran, small lots, bag'd | 23 00 | " | 23 50 |
| **GRAIN, ETC.** | | | |
| Hay, pressed, car lots | 11 75 | " | 12 25 |
| Oats (Ontario), car lots | 0 42½ | " | 0 43½ |
| Beans (Canadian, h. p. | 1 85 | " | 1 90 |
| Beans, prime | 1 75 | " | 1 80 |
| Beans, yellow eye | 3 00 | " | 3 25 |
| Split peas | 5 20 | " | 5 25 |
| Pot barley | 4 40 | " | 4 50 |
| **OILS.** | | | |
| Pratt's Astral | 0 00 | " | 0 23½ |
| "White Rose" and Chester "A" | 0 00 | " | 0 23½ |
| "High Grade Sarnia" and "Arcnlight" | 0 00 | " | 0 22 |
| "Silver Star" | 0 00 | " | 0 21½ |
| Linseed oil, raw | 0 00 | " | 0 47 |
| Linseed oil, boiled | 0 00 | " | 0 50 |
| Turpentine | 0 00 | " | 0 92 |
| Seal oil (steam refined) | 0 00 | " | 0 59 |
| Olive oil (commercial) | 0 00 | " | 0 95 |
| Castor oil (com'cial, per lb. | 0 08 | " | 0 09½ |
| Extra lard oil | 0 73 | " | 0 85 |
| Extra No. 1 | 0 63 | " | 0 70 |
| Electric Light (150 water white) | 0 23½ | " | 0 00 |
| Sun Oil—(49 Gravity) | 0 00 | " | 0 00 |
| (Pennsylvania) | 0 00 | " | 0 00 |
| Canadian | 0 22½ | " | 0 00 |

## MARINE MATTERS.

Sch. Rose Mary, from Summerside for Sydney, with produce, struck on Red Island Shoals, in Brass d'Or Lake, on the 25th, and is a total wreck. No insurance. Crew saved.

Sch. Bessie A., 96 tons, built in 1896, has been sold to J. Nelson Pugsley and Capt. W. L. Gates. Capt. Gates will command her.

Ship Balclutha, Capt. Bremer, from San Francisco for Ladysmith, B. C., went ashore on Goose Island May 16. The cargo may possibly be saved, or some portion of it. Vessel a total loss. Crew and part of cargo saved.

# N. B. COAL & RY. CO

## George McAvity Talks Very Diplomatically.

### He Is Much Pleased With the Present Condition of the Road—Names of the Board of Directors.

George McAvity, president of the N. B. Coal & Railway Co., returned to the city last night from a trip over the line, in company with Senator King, Premier Tweedie and W. C. Hunter, railway expert of Moncton. Mr. McAvity said that he was very much pleased with the results of his trip, and was greatly surprised to find the road in such a good condition. He had heard so much about its delapidated state that he had not expected to find anything in connection with the running of the road as up-to-date as it is. While it is not all the management would like it to be and all that it will be made, the party were agreeably surprised.

Asked as to the condition of the bridges, Mr. McAvity said that most of them were in good form, while none were half so bad as had been reported. The new portion of the road was first class in every particular, and one could ride over it as comfortably as over the I. C. R. It was as pretty a piece of road-bed as could be found anywhere, and the terminal facilities at Minto could not be excelled. Considerable of the rolling stock of the road has lately been purchased new, over forty freight cars having been added to the old stock. At present there are four engines in use, which are in good repair and thoroughly fit for the work they have to perform. The passengers coaches are in very good order, although Mr. McAvity said that he would like to see a new one added, and everything is run in first class shape.

The road will get all the freight it can handle, Mr. McAvity continued, and a large output is expected from the coal mines in that section. At present the company have about ten miles of branch lines and sidings leading to the various mines.

J. S. Gibbon & Co. have promised over two hundred tons a day to be shipped, if the management of the road make preparations for its reception, which will of course be done.

The Gibbon company have put in new machinery, and now have the plant in good working order.

At Senator King's mine, at Minto, between 2,500 and 3,000 tons of coal is ready to be loaded on the cars, and Senator King has promised the road one hundred tons a day. He has about completed arrangements for a compressed air plant.

Besides this, there are a large number of smaller mines which are raising all the way from 25 to 30 tons a day.

Taking all together, Mr. McAvity anticipates at least two train loads of coal from Minto each day. The coal, he said, was of a first class quality.

Mr. McAvity said that there was at present no trouble with the employes of the road, and from this on everything would go on smoothly. It is not yet known just who the new manager will be, although negotiations are now going on for the purpose of engaging one.

In regard to the financial position of the road Mr. McAvity explained that after the books had been audited, a work which is being performed, all bills against the road, which do not amount to much, will be paid. The road had lost money, but he thought the fact that most of the large railways had lost money last winter, which was one of the most unprofitable winters for railroads ever known, should not be lost sight of. Another important thing to which he wished to call attention was the fact that, with one exception, that of the Kent Northern, the line of the New Brunswick Coal and Railway Company was the only branch line in operation all winter. It was owing to the large amounts spent in clearing the track of snow that the company had lost money. A portion of the road, about 22 miles in length, is entitled to a double subsidy from the dominion government, in getting which no trouble is anticipated.

The board of directors of the road includes George McAvity, William Wainwright of the Grand Trunk, C. N. Skinner, A. I. Trueman, E. Hutchinson, R. A. Irvine, Byron Winslow and Willard Kitchen.

E. G. Evans, whose connection with the New Brunswick Coal and Railway