POOR DOCUMENT

MC 2033

UNANIMOUSLY IN FAVOR OF BRANCH LINES BEING PURCHASED BY I. C. R.

Maritime Board of Trade Discussed Important Question of Provincial Railroads at Closing Session Thursday—Committee Appointed to Interview Governments Interested—Recommended Government Bonus for Steel Shipbuilding--Other Important Matters Dealt With---A. M. Bell of Halifax Elected President.

The annual meeting of the Maritime Board of Trade for 1907 is now a thing of the past. The business sessions of the board were brought to a close Thursday about 1.30 p. m.

Considerable business of importance was dealt with at the several sessions and yesterday's meeting saw a number of important resolutions adopted. The board pronounced itself in favor of the I. C. R. taking over the branch lines of the maritime provinces, the double tracking of the I. C. R. at several points, the granting of running rights for the C. P. R. over the government road to Sydney and the landing of mails at that port, the granting of a bonus for steel shipbuilding, calling upon the coal and steel companies of Sydney to settle their differences or have their concessions from the dominion and provincial governments cancelled, and many other matters of interest to the provinces.

On the recommendation of the nominating committee the officers for the ensuing year were elected as follows:

President, A. M. Bell, Halifax; first vice-president, Hon. G. E. Hughes, P. E. Island; second vice-president, W. B.Snowball, Chatham; secretary, E. A. Saunders, Nova Scotia; permanent secretary, C. M. Creed, Halifax; auditor, M. G. DeWolfe, Kentville.

It was also decided that $25 be added to the salary of Secretary Creed.

It was decided the next annual meeting should be held at Halifax.

A vote of thanks was tendered to the St. John board of trade for courtesies extended to the visiting delegates.

Rev. Father Burke paid a high tribute of praise to the retiring president, W. S. Fisher, who, he said, was one of the most capable officers the board ever had. He moved a vote of thanks to him for his efforts, which was seconded and carried by an unanimous standing vote, and the singing of "For He's a Jolly Good Fellow," and hearty cheers.

Mr. Fisher made a brief reply, thanking the members.

The I. C. R., and Branch Lines.

On the meeting being called to order E. H. Armstrong presented the resolution on the matter of the I. C. R. taking over branch lines in the maritime provinces. The committee appointed yesterday had redrafted the resolution and he thought it would be now satisfactory to all.

Hon. Wm. Pugsley said he thought there was no resolution which had come before the board that was more important than the one which they were now discussing. He thought a strong and representative committee should be appointed to see the local governments and urge this matter upon them as well as upon the federal government. It was also, he thought, no more than right that the governments of Nova Scotia and New Brunswick should have their subsidies to these branch lines returned to them.

W. S. Loggie, M. P. spoke in favor of the resolution and said he thought the I. C. R. should take over these branch lines. He endorsed the suggestion of Dr. Pugsley that a committee should be appointed to see the government in the matter. The resolution was then unanimously adopted as follows.

Resolved, that in the opinion of this maritime board of trade it would be greatly in the public interests and to the advantage of the Intercolonial Railway if the federal government were to acquire by purchase or lease the railways of western Nova Scotia, and also the branch lines connecting with the I. C. R. in Nova Scotia and New Brunswick and to operate them as part of the Intercolonial system and that the government be urged to take the necessary steps to acquire such railways provided the same can be purchased or leased on reasonable terms based not merely on the original cost but also on the earning power of the lines.

Following Dr. Pugsley's suggestion A. M. Bell of Halifax moved that a committee should be appointed to confer with the government to carry out the suggestion outlined in the resolution. The committee should consist of ten members, five from each province.

The motion was carried. W. B. Snowball suggested that a nominating committee of four, two from each province be appointed to select the committee. This was seconded by Mr. Morrisey and carried.

Running Rights Over I. C. R.

Hector McDougall, of Sydney, introduced a resolution dealing with the C. P. R. and other roads having the right to run over the I. C. R. in connection with through navigation to Sydney.

He said that it had been shown that the mails could be landed at Sydney much quicker than at any other maritime port, and it would be greatly to their advantage to allow the C. P. R. to have running rights over the I. C. R. from St. John to Sydney.

The resolution was not intended to interfere with shipping business of St. John or Halifax. It was only to have the mails now landed at Quebec landed instead at Sydney.

M. J. Dewolfe, of Kentville, seconded the resolution.

W. F. Hatheway called attention to the fact that a few words should be added in the resolution to the effect that running rights were desired for transportation of "mails and passengers." Mr. Hatheway thought they should have more information as to what was meant by "running rights."

W. B. Snowball thought passengers would object to having a stop made for mails. He had heard many complaints about loss of time by boats calling at Derry, and he thought the same trouble would be experienced at Sydney.

Mr. McDougall claimed that passengers could land at Sydney the same time the mails were put off, and so reach their destination more quickly.

Mr. Loggie thought the resolution should be divided into two sections, one dealing with the landing of mails, in which he thought all would concur, and the other with running rights over the I. C. R., in which he thought there would be very few in support.

J. E. DeWolfe thought the question could not be divided.

M. G. DeWolfe thought that both Halifax and St. John were interested in this question, and they should stand up like men and say where they stood.

G. S. Campbell, Halifax, said the Halifax board had endorsed the proposal to land mails at Sydney. The maritime provinces were treated in a scandalous manner, as regarded the mails, only getting their mail after 24 hours, instead of at once, in a maritime port. Proper facilities, he thought, should be given the C. P. R. to enable them to distribute the mails as quickly as possible, by making a reasonable arrangement for running rights over the I. C. R.

H. J. Logan, M. P., thought there were too many whereas's in the resolution. He might agree with the resolution, but he could not agree with all the whereas's. He thought other roads should be allowed to have running rights over the I. C. R. He would support the resolution because he believed it was good for the maritime provinces, and would be good for the I. C. R.

After some further discussion, the resolution was adopted as follows:—

The Resolution.

"Whereas several experiments have been made in the transfer of the English mails to and from Canada at Sydney Harbor.

"And whereas these experiments have demonstrated beyond doubt that by the Sydney route the English and European mails can be delivered to all points in Canada earlier than by any other route.

"And whereas it is the general belief that the Canadian Pacific Railway Company as well as the Allan Company are opposed to the landing and embarking of mails and passengers at Sydney and prefer during the navigation of the St. Lawrence landing mails and passengers at Quebec.

"And whereas it is inconsistent with reason that Canada should continue to subsidise a mail and passenger service to run parallel with the government system of railway over a distance of some 800 miles and thereby delay for many hours the delivery of mails.

"And whereas the maritime provinces are deeply interested in the landing of mails and passengers at Sydney ruring the season of St. Lawrence navigation and until such time as a more permanent and definite service is established.

"And whereas the C. P. R. system is more closely interested and connected with this traffic than any other in Canada the Sydney board of trade after due consideration express the opinion that the privilege of running rights over the Intercolonial from St. John to Sydney to the C. P. R. would greatly facilitate the adoption of the Sydney route. 2

"Therefore resolved that this Maritime Board of Trade recommend the granting of such running rights for mails and passengers to the C. P. R. from St. John to Sydney.

"Further resolved that this board reaffirm the resolution passed at the annual meeting last year at Amherst recommending the government of Canada to insist on all mails to and from Canada by the St. Lawrence to be transferred at Sydney."

O. A. Duff-Miller's Address.

C. A. Duff-Miller, agent-general for New Brunswick in London, was called on to address the meeting. He said that they would like to have detailed reports sent over to London prepared by committees in the chief towns of the maritime provinces as to the labor required and farms for sale. It was time that the maritime provinces should ask the dominion government to vote a small fraction of the immense sum spent on immigration for the benefit of these provinces.

He thought also some advertising should be done in some of the old country papers. There was no difficulty in persuading the people that the provinces were desirable. Referring to the Anglo-French exhibition to take place in London next year, he thought the maritime provinces should be represented there. A large panoramic painting of the Annapolis Valley or the St. John river had been suggested.

Mr. Miller referred to the Ellinor Home Farm scheme, and said he thought it would not be very long before many of these homes would be distributed in New Brunswick and Nova Scotia. With regard to the pulp industry, he suggested that an export duty should be placed on hemlock bark as well as on pulp wood.

A. M. Bell, of Halifax, moved that the thanks of the meeting be tendered Mr. Miller for his address. This was seconded by M. G. De Wolfe and carried.

H. B. Schofield, St. John, spoke on the development of trade between Canada and the West Indies. He told of the delegation that visited the West Indies last winter and referred to the opportunities for promoting trade there with Canada.

West Indian Trade.

Mr. Schofield presented the following resolution which was adopted:

"Resolved that the interchange of natural products between Canada and the British West Indies and British Guiana should be encouraged in every possible way by preferential tariff in both countries, by the establishment at the seaboard of jobbing houses to handle export and import traffic, and by a more frequent steamship connection as soon as possible."

Mr. Schofield also submitted the following resolution which was seconded by A. M. Bell, of Halifax, and carried:

"Resolved that the Maritime Board of Trade approves of the exchange of visits between boards of trade in Canada and Chambers of Commerce and Agricultural societies in the West Indies and British Guiana and extends a hearty invitation to these bodies in the various communities of the West India Islands and British Guiana to visit Canada at the earliest opportunity."

On motion of Rev. Fr. Burke a vote of thanks was tendered to the West India delegates.

Hon. Geo. E. Hughes, of Charlottetown, submitted a resolution asking that he government be requested to equalize the three short hauls system of transportation of P. E. Island with the continuous haul of the other provinces, with which it is in competition; and further resolved that Prince Edward Island be placed on the same basis as to import and export rates to and from ports outside of Canada as are accorded to the other provinces of the dominion; and whereas steamboat passenger rates to and from the province of Prince Edward Island are excessive.

"Therefore Resolved that this Maritime Board of Trade respectfully urge upon the government the necessity of adjusting such steamship rates, whether on government boats or those subsidized by the government, so as to permit the island provinces the minimum rates, mile per mile, charged by the dominion of railways."

This was seconded by J. E. Birch of Alberton and carried.

More I. C. R. Rolling Stock Wanted.

H. J. Logan, M. P., moved that:

"Whereas the lack of sufficient rolling stock on the I. C. R. is the cause of great inconvenience and loss, to patrons of that road and seriously impairs its earning power.

"Therefore resolved that this board strongly urges the railway department to purchase as soon as possible sufficient additional rolling stock to meet the rapidly increasing traffic along the line.

E. B. Elderkin seconded this resolution which was carried. Mr. Logan also submitted the following resolution which was seconded by A. M. Bell of Halifax and adopted:

"Whereas the portions of the I. C. R. between Moncton and Halifax and between Moncton and St. John are under the N. T. Ry. contract to form part of a transcontinental railway system.

"And whereas the curves and grades on these portions of the line owing to the location of the road in many cases are severe and excessive.

"And whereas the increasing business will cause a congestion of traffic on a single track.

"Therefore resolved that in the opinion of this board steps should be taken at once by changing route where necessary, by reducing curves and grades and by double tracking to put these portions of the I. C. R. in a proper condition to become part of a great transcontinental railway system.

The P. E. Island Tunnel.

Rev Father Burke, of P. E. I., was the next speaker, and the popular Island clergyman made a strong plea in re-affirmation of the resolution favoring the building of a tunnel to P. E. I. This scheme, which has been set forth by Rev. Father Burke at several previous meetings of the board, was well handled on this occasion by the speaker.

He moved the following resolution, which was seconded by Hon. Geo. E. Hughes, and carried unanimously.

"Resolved, That this board does hereby reaffirm its resolution, passed unanimously at Yarmouth in 1905, and reaffirmed at Amherst in 1906, asking for the speedy construction of a tunnel between Prince Edward Island and the mainland."

H. J. Logan, M. P., spoke in favor of the project, and said the only thing that stood in the way was the cost. "If it can be built for $10,000,000," said Mr. Logan—

Father Burke—"It can."

"Then it should be done. It is the duty of Canada to do it".

E. B. Elderkin, of Amherst, moved that the following be a committee on technical education as outlined in the resolution submitted by Prof Andrews at last night's meeting: W. S. Fisher and W. B. Snowball, New Brunswick; A. M. Bell and H. J. Logan, Nova Scotia; Geo. E. Hughes and Rev. A. E. Burke, Prince Edward Island.

The motion was carried.

To Control Steamship Rates.

Mr. McMahon, of Kings Co., N. S., submitted the following resolution, which was adopted:

"Whereas, certain steamship companies are receiving subsidies from the dominion government to aid them in conducting a legitimate carrying trade; and,

"Whereas, it is known that said steamship companies have made, and are still making private arrangement with speculators, foreign apple receivers or their agents at home or abroad, the same being detrimental to the interest of the growers and legitimate dealers in the maritime provinces,

"Therefore, Resolved, that all steamship companies receiving subsidies from the dominion government shall advertise rates for carriage of goods to foreign ports, and that said rate shall be subject to and under control of the railway commission, and that any steamship company departing from said advertised rates shall be deprived of said subsidy by the government."

Mr. Kinsman, of Kings County, N. S. introduced the following resolution which was seconded by M. G. De Wolfe and carried:

"Whereas arsenic of lead is taking the place of Paris green in the extermination of pests, it is therefore resolved that the attention of the government be called to this matter, and for it to have the duty on arsenic of lead abolished."

Hector McDougall of Sydney introduced a resolution calling upon the Dominion Iron & Steel and Dominion Coal Co. to come to an immediate settlement of their dispute and if they did not do so within a reasonable time the dominion and provincial governments should withdraw all concessions granted to them.

The resolution was passed.

Bonus for Steel Shipbuilding.

J. E. De Wolfe of Halifax, moved a resolution favoring the giving of a bonus for steel shipbuilding which was seconded by George Robertson, M. P. P. and carried unanimously.

The resolution was as follows:

"Whereas, the substitution of steel for wood in the construction of ships has reduced Canada from her position as one of the four shipbuilding and ship-owning countries of the world to a place amongst the most unimportant;

"And whereas, her coast line on two oceans of over two thousand miles, with enormous lake and river navigation leading to the interior of the continent, has produced not only a great coastwise and foreign trade but a large population skilled in maritime affairs;

"And whereas, Canada possesses all the natural facilities and materials for the production of steel vessels, but is prevented form utilizing them by reason of the skill and capital employed in British yards, which have established England's supremacy in this industry, the products of which are admitted free to our coastwise as well as foreign trade;

"And whereas, the above conditions prove that Canada can never regain her position as a maritime country unless the government offers inducements by bonus or otherwise to shipbuilding companies to establish that industry;

"Whereas, several municipalities and boards of trade in the maritime provinces have memorialized the dominion government to grant aid to the industry by means of bonus or otherwise;

"Whereas, a similar memorial from parties interested in this industry in Canada has also been presented to the government;

"Resolved, that the Maritime Board of Trade hereby endorse and approves the principle of a bonus to steel shipbuilding, as offering a new and profitable field for the utilization of our steel products, the employment of skilled labor, and more than all, in the creation of a new mercantile marine, which was formerly a great source of wealth to our country.

"And further resolved, that this board urges the government to pass necessary legislation at the next session of parliament granting a bonus to steel shipbuilding within the dominion."

President Fisher named the following as a nominating committee to name the committee of ten to approach the governments in the matter of the I. C. R. taking over the control of branch lines:

E. H. Armstrong and G. S. Campbell, of Nova Scotia, and H. B. Schofield and J. L. Stewart, of N. B..

The committee to interview the governments was subsequently appointed as follows: T. H. Estabrooks, J. H. McRobbie, W. B. Snowball, John Morrissey, M. P. P., and J. T. Hawke, for New Brunswick; A. M. Bell, G. E. Falconer, F. C. Whitman, P. C. Moore and E. H. Armstrong, for Nova Scotia

Mr. Crossley of Berwick moved the following resolution which0 hwas adopted:

"Whereas our country is now over-run by thousands of dogs which are of no benefit to it, but are the cause of much damage in many lines especially that of sheep products.

"Therefore resolved that the Maritime Board of Trade recommend that the local governments of the maritime provinces at the next session of parliament do enact such laws as may be effective in controlling the dog nuisance and ridding the country of this pest."

Banks Should Cash Checks at Par.

J. L. Stewart, of Chatham, submitted the following resolution which was also adopted without discussion:

"Whereas, although the postmaster-general reports a surplus of receipts over expenditures in his department the postage on miscellaneous printed matter has been doubled and:

"Whereas the postage on papers sent by publishers to subscribers in the United States has been increased from 1-2 cent to four cents a pound, and whereas, this oppression and unreasonable tax has caused Canadian newspapers to lose the greater portion of their circulation in the United States, thereby severing the strongest tie between Canada and our expatriated countrymen:

Therefore resolved in the opinion of this maritime Board of Trade, these increasing postage rates should be reduced to the rates that prevailed before the increases were made.

Mr. Stewart also submitted the following resolution which was seconded by W. B. Snowball and adopted:

"Resolved that in the opinion of this Maritime Board of Trade, the banks of Canada should, through the machinery of clearing houses or otherwise, cash at par the cheques of their customers within reasonably large boundaries."

There was some discussion about rejuvenating the board and making it more of a power, and also of having the subjects for discussion sent in earlier.

M. G. DeWolfe said he had been asked to convey the thanks of the ladies to the St. John board for courtesies extended. He also moved a vote of thanks to the press.

The secretary read the financial statement and the meeting adjourned.

OBITUARY.

Mrs. Ann Pearson.

Mrs. Ann Pearson, widow of William Pearson, died on the 13th inst. in her home in Pearsonville, Kings county, aged ninety-seven years and six months. Her husband, who pre-deceased her some years, was a justice of the peace. Two daughters and one son survive. They are Miss Ellen and Isaac R., of Pearsonville, and Mrs. Joseph Pearson, of Highfield, Queens county. The old lady's death was hastened by a severe shock she received during a thunder storm, when a flash of lightning entered her house.

Mrs. Jane Harding.

Mrs. Jane Harding, wife of W. Stenning Harding, of Welsford, died Wednesday in the General Public Hospital after an illness of some duration. Besides her husband, Mrs. Harding is survived by four sons and three daughters. The names of the family are: William, Thomas and Vernon, at home; George, in Mandalay Straits; Helen, wife of Dr. Ernest Waterhouse, Honolulu; Adeline, a trained nurse in New York, and Gertrude at home.

Thomas B. Buxton.

Thomas B. Buxton, who for many years conducted a large liquor business in Dock street, but left this city in 1879, died last Wednesday in his home, Washington (D. C.) Mr. Buxton held a position in the war department. He was 72 years old and is survived by his wife.

Wm. O. Wallace.

Hopewell Hill, Aug. 21—The friends of Wm. O. Wallace, of Curryville, Albert county, regretted to hear of his death, which occurred yesterday at the Riverside hospital, where he had undergone an operation on Monday for an internal trouble that had been aggravated by an accident a week ago. After the accident Mr. Wallace's condition became very critical and his life was despaired of by the attending physicians, an operation being decided upon as the only thing that could be done. The patient rallied favorably from the operation and on Tuesday was doing satisfactorily, but yesterday unfavorable symptoms developed, death resulting late yesterday afternoon. Mr. Wallace, who was unmarried, was about 60 years of age and was a man of more than ordinary intelligence. He is survived by one sister, Margaret Jane, and three brothers, Leander, of Lower Cape; John, at home, and James, residing in the States. The deceased was a son of the late David Wallace, of Curryville.

BORDEN SPEAKS AT GLACE BAY

(Continued from page 1)

inces, notably Ontario. At the bye-elections of 1905 in one polling sub-division of London, Hyman received 144 votes and 102 of these had been purchased at a net cost of $958, the total number of votes polled in the subdivision was 248. An organized system had been prepared and those who carried it out, had been furnished with an abundance of money. What was the source of the money, and who supplied it? The deputy returning officer had been set to one side and a tool of the Liberal party put in his place and arrangements perfected by which he was enabled to detect how each man marked his ballot. Such methods did not mean responsible government. They meant corrupt retention of power by party leaders who used the public assets of the country as a reward to those who supplied huge campaign funds necessary for carrying on of the criminal work he had described. How much longer the people of Canada would endure this condition of affairs remained for them to determine.

WEDDINGS.

Irving-Dean.

Last Wednesday afternoon Miss Annie E. Dean was married in the home of her uncle Horace Hoyt, Broad street to Fred M. Irving. The couple were unattended. The bridal costume was of white silk with a large picture hat. At the conclusion of the ceremony a reception was held, after which Mr. and Mrs. Irving left for their future home in Calgary, where the groom is engaged in the real estate business.

MILLIONAIRES ON WATER EXTENSION

Judge McLeod Surprised at Value Placed on Land by Witness

Edward Nelson Said Farm Was Worth $1500 an Acre—Whole Property of 80 Acres Sold for $400 Ten Years Ago—Other Suits to Come Up Soon.

An astonishing increase in the value of land in the neighborhood of the pipe line on the water extension to Loch Lomond would seem to indicate that until recently the extreme fertility of the soil in this section had been overlooked.

During the hearing of the suit of John A. Arthurs against the city in chambers Thursday before Justice McLeod, in which damages arising from the pipe line passing through the plaintiff's farm were claimed, Edward Nelson, a neighboring farmer, valued the land at $1,500 an acre. This evidence drew from his honor the remark that it was surprising the land owners in the vicinity by this time were not all millionaires.

The farm in question, which consists of eighty acres and formed part of the Margaret Hazen estate, is said to have changed hands ten years ago for $400. The strip of land over which the city had an easement for the purpose of controlling the pipe line, is 710 feet in length and 69 feet wide and is about one and one-tenth of an acre in extent.

The plaintiff claims damages not only for the land through which the pipe line runs but also because of damage alleged to have been done three acres not expropriated by reason of improper drainage. He contends that in consequence of the drainage being defective water was allowed to remain on the three acres, rendering them unfit for farming purposes.

Damages are also claimed on the ground that the contractors removed earth from the plaintiff's meadows for the purpose of damming Little River, which crosses the pipe line in this section. His honor, however, expressed some doubt if this claim could be entertained under the petition and another suit may be necessary before a settlement on this point is arrived at.

The plaintiff was on the stand during the greater part of the day. At the conclusion of his testimony Mr. Nelson, a neighbor of the plaintiff's, was called to corroborate plaintiff as to the value of the land in question. His evidence had not been all taken when court adjourned

The suit is the first of several to be brought by owners of land on No. 1 section, and is attracting considerable interest. The only suit arising out of water extension to Loch Lomond which has been decided by the court was brought by Robert Chittick on No. 3 section. His claims, which amounted to $800, was settled for $250. Other suits arising out of the extension which will be tried at an early date are being brought by William John Johnson for eight acres at Loch Lomond on which $2,000 is claimed, and Robert B. Douglas on section 3, who asks $1,500 compensation.

LOCAL NEWS.

The new steamer Premier to run as a ferry at Gondola Point and Rothesay is being fitted up on the west side. She will be under steam next week and she will go on the route at an early date. Capt. McClary will be in command.

Flood & Bates have secured the contract for the erection of the new I. C. R. flour warehouse at York Point slip. The work will be pushed on as rapidly as possible. Good progress is being made on the cold storage and Y. M. C. A. buildings.

Among recent patents secured through Marion and Marion of Montreal, are the following from the maritime provinces: George C. Ferguson, Fredericton (N. B.), wrench; John McNeil, Reserve Mines (C. B.), spike; George W. Robertson, Marysville (N. B.), churn.

The new consolidated school at Hampton is nearing completion and the contractors expected to be finished Friday. It is the intention to open the school on Monday, 26th, and Mr. Perry, the new principal, formerly of Fredericton, is already at Hampton to take charge. A formal opening will be held at a little later date. The building is acknowledged to be one of the finest school buildings in the maritime provinces.

The prize winners in the special extra series shot in connection with the County match at the P. R. A. meet at Sussex have been announced as follows:

Sergt. D. D. Freeze, 74th, $6, 47; Maj. O. W. Wetmore, 74th, $5, 46; H. H. Bartlett, St. Andrews, $4, 46; Capt. W. E. Forbes, 73rd, $4, 46; Sergt. E. W. Smith, 67th, $3, 46; A. R. Jardine, Moncton R. A., $3, 46; Lieut. A. B. Maggs, 74th, $2.50, 45; Capt. H. Perley, 62nd, $2.50, 45; Capt. Jas. Manning, R. L., $2, 45; Lieut. L. A. Langstroth, 62nd, $2, 45; B. C. McIsaac, Florenceville, $2, 45; Lieut. D. R. Chandler, 74th, $2, 44; Maj. J. T. Hartt, R. O., $2, 44; F. A. Duston, St. Stephen, $2, 44.

Edinburgh.

A city wrapt in mantle of tradition,
Ancient beyond the mind of man to tell;
Grim, as with brooding long o'er deeds unlawful.
Gray as the secrets she has hoarded well.

A city set on high beyond all hiding,
Beautiful with the solemn light of age;
A volume, to the traveller's search revealing
Rare gleams of history on every page.

For ever are the fringes of her garment
Washed by the silver waters of the Forth;
For ever her to guard the lion couches,
Turning his kingly head towards the north.

For ever from the chilly eastern ocean
Creep up the silent mists and her enfold.
Veiling her like some Oriental beauty
Shining unseen in amethyst and gold.

O City! so unkind to outward seeming,
So often sombre, colourless and gray,
And yet so all beloved, so full of weeping,
Of strange alluring charm for those away:

Although our path lies distant from thy border,
And far away thy castled splendour be,
Once to have felt the spell of thine enchantment
Is evermore to be in love with thee!

Marie Bayne.

Biggs—Bifkins is a man who is never at a loss when it comes to choosing a word.

Diggs—No, but he chooses so many words that are only printed in dashes.—Chicago News.

Store Open until 8 p. m.

Special Bargains

Regular 20c ttf-Hose 2 prs. 25c

Men's Scotch Tweed Suits, reg. $10 values, now $6.43
Men's Pants, regular $1.50 values, . . . now 91 cts
Men's Hats, regular $1.35 values, . . . now 98 cts

UNION CLOTHING COMP'Y
26-28 Charlotte Street,
Old Y. M. C. A. Building. ALEX. CORBET, Manager

MERRY DEL VAL'S FIGHT

Papal Secretary Attacked by Anti-Clericals

Followed in Streets of Marino, Mocked, Insulted and Pelted With Stones--Might Have Been Killed But for Timely Arrival of Police.

Rome, Aug. 20.—Cardinal Merry Del Val, papal secretary of state, was the victim of an outrageous attack at the hands of anti-clericals while passing through Marino on his way to Castel Gandolfo last week.

The papal villa in Castel Gandolfo has been used for many years by the cardinal as a summer residence. He is in poor health, and had decided to take a few days' rest in the villa. He was passing through one of the chief streets of Marino, which is a small village, when several men lounging about a wine shop began to jeer at him, made some insulting remarks and then proceeded to follow him.

The cardinal paid no attention to the jeers or insults, which angered the men, who renewed their insults in a more brutal manner, and who were joined as they walked aling by numerous other men, the mob becoming thicker and thicker as the cardinal proceeded on his way. Suddenly one of the mob shouted "Kill him!"

The cry was taken up by others, and a dash was made for the cardinal. The mob was most brutal. The cardinal was beaten, kicked and cursed, while a shower of stone fell on his head. Ill as he was, the cardinal fought bravely, but it was one man against a mob, and he was soon overpowered.

A man who had witnessed the outrage and was shocked by it ran to the police station and summoned aid. At once a score of men, headed by an inspector, hurried to the scene of the assault, and beat back the mob from their victim.

His Limit.

(St. Louis Star).

In a western Kentucky town Ben Watson had saved the life of Myra Underhill. Miss Underhill had been overturned in a creek with a swift current, and the act of young Watson was a very heroic one. He had saved the life of the girl after she was sinking for the third time, and had barely strength to pull himself and the young woman to shallow water.

The news soon spread, and Ben Watson was hailed as the real, live hero of the village.

Aunt Tabby Wilson, the oldest woman in the village, the mother of the little colony, was loud in praise of the heroism of the young man, and at once declared that Ben and Myra must get married. "Ben saved Myry's life," she said, "and now they must marry and be happy ever afterward, just as they do it in the storybooks."

But Ben demurred; the arrangement did not suit him.

"Why not marry Myry, Ben?" said the old lady. "She is yours, and we must have a wedding."

"She is a nice girl, all right," replied Ben, "but I don't think we oughter marry. Seems to me," he went on, "I have done enough for Myry."

A Repentant Look.

(Argonaut.)

A young man was sitting in a barber shop looking at a magazine when an old farmer, with little knowledge or appreciation of literary people, stepped up behind his chair and looked over his shoulder.

"Who's them?" he enquired, pointing to a group of portraits.

"Well-known authors and playwrights," was the reply.

"Humph!" ejaculated the farmer, contemptuously. "Jist writin' fellers, eh?" Then he caught sight of George Ade's long, solemn face, and his eyes lighted up. "That's the one I like," he said, with decision, putting his finger on Mr. Ade's mournful countenance.

"Oh, yes; nearly every one likes George Ade," agreed the young man, "His humorous writings are"—

"Don't know nothin' 'bout his writin', but I like his face."

"'Cause he's the only feller that looks like he was sorry for what he'd done."

A Steady Fire.

(Lippincott's).

During the discussion of the Madden bill for cheaper gas, Congressman Legare told the following story of a cook he had once brought from home with him. She was a splendid servant, but she didn't know anything about gas to cook with, so he went to the kitchen with her to explain about the range. So that she could see how it was operated, he lit each of the many burners. While still explaining, a message called him from the kitchen, and he left her, saying: "I guess you will find that it will work all right now, Martha." He didn't see the cook again for four or five days, then upon entering the kitchen, he said: "Well, Martha, how's that range doing?"

To his utter consternation, she replied: "'Deed, sir, that's the best stove I ever did see. That fire what you kindled for me four days ago is still a-burning, and it ain't even lowered once."

PERSONALS

The Misses Edith and Lillian Comben, daughters of Rev. Charles Comben, have left for Winnipeg, where they will make their home. The former has accepted a position in one of the schools, and the latter with a large business firm.

Miss Florine Doherty, daughter of Dr. D. Doherty, Campbellton, is the guest of Mrs. W. S. Clawson.

Miss Minnie R. A. Taylor, of Hoyt Station, is visiting friends in the city.

Miss J. Rowswell, of Dorchester (Mass.), is visiting her sister, Mrs. H. S. Cruikshank, at "Roseburne," Lancaster Heights.

DR. ANGLIN OBJECTS TO JURY'S VERDICT

Provincial Hospital Authorities Blamed for Suicide of Charles Weldon Who Strangled Himself in Institution Last Wednesday.

Charles Weldon, of Hopewell Cape, a patient in the Provincial Hospital at Lancaster, hanged himself in a bedroom at the institution on Wednesday. At the coroner's inquest held yesterday the jury recommended that greater care should be exercised by Dr. J. V. Anglin, the superintendent, and his assistants in providing against such occurrences. Dr. Anglin, when interviewed last evening, said every precaution was taken but it was impossible to have every inmate out of the 500 in the institution under surveillance all the time.

Mr. Weldon had been in the hospital for two years and had not exhibited much violence. On Wednesday he was left in the dormitory to make the beds about 9 o'clock and when the attendants returned before 10 o'clock they found his lifeless body hanging from a perpendicular pipe which served as a ventilator. He had apparently tied a sheet around his neck and then, winding it around the pipe, had strangled himself.

Dr. F. L. Kenney, the coroner, was notified and the inquest was held yesterday morning at 11 o'clock. The jury were: W. A. Nelson (foreman), James Long, Bartholomew Coleman, James Dawson, James A. Kimball, Joseph Humphrey, Patrick Toole.

After Dr. Anglin and two attendants had given evidence the following verdict was returned:

"Charles Weldon came to his death by hanging himself with a sheet between the hours of nine and ten in the forenoon of August 21st at the Provincial Hospital for Nervous Diseases. We would recommend that greater care be exercised by the superintendent and his assistants in the case of patients with suicidal tendencies and that instructions be given to the keepers that these should not be allowed out of their sight unless accompanied by some person."

Dr. Auglin Interviewed.

Dr. Anglin, when asked by a Telegraph reporter Thursday regarding the value of the suggestions of the jury, characterized the verdict as all nonsense. Every possible precaution, he said, was taken at the present time. Each employe was given printed instructions which told him not to allow patients out of his sight, but it was absolutely impossible to have every inmate under surveillance all the time.

"These regrettable occurrences happen in every institution such as this," added Dr. Anglin, "and will happen. When a person's mind is once affected, suicidal mania may assert itself at any time and it may be all over before anything is suspected. We have 500 patients and half of them cannot be trusted."

Charles Weldon was married and leaves his wife and two children. Dr. Anglin has communicated with the widow and is waiting to hear from her regarding the disposal of the body.

Mr. Borden at Halifax.

(Montreal Star.)

Mr. Borden has begun his tour at Halifax with a speech of studied moderation. He deals in hints rather than in dramatically positive assertions—an indication that he feels his responsibilities rather more than the leader of a party out of office usually does. His platform contains several very good ideas; but it is not too much to say that he appears to be a trifle afraid of handling them himself.

The turning of the Intercolonial over to an independent commission is a good idea, for instance; but it is a little disappointing to find the leader of the Opposition abandoning the avowed party policy in favor of the extension of that road at least to Georgian Bay. The way to make the Intercolonial pay is to give it work and to put it in a position to compete with its privately-owned rivals. Honest and efficient management is only one requirement for a successful railway. The tapping of the great freight producing sections is quite as important.

Rural mail delivery is a good idea; and Mr. Borden should nail that pennon to the mast. Government control of telegraph and telephone lines will fall gratefully upon the public ear just at this moment because of the inconvenience of the strike, and indicates a tendency to look in the right direction. But it is of no use to attempt this Alpine path unless the climber is quite sure of his footing. He must not heed the warning to "beware of the awful avalanche" when the "interests" and their organs fall foul of him.

Many of the other planks in his platform are old favorites which have cheered the hearts of many a leader out of office, only to be forgotten when the test of opportunity was applied. For this reason, they will not be likely to excite much enthusiasm among the people. The people have trod them hopefully so often only to land in disappointment. They could not be omitted from any official party platform, but neither can they be depended upon to carry much weight.

The Killers.

(La Terre).

It happened that once a man ran past Socrates armed with an axe. He was in pursuit of another who was running from him at full speed.

"Stop him! Stop him!" the pursuer cried.

Plato's master did not move.

"What!" cried the man with the axe: "couldst thou not have barred his way? He is an assassin!"

"An assassin? What meanest thou?"

"Play not the idiot! An assassin is a man who kills."

"A butcher, then?"

"Old fool! A man who kills another man!"

"To be sure! A soldier!"

"Dolt! A man who kills another man in times of peace."

"I see—the executioner."

"Thou ass! A man who kills another in his home."

"Exactly—a physician."

Upon which the man with the axe fled—and is running still.