SELII-WEEKLY SUN, ST JOHN, N. B., SEPTEMBER 8, 1900. help to promote the export business of St. John is to make a traffic arrange-ment of some sort with the Canadian Pacific so that the latter may get as that such an arrangement as this THE CONTROVERSY would be of direct benefit to the In-tercolonial: that is, it would pay it ON TO PEKIN would be wh expectant to turn over a fair proportion of the freight going west from the maritime much return freight as possible from provinces and coming east from the nders the Between the Canadian St. John in order to help it to over-SHEET INCO fortunate vestern provinces to the Canadian Pa-With Great Britain's Tomcome the handicap of distance and the days and hopes that cific under this minimum mileage, Pacific and Interfurther disadvantage of being a onerather than to do the hauling over its mies from India. way line. Sir John perceived this and long route for bare cost or loss. birthday may fall on aluckytime. It is natural made the arrangement accordingly. colonial. "The prime consideration, however, "Mr. Blair came along, however, and, is that the government ought to cohaving extended the Intercolonial to A Trip on the Transport Nuddea operate with the Canadian Pacific in Montreal, terminated the arrangement maintaining St. John as the Canadian **Railway** Question that Grave with the Canadian Pacific. Traffic to wish the from Calcutta to Hong winter port and ultimately in running originating in the maritime provinces best of forly Affects the Maritime a fast line from Halifax. The only and destined for western Canada is tune for way in which the government can be Kong. Why not will fortune as now carried by the long route of the the greatest for the child? The greatest fortune any mother can slow on her child is a healthy body those we love. of assistance lies in its giving the Can-Provinces. Intercolonial to Montreal and handed adian Pacific a fair proportion of the busin as between the maritime provover there to the Grand Trunk and its Sepoys in Strange Surroundings American connections beyond. Of inces and Western Canada, as large a and a happy mind, and with this grea Mr. Blair Flatly Refuses to Permit course, Mr. Blair is quite right in mak-Fairly Representative Collection proportion as it can concede without every mother may endow the ing all he can for the Intercolonial; Business Men to Choose by Which child if she will. The child's stock of doing injustice to the Intercolonial of the Flower of India's Army. that is his plain duty. Only he ought health is what the mother supplies. The weak and worried woman has a very slender stock of health to bestow on and I'm certain that public opinion Route They Shall Send Their Westto be sure that the traffic he hauls will support it in thus standing by the pays for the hauling and is rot car-ried in part at the taxpayer's expense. interests of Canada." Bound Shipments. Makes Child's Play of Wash Day the baby. Dr. Pierce's Favorite Prescription makes mothers healthy and happy. It He must confess with the rest of us that, whether the traffic pays or not, CHARLOTTETOWN. SURPRISE SOAP A prominent Canadian railway man it is a curicus sight to see our governdoes away with the misery of morning makes the following statement to the ment railway feeding a line which for It strengthens the nerves, sickness. half the year does its best to divert gives the body a feeling of buoyancy, makes the mind cheerful, gives vigor Sun respecting the controversy be-Canadian business from a Canadian Alexander Martin, M. P. the Choice tween the Canadian Pacific and the port to a port in the United States. and elasticity to the organs pecu Intercolonial : If he is promoting the interest of the of the Conservatives of pore hard soap which has remark feminine, and baby's advent to the work "This dispute, which is exciting so feminine, and baby's advent to the world is free from danger and painless. "My first two babies were still-born, and I suffered every thing but death," writes Mrs. Bephemia Falconer, of Treat, Muskegon Co. Mich. "I was reduced to rop pounds. When I was three months along with my third child I was taken with hemorrhage or flooding and came near having a miscarriage from female weakness. For two months I was under the eare of our doctor, but was getting weaker all the time until I sent and got three bottles of 'Favorite Prescription.' I improved fast and continued to take your medicine until baby was born, and he is healthy and all right. My health has been good ever since. I now weigh 165 pounds." Intercolonial he is certainly not prote qualities for easy and quick washmuch interest, has not, I think, been moting the interest of St. John or quite fairly presented in some west in newspapers. Although the Intercolo-nial, that is to say, Mr. Blair, is a East Queens. ing. SURPRISE really makes Child's Halifax, or helping to bring about a ay of wash day. Try it yourself united Canada. "There is a feature of the case which Split Among the Liberals in King's County rarty to it, there is no reason why it ST. CROIX SOAP MFG. CO. is a novel one in railway disputes on should be made a political issue. It St. Stephen, N.B. is a railway question gravely affecting this continent. In some European -Sir Charles Tupper and Hon. Mr the maritime provinces, and should be countries, where the ownership of Foster Given a Rousing Reception. railways is mixed, it has been found discussed as such without reference to politics. The newspapers referred to that injustice resulted from the com-JIM WENT WITH THE CIRCUS. make out that Mr. Blair is standing up petition of the state-owned lines with CHARLOTTETOWN, P. E. I., Sept. for the public interest, whilst the Can- the lines owned by companies; and .-At the convention of the Liberal Our Jim's run away with the circus to learn 65 pounds." There is no alcohol, whisky or other adian Pacific is fighting for its own various devices have been adopted to Conservatives today, Alexander Marhow to be a athlete. To drive six or eight span o' houses in the hand against the public interest. It get over the difficulty, such as the intoxicant in "Favorite Prescription," tin, M. P., was nominated for East To enter the den o' the lions and make 'em succumb to his will, ' An' handle the howlin' hyener from the on-trodden wilds of Brazil. is unfortunate that partisan claptrap arcelling of territory, the purchase of this sort should be employed to by government of the private lines afneither does it contain any opium or Queens. Every district in the riding other narcotic. was represented by a full quota of de-Dr. Pierce's Pleasant Pellets do not refected, and so on. But this is the first obscure the truth. legates. act on the system They are a perfect time such a conflict has arisen in Amis goin' to perform on the tight-rope, an' fly with the greatest of ease "There are certain undisputed facts, Martin's majority at the last election He' erica. So long as the western termnamely, that the Canadian Pacific medicine. was over 300, and there is little doubt inus of the Intercolonial was at Levis 'brough the air while courageously hangin' was compelled to build its line to St. it will be largely increased. His opthe Intercolonial was not a competitor had only just had given to them, and by his toes to the flyin' trapeze, An' ride on the elephant tushes an' balance John by the action of the maritime ponent will be Attorney General Mcin anybody's way; but its entrance to firing practice took place every aftermembers at Ottawa, who did not himself on its trunk. An' I reckon he'll do all he mentions, for Jim has got boodles o' spunk. Kinnon. A conservative convention son, I. M. S., was in charge of the noon at empty casks and bottles, the Montreal at once brought it into comwish to see Boston become the winter will be 'held at Summerside tomorrow petition with the Canadian Pacific, government having allowed ammuniport of our transcontinental road; that to nominate a candidate for East that is, with the road which has it in tion at the rate of fifty rounds per by the act of 1885, parliament voted I thought he was actin' oneasy the mornie Prince. A. A. Lefurgy, the well known its power to make St. John a place of He fidgeted 'round eatin' breakfast, an' could scarcely swaller it down, Dressed up in his best go-to-meetin's, an' when he was sayin' good-bye man for use on board ship. 'There the line a subsidy of \$186,000 a year merchant, will likely be the choice. greater commercial importance. were 370 fighting men on board and for twenty years; that the company That nomination made, the conser-125 followers. The men consisted of "Obviously the government has a forthwith began to develop an export vatives will have a candidate in all four companies, two Sikhs, one Afridi, tremendous advantage over a combusiness at St. John, and that to enof the five ridings in the island, and An' asked for a kiss from his mother, I saw one Punjabi Mahommedans, so we asked for a kiss from an a big tear in his eye. went around pettin' the borses, give Towser a shake o' the paw, Towser a shake o' the paw, pany as over an individual in any courage it still further in that patrithey are sanguine that at the elections had a fairly representative collection otic work Sir John Macdonald made business in which it may engage. In four out of the five members returned He The of the flower of India's army. They an arrangement with it whereby it railroading, for instance, it obtains its will be supporters of Sir Charles Tup-An' swallered like somethin nearly all have the medals for the last gct a share of the passengers and rolling stock and supplies free of duty was stickin' right fast in his craw; But I reckon it all was excitement occa-sioned by goin' to go An' see the great world-beatin' wonders the paper describel at the show. per two frontier campaigns, and there are freight coming here from and going and can do pretty much as it pleases In Kings county, the liberals a year a few men left among them who were hence to the western provinces. in other respects. No one expects it ago nominated J. J. Hughes to oppose in Roberts's march on Kandahar, to earn a dividend; indeed the Inter-"Certain newspapers maintain that A. C. McDonald, M. P. They have including Subadar Deva Singh, who colonial is not even expected to make this arrangement was unfair to the now called another convention for to-He wasn't at home the next mornin'. nor was all through the Afghan war, inrevenue meet expenses. Such a feat Intercolonial; for instance, that the morrow, when an attempt will be didn't show up through the day, An' mother thought somethin' just awful had happened to keep him away, Ar' I was oneasy as Satan, a-knowin' the pitfalls an' traps cluding the march on Kandahar, has occasionally been accomplished, Canadian Pacific trains running bemade to turn down Hughes and subthrough the Black Mountain expedi-

(War Correspondence London Mail.) WITH HEADQUARTERS, CHINA EXPEDITIONARY FORCE, HONG KONG, July 21.-I arrived here yesterday on the transport Nuddea from Calcutta, with General Sir Norman Stewart and staff and a wing of the 24th Punjab Infantry. We had also on board D section of No. 43 Native Field Hospital.

Starting from Calcutta on the evening of July 3, we came straight here without breaking our journey any-

On the Nuddea were General Sir Norman Stewart, I. S. C., commanding the 1st Brigade, and two members of his staff; Major Leonard, 5th Infantry, Hyderabad contingent, orderly officer; and Capt. T. Jermyn, 2nd Sikh Infantry, deputy assistant adjutant general. Also Col. Lorne Campbell, base commandant, and two transport officers-Lieut. St. G. Chamier, I. S. C., and Lieut. H. N. Young, I. S. C. The following officers of the 24th Punjab Infantry came with this wing of the regiment:-Major Climo, D. S. O.; Lieut. H. Cummins; Lieut. Furney, 22nd Punjab Infantry, atttached 24th Punjab Infantry; Lieut. Watling, and 2nd Lieut. E. C. Elles. Major W. Thomp-

hospital. The 24th Punjab Infantry arrived in Calcutta by special troop train at about half-past ten on the evening of Monday, July 2. They had been delayed some time owing, it was believed, to another train having been derailed or some similar cause. officers of the regiment walked into the docks and managed to procure a meal from the staff of the Nuddea, the vessel on which they were to embark the following day.

UNACCUSTOMED HEAT.

The next morning the regiment moved into the docks, and the work of embarkation commenced. Every one was working at high pressure throughof 1897-98, including the defence of the out the whole day in spite of the heat, which to many of the officers and men fresh from the cooler stations in the Northern Punjab was excessively trying.

Afghan Boundary Commission. Gen-The work of landing the stores was eral Lockhart, by-the-bye, was comnot actually commenced until the mandant of the regiment from 1885morning of departure, the previous 1887, and General Steadman, now a been devoted to coaling,

tween Montreal and Halifax pocketed but the opposition, now the liberals, now the tories, have in each instance the local fares along the route bepointed out that it has been due to tween St. John and Halifax and Halilegerdemain in bookkeeping. Competfax and St. John, so that the Intercolonial was literally fleeced. This is ing with a government railway, which entirely untrue. All local fares colcan draw at will on the resources of lected on Canadian Pacific trains bethe country, resembles nothing so tween those points go into the treamuch as the case of a private trader

stitute for him either Dr. Robertson or Thomas Kickham, both aspirants. A bitter feeling exists among the rival liberals.

At Martin's convention today speeches were made by Mr. Martin, Sir Charles Tupper and Hon. Mr. Foster. A most hopeful feeling was the competing with a rival who does not prevalent tone of the speeches. Libcare whether he goes bankrupt or not. erals all over the island are announcing their adherence to the conservatives. Hon. Mr. Foster received a big cheet when he said the liberals had promised up to the hilt, but had not fulfilled to the point of the dagger. Tonight over 3,000 people gathered in the rink and gave an enthusiastic hearing to Sir Charles Tupper and Hon. Mr. Foster. The leader was presented with an address by the conservative association. Several hundred called on Sir Charles this afternoon at the residence of W. S. Stewart, the liberal conservative candidate, whe opposes Sir Louis Davies.

Apropos of Fenian Raid m teers of that ex-M. P. P., at esting historica at the disposal The 4th Batt. tia, was under officer, Lieut.

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and as the vessel was carrying three months' stores, in addition, I believe, to coal and water for an almost similar period, this portion of the work was no light task, as may well be imagined. However, every one worked with a will, and soon after six o'clock everything was on board, the deck be-

ing piled high with bales and packages of every description. The men of the 24th Punjab Infantry were then formed up in No. 1 shed and marched on board, the anchor being weighed immediately afterwards. The departure could scarcely be termed inspiriting, the sole spectators being three or, perhaps, four Europeans and the native do k hands.

SEPOYS IN STRANGE SURROUND. INGS.

On the miscellaneous collection of bales and packages with which the deck was laden sat, squatted, or laid, some three or four hundred sepoys and followers, very hot, very dirty and full of wonder at their new surroundings. Presently they began to settle down a bit, and all the stores having been successfully deposited in the hold, the sepoys began to make themselves comfortable, and talked, smoked, and ate as though they had been used to being on the water every day of their lives; in fact, later in the evening, they had so far adapted themselves to their position that we heard a little weird and melancholy music, wafted aft as we glided slowly down the river after dinner, and evidently emanating from the Afridi section of the community. The Nuddea did not. go very far that night, but cast anchor just opposite to Princep's Ghat, facing the Calcutta Maiden, the myriad lights of the city twinkling merrily on her starboard bow.

UNIVERSAL MAL-DE-MER.

At about four o'clock in the morning, while the city still slept and the shipping loomed up stern and grey on either side, she stole quietly away and proceeded on her course up the river. But a few hours later she stuck in mid-stream, and owing to the falling tide it was not until well into the middle of the afternoon that it was posancelled sible to resume the voyage. The next day she reached the open sea and dropped her pilot, the pilot brig signalling with flags, "Success, adieu." From this time onward for three days the weather was stormy. The Nuddea is not at all a large ship, and she rolls fearfully in a heavy sea. All the sepoys, with the exception of a couple of dozen or so, were utterly prostrated, and only two of the officers were fit enough to descend to the saloon for meals. Afterwards the weather settled down to a beautiful calm, but the heat was very great throughout the voyage. The horses suffered fearfully during the stormy days, and Colonel Lorne Campbell's charger Warrior, to which he was greatly attached, as it had been through several campaigns with him, was killed. Ice and vegetables began to run very short as the vessel neared Singapore, but she was not allowed to stop there even for an naces. hour or two, although every one on board was dying for news, as the captain had strict orders to push straight on to Hong Kong.

LEARNING THE NEW RIFLE. Every day during fine weather the men were paraded on deck and instructed in the use of the new .303 Lee-Enfield rifle, which most of them

er of the India council, vas once second in command. The regiment, it will be remembered, distinguished itself considerably in the last frontier campaign, where Major Climo gained the distinguished service order.

tion, and the N. W. frontier campaign

Malakand, relief of Chakdar, and op-

erations in the Upper Swat valley, etc.

He also accompanied the late General

Lockhart as one of his escort on the

SENSATION AT BAR HARBOR.

Boer Flag Cut Down by Indignant Citizens, and the Man Who Raised It Asked to Resign from the Gentlemen's Club.

BAR HARBOR, Me., Sept. 4.-Just after the Britsh ships dropped anchor in the har-bor this morning, an incident of more than ordinary interest occurred near the short path where the crowds had gathered to wit

path where the crowds had gathered to wit-ness the arrival of the fleet. Edward VanNess of New York had erected on his lawn in front of the anchorage of the British ships a fifty foot flag pole, and shortly before the arrival of the fleet he swing to the breeze a large Boer flag, and then made an address to his friends who had assembled. Intercolonial.

then made an address to his friends who had assembled. The news of the flag raising was soon the talk of the town, and to say that the people were angry is putting it very mildly. A dozen volunteered to cut the pole down with-out further ceremony. Admiral Upshur was particularly webenent in his denunciation of the man and the deed. Chas. H. Wood, chairman of the board of selectmen, called on Mr. VanNess and politely requested that the flag be taken down, as it was considered ar. insult to the British, who had accepted (cur invitation to come here on a friendly visit. Mr. VanNess refuged to grant the re-quest, whereuson Mr. Wood returned to the Gentlemen's Club, where the excitement was at fever heat, and held a council of war. It was unanimously deided that the flag must come down at once, particularly as the two admirals were soon to lunch at an adjoining cottage.

Chairman Wood, together with Dr. J. Madison Taylor, representing the Board of and two police officers, returned and two police officers, returned to the VanNess cottage, and renewed the request to have the flag removed. Again the owner of the flag declared that he would never haul it down and defied the officers to remove it. Quite a crowd had gathered to listen to his address against the Britsh and their meth-cds. When he had finished, Mr. Wood stepped out to where the pole was erected and him-aelf applied the knife to the halyards, and the Boer standard floated to earth amid the cheers of those assembled. The flag was taken to the police station, where it is now held.

held. Mr. VanNess is a New Yorker and was one of the committee to receive the Boer com-missioners when they visited this country. He has been requested to resign from the Gentlemen's Club, and invitations to the rivate functions already issued have been

NEW INVENTIONS. land. For the benefit of its readers, the Sun publishes a complete list of Canadian patents recently procured through the agency of Marion & Marion, patent attorneys, Montreal: 68,195-Robert Reid, Quebec, P. Q., rotary engine. 68,219-Baldwin & Johnston, Smith's Falls, Ont., riding plows. 68,267-Cyprien Laurin, Lachine, P. Q., bicycle. 68,254-S. J. Bjornsson, Vernon, B. C line guide. 68,292-Felix Grosjean, St. Jean-Baptiste, Man., pneumatic straw stacker. 68,334-Ulric Hebert, Riviere Noire, Q., coffin handle. 68,300-George A. Smith, Alberni, B. C., drill. 68,352-Daniel Campbell, Fairville N. B., ash remover from boiler fur-Chasse, St. Guillaume,

68.469-D. d'Upton, dairy appliance. 68,537-Mrs, G. P. Bordua, St. Hyacinthe, P. Q., yeast. The "Inventor's Help," containing St. John via the Intercolonial being

the cost of patents in all countries and adian Pacific, and 297 from Montreal how inventors are swindled, will be to Portland. The only possible way, sent to any address upon receipt of then, in which the Intercolonial can 10 cents.

except the fares for its sleeping or The minister of railways, whoever he parlor cars and a mileage rental for may be, can quote rates from th the use of its trains, which, by the maritime provinces to western points way, is less than the mileage paid which the C. P. R., even with its shorter route, would be hard set to meet, under similar circumstances on other by the simple process of making good eastern railways. I mention this the loss by charging items to capital matter to show how far astray those which by rights should be charged to western papers have gone which have imported the bias of partisanship into revenue. He can procure lots of business in that fashion, and newspapers the argument. Canadian Pacific trains will praise him for swelling the reare run through from Montreal to ceipts of the Intercolonial without, Halifax and from Halifax to Monthowever, telling the people that they real simply for the convenience of the are paying through the nose for it. public, and the receipts from through "As I understand it, the Canadian tickets are divided in the usual way. Pacific is ready to meet any reason-But, as said, every cent received from able rates the Intercolonial choose to local passengers and the mileage promake. But Mr. Blair flatly refuses to

portion of fares paid by through ermit our business men to choose for passengers using Canadian Pacific trains within the territory of the Inthemselves whether to ship to the west via the Canadian Pacific or via the tercolonial goes into the coffers of the Intercolonial and the Grand Trunk. He has established a boycott against "Parliament subsidised the line to

the Canadian Pacific as regards west-St. John because no set of men in bound freight from the maritime protheir senses would have built it withvinces, and yet expects it to supply St. out public aid. In the first place dis-John with export traffic against the tance is against it : competition of Portland-to carry the Miles.

sury of the Intercolonial. The Can-

adian macific gets nothing save and

longer distance for the same rate and Montreal to Portland (Grand Trunk) 297 Speaking for myself, his attitude is Montreal to Boston (C. P. R. and neither fair nor logical. What are we B. & M.) 342 maritime men going to do about 'it? Montreal to St. John (Short Line). 481 Must we see St. John decay and the Thus a car containing export freight fast line project be given up forever for St. John has to travel, commerely that Mr. Blair may have the ing and returning, 368 miles further satisfaction of feeding the Grand than a car on the Portland route, yet Trunk, which 'n turn is the mainstay the export rate to St. John may not of Portland? exceed the export rate to Portland. "Mr. Shaughnessy does not ask the

Again there is no export traffic to St. government to restore the traffic ar-John in summer, Montreal getting it rangement which Sir John Macdonald all; and little local traffic at any seamade and Mr. Blair terminated. Time son of the year, Northern Maine beand events have put that out of the ing a wilderness. The subsidy runs question. What the Canadian Pacific out in five or six years, and then the offers is, briefly, to make it worth Canadian Pacific will have to meet while for the Intercolonial to permit the fixed charges on the Short line, shippers to send freight to and from which amount to \$600,000 a year withthe west over its line from St. John. out assistance from any quarter. by giving the Intercolonial an arbi-

"Sir John Macdonald made the traftrary or constructive mileage. This fic arrangement I have spoken of bedone every day is cause he considered it was advantagerailway world where, as in this inous on the whole to the Intercolonial, stance, two roads of unequal length and also because he felt that the doare seeking to draw traffic from a minion government had a common incertain territory. The Canadian Paterest with the Canadian Pacific in cific is willing to concede the Intercobuilding up St. John as a winter port. lonial a minimum mileage of 330 miles In pro-Confederation days the Grand in the division of receipts whenever Trunk had established itself at Portthat allowance does not exceed local That road was designed to rates. In very many cases it would open up upper and lower Canada, and pay the Intercolonial better to accept had no interest in the maritime prothis arbitrary than to handle the

vinces. But on the completion of the freight over its long route. For ex-Short Line the Canadian Pacific set ample, the rate for a carload of flour itself to develop a winter port in Canfrom Guelph to Halifax via the Grand adian territory, and the government of Trunk and Intercolonial is \$63, or 21 the day felt bound to co-operate. Very little import traffic (traffic from Europe) comes by way of St. John, the bulk of such traffic destined for the western provinces arriving at Portland. Boston or New York. Hence the Short Line was likely to be what railroad men called a one-way road for an indeterminate period, and this consideration moved Sir John to give it a fair share of the local freight gofifth class freight from Moncton ing west from the maritime provinces Toronto via Levis, Montreal and He wanted to see St. John become a winter port worthy of the name. There are state reasons why Canada should not be dependent altogether on Port-

land or New York. John and the Canadian Pacific, the "The Intercolonial is in no position, Intercolonial would be paid for 330 however, to carry export traffic to St. miles, although the distance from John, the distance from Montreal to Moncton to St. John is only 89, and all information necessary to inventors, 740 miles as against 481 via the Can-

SIR MACKENZIE BOWELL

And Senator O'Brien in the City on Their Return from Newfoundland.

Among the travellers who put up at the Dufferin Tuesday were Senator Sir Mackenzie Bowell and Senator O'Brien. They agreed some time ago to pay a visit to Newfoundland haul back empties into the bargain. at the end of the session, and are now returning from their tour. Sir Mackenzie remarked that he was not well posted 'n Canadian politics just now. When he left Canada the defeat of the government seemed, to be in the air, and he had not discerned any change on his return. Down in Newfoundland they have an election campaign. It seems to be a question of Reed and anti-Reed. No doubt the Reed enterprises have been a great boom to the province. This seems to ben generally admitted, but there are important differences of policy as to

details. The Reed railway is a good line and appears to be well managed. The boat which connects with Sydney is a good one. The two senators inspected the modern city and are of the opinion that a great future is in store for Cape Breton. Sir Mackenzie is not making predictions, but he heard it remarked that Sir Charles Tupper would probably have a ma-

jority of about a thousand in the county. "Are you taking a hand in the campaign?" "Possibly I may," said Sir Macken-

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in

zie. "You see, the senate might be attacked. Then it would be my duty to say a word in vindication of our course."

ONE OF THE GRIT METHODS.

(Fredricton Gleaner.)

cents per 100 pounds. The Intercolo-On Sunday night some young fellows were observed sneaking about rial proportion of \$39 for a haul of 837 the city with a pail of warm water miles, or .31 of a cent per ton mile. and a paste brush. But little atten-If a carload were routed via St. John, tion was paid to them at the time, the through rate would be the same, but the Intercolonial for its service but it has since transpired that they from St. John to Halifax, 275 miles, were hired to go over the city and tear would be paid for 330 miles and redown the posters announcing the visit here on next Saturday of Sir ceive \$17.25, or .43 of a cent per ton mile. Contrariwise on a carload of Charles Tupper and Hon. Geo. E. Foster, and the public meeting at the to Opera house in the aftermoon. The the Grand Trunk, the Intercolonial regrit emissaries did their work well, as ceives \$4.28 per ton for a haul of 651 but few posters' remained on the miles, or .66 of a cent per ton mile. boards or fences on Monday morning. If the same freight were sent via St. They may, however, get themselves and their employers in trouble, as a reward of \$50 is offered for information that will lead to their conviction

mile. "I contend, and am sure every com-petent railroad man will agree with real of the money if it fails to cure. 25c. E. W. Grove's signature is on each box.

TWO WEEKS LATE Cur Jim is out there in the corn patch a-hoein' fur all he is worth, The happiest critter, I reckon, there is on the face o' the carth! He'll sing fur awhile, then he'll whistle, then

sing and then whistle again.

pitfalls an' traps That's layin' all over the city in waitin' fur country-bred chaps: But long in the evening a letter was brought in, an' it cut us like sin. It said he would go with the circus, an' we never mout see bim again. An' some day he'd be a performer, the same as I stated above. An' wound up by sayin' give mother his warmest, non-perlibin' love.

sing and then whistle again, An' wears on his straved-lookin' features a happy an' satisfied grin. Come back to the rancho this mornin', a penitent, prodigal son, With scurcely 'nough clothes hangin' on him to wipe out the bar'l o' a gun-Sneaked in the back way to his mother to git her forgiveness, an' she Wa'n't troubled with much intercession a-fixin' the matter with me.

fixin' the matter with me

I give him a pat on the shoulder an' a friendly shake o' the hand, With never a hint at the thrashin', not even a mild reprimand, Fur, gazin' upon his condition, there come stingin' thoughts o' the day

stingin' thoughts o' the day His daddy went crazy in boyhood and fel-lered a circus away. An' now he's out there in the corn patch as happy as happy kin be, That same joyous feelin' pervadin' the breast o' his mother an' me, An' both of us think it's surprisin' how a couple of weeks with a show 'Ll make a green kid from the country jest fall dead in love with a hoe! -James Barton Adams, in the Denver Even-

James Barton Adams, in the Denver Evening Post.

BAPTIST CHURCH RE-OPENED.

The Baptist church at St. Martins, which has been closed for some weeks undergoing extensive repairs was reopened on Sunday, Sept. 2. The interested audience which greeted the pastor on his return from convention and viewed with satisfaction the church auditorium, where most of the improvements had been made, was large and attentive. The new metallic ceiling is a decided improvement and the Baptists are to be congratulated upon the neat appearance of their church.

The Battle line steamer Cunaxa, Capt. Lockhart, sailed last evening for Liverpool.

PICTURES OF F. M. LORD ROBERTS, GEN'L LORD KITCHENER. **MAJOR-GENERAL** BADEN-POWELL

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