

A MASTER OF MEN

By E. P. OPPENHEIM

CHAPTER XXXVI.—(Continued)

"Certain. It seems that even in Gasceter there are grades of society. I don't know which Milly is in, but she's training for a rise already. I'll be sure to become a splendid evolution—she'll work her way through the lot. She's got something to think about, and to aim at. She's a woman, but character is inimitable. You can't alter Milly."

"You never ask more of my friendship than I am willing to give." "You leave your wife altogether." "He started and shook his head slowly." "You don't understand. My head has a weakness. Even now I have to be always watching."

"I know more of your wife than you think, she answered. 'I know the circumstances of your marriage, and I know the woman, and I know the man who is her life's sin. My condition must do you no good.'"

"You do not," he said, "that it would mean ruin to her body and soul?" "Milly is not fit to be your wife," Lady Malingcourt said coldly. "You can never make her fit. I think that you would be better off to let her go. There are limits to one's responsibility."

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asked. "I didn't think that was in your line." "No, but there is plenty of work to do," she answered hurriedly. "Enoch, I had a visitor yesterday."

"You get many, don't you?" he answered indifferently. "This one is different. It was Mr. Martineau. He was surprised."

"What?" "Enoch, you'll hear it when you get to the Works, but you were not there. He stayed for a long time and we had a talk."

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FURTHER LIST OF TARIFF CHANGES

Duty Only Slightly Different from Old Rates—Unset Diamonds on the Free List, Also Articles Used in the Manufacture of Pianos and Organs.

The following additional tariff changes were received too late for publication in last issue: Item 445—After "reapers" the words: "and complete parts thereof, not including shafting," have been added, pref. 12 1/2 per cent. Item 446—After "Windmills" insert, "and complete parts thereof not including shafting," pref. 12 1/2, interm 17 1/2 general 20 per cent.

Item 447—Change to read: "Portable engines with boilers in combination, horse-power and traction engines, fixed or portable, windmills, and threshing machines, separators including baggers, weighers and self-feeders thereof and finished parts thereof for repair, pref. 15 per cent. Item 448: The words "Horse power, separators, N. O. P., windmills," have been added to the list of dutiable goods.

Item 461A—is new. Iron or steel pipes, not butt or lap welded and wire bonded, of any diameter, not less than thirty inches internal diameter, when for use exclusively in alluvial gold mining, pref. 5 p. c., interm 7 1/2 general, 10 p. c. Item 462—The words "Iron or steel pipes, not butt or lap welded and wire bonded, of any diameter, not less than thirty inches internal diameter, when for use exclusively in alluvial gold mining, pref. 5 p. c., interm 7 1/2 general, 10 p. c." have been added to the list of dutiable goods.

Item 463—Change to read: "Well drilling machines and apparatus of a class or kind not made in Canada, for drilling for water, natural gas and oil and for prospecting for oil and gas, pref. 15 per cent. Item 464—Change to read: "Well drilling machines and apparatus of a class or kind not made in Canada, for drilling for water, natural gas and oil and for prospecting for oil and gas, pref. 15 per cent."

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put on a first class steamship line direct from St. John to Manchester for the subsidy of \$50,000 a year, sailings to be on fortnight in winter and once a month in summer. The Tupper government at first refused St. John this service. Then after a long delay they finally agreed to give St. John the direct Manchester service. As they were defeated in 1896 they could not redeem their pledge. The Laurier government granted a subsidy to a Manchester line the next year, but insisted that the boats must be built in Canada. The company does not want to call at Halifax, but was forced to do so by the government. The company has three years ago by relief of the Halifax call but they have to call there on the return from Manchester. They would, no doubt, do this service for \$25,000 if Halifax, but a higher power than the "needs of trade" bends his head and the company submits. Thus, Canada is paying about \$10,000 a year extra subsidy to force these Manchester steamers to call at Halifax on the return. Every ton of freight for the west is delayed several days in order to try to get to New York by rail, instead of to compensate Halifax for being too far down east. Ontario and western buyers lose two to three days in getting their goods to market. The Canadian farmer pays \$100,000 extra subsidy and at the same time loses interest on his purchases and takes two days longer market. It is all a matter of time and money. The placid minds of eastern merchants allow it to pass and neither laugh nor wail. We lost the Manchester line because Halifax was very strong politically and her men were united. Our Liberal leaders never made any real effort to get the service until three years ago. Now it is only half direct. On the theory that St. John is the natural freight port, they had strong arguments for the direct route were never used. The apathy with which business men on the Liberal side of politics have permitted our freight lines to be stolen, should not meet with the wrath men whom I hope will place the interests of Canada's trade on a higher level than the interests of any party.

W. FRANK HATHWAY, St. John, Feb. 11, 1907.

LETTERS TO THE EDITOR

[The opinions of correspondents are not necessarily those of The Telegraph. The publisher does not undertake to publish all or any of the letters received. Unpublished letters will not be returned. Correspondents must be plainly written, otherwise they will be rejected. Stamps should be enclosed if return of copy is desired. The name and address of the writer should be sent with every letter. The editor is not responsible for the views of our friends of good faith.—Ed. Telegraph.]

W. FRANK HATHWAY ON THE ATLANTIC STEAMSHIP SERVICE (NO. 1).

To the Editor of The Telegraph: Sir,—Discouraged in Aug. 1905, by the first refusal of the Tupper government to subsidize the direct line, I looked at the Sand Point elephant and wondered if grain would ever be shipped from St. John. One day in September I went to the office of the Montreal office of the Halifax Trust. I was met by Mr. J. H. G. B. and he explained to me the situation. I was told that the company would run a direct line, St. John to Liverpool. This letter went to the Beaver line. St. John, at their annual meeting in Nov. 1906, they were able to get this little subsidy of \$25,000 for the first direct line. St. John to Liverpool. Telegrams and letters were sent to the Government. It was a matter of time before the subsidy was granted. It was a matter of time before the subsidy was granted. It was a matter of time before the subsidy was granted.

With the advent, however, of the new regime in 1897, the scene was changed. The direct line to Montreal and the other parts of the world was abandoned. The direct line to Montreal and the other parts of the world was abandoned. The direct line to Montreal and the other parts of the world was abandoned.

Looking at the present state of affairs at once that it is much to be desired that St. John to Montreal and the other parts of the world was abandoned. The direct line to Montreal and the other parts of the world was abandoned. The direct line to Montreal and the other parts of the world was abandoned.

Notwithstanding the fact that the subsidy was granted, the direct line to Montreal and the other parts of the world was abandoned. The direct line to Montreal and the other parts of the world was abandoned. The direct line to Montreal and the other parts of the world was abandoned.

Very truly yours, W. FRANK HATHWAY, Feb. 12, 1907.

ORDER BOOM COMPANY

Chief Justice Tuck has granted the application of Messrs. Winslow, Fredericton, for an order winding up the Fredericton Boom Company and has appointed Lewis H. Bliss, a former official of the company, provisional liquidator.

Oleale Trainman Killed.

St. Stephen, N. B., Feb. 13.—(Special.)—A fatal accident occurred here when a train was crossing in front of the Washington County road. James Stuart, of Calais, who was crossing in front of a train was struck by the engine and both legs were broken. The unfortunate man died on the way to Chipman Hospital.

Working Indoors Causes Anaemia

Chlorosis or anaemia is simply thinness of blood. It confined too much indoors, anaemia develops, because the lungs are insufficiently supplied with oxygen, and the blood is consequently ill-nourished and thin. It is a cure! Dr. Hamilton has solved the problem in his famous pills of Bismarck's Compound. All the functions upon which life depends are helped. The hair of the scalp, the skin and the nails are made healthy and the body is filled with the wonderful properties of the vital force. Healthful color supports the pallid, anaemic. Better appetite, strong digestion and a less sleepless are sure to follow. Bismarck's Compound is the best of all. Dr. Hamilton's Pills supply food for the body. Think it over. Will it pay you to look and feel half dead, to lack color and vitality? Then all can be changed by Dr. Hamilton's Pills. Better eat at once! Your case is more curable now than ever. Dr. Hamilton personally guarantees his pills of Mandrake and Bismarck's Compound. Their merit is unquestioned. Thousands of anaemics they have cured and are curing. They will do just the same for you. Try Dr. Hamilton's Pills, 25c. per box or five boxes for \$1.00, and refuse any substitute for use exclusively in the manufacture of...