**DAY** N. ocer

(AL)

WASH

TRANSPORTATION

Learing Ended Yesterday

Forenoon --- St. John's

**Requirements Fully Out-**

lined.

Yesterday Afternoon the Commission-

ers Had a Private Conference at

**City Hall With the Civic Harbor** 

.mprovements Committee.

There was a large representation of

transportation commissioners was re-

sumed. The chairman, Mr. Bertram,

guestion with reference to transporta-

tion had arisen in view of the fact that

Canada was undergoing a commercial

crisis. St. John, Sydney and Halifax

to hear from anyone present in regard

to the matter, but asked those who

had facts to present to confine them-

selves strictly to the facts, as the

J. S. Armstrong, C. E., said that he

time was short and a great deal re-

had studied the transportation ques-

tion quite fully and therefore felt that

he was in a position to offer some in-

formation. He thought the govern-

ment should build a line entirely

through Canadian territory to St.

John. A line could be built from Que-

bec, on an almost level grade. There

were here grades on the Edmuns-

ton line also on the line from

Chipmad 10 Norton. Mr. Armstrong

then read a paper pointing out what

make St. John the winter port of Can- shipping.

velopment at Courtenay Bay and the utilized.

These improvements would in-

pening up a wet dock of 500 acres.

Marsh Creck, and also to the advant-

mained to be done.

opening the session, said that the matter.

MACCAN. .-Men working eries at Maccan yesterday. Acment of David lager, the men iously requested send down their instead of each The under-Baird, promisas soon as connded it by Satinformed them e and requested strap with a of preparation. e satisfied with greed to remain

G SIGNALS.

pt Electric Sys on of the St. igates.

ip Company has igh Capt. J. E x the practily invented with a view of with the ap-Thompson ork to Boston that puring the patent Vineyard on Light and which are vessel havthe steamer cases bolted having a disr is a rebelow the to Calvin ship Cominserted ment conne located g the reears, one it exactly.

the four largest ports of Canada free. a fine harbor that with a small expen-The four ports to which he referred were Montreal, Vancouver, Halifax plus of trade that St. John or other and St. John. So far as loading ships ports were not fitted to handle. n St. John was concerned, he believed D. J. McLaughlin endorsed what H. B. Schofield had said about the desire they had a class of men that would be COMMISSION a credit to any port in Canada. They were alive to their own interests, but they understood their business. Mr. Robertson dwelt at some length on the

required assistance in the way of tak-

pect an increase in the port's trade.

Mr. Thorne urged the commission to

Mr. Bertram asked Mr. Thorne for the

erience as to what direction the de-

velopment of this port would take. It

there would be an entrance for an ad-

ditional line of railway and where there

came here, and Mr. Thorne replied that

would be room for the erection of in-

creased wharfage facilities

dian Lloyds.

aldermen and interested citizens at ing steps to build additional berths.

the Board of Trade rooms Monday Without additional wharfage facilities

morning when the enquiry before the it would be out of the question to ex-

ports in the maritime provinces avail- was a very large port, and he would

able for traffic. Mr. Bertram desired like to have indicated to him where

of the people to have all shipments of Canadian freight through Canadian ports. The people of St. John are of one mind in the matter. Mr. Mcmatter of marine insurance pointing out that Canadian shipping is at a Laughlin further said there is ample room in St. John for all trade that can disadvantage at Lloyds in comparison develop here during the next twentywith American ports, where the losses are much greater. He thought the five years, no matter how many railroads co

Ald. Macrae took up the matter of government should establish a Canaharbor control and said the city of St. There was a great commercial John is prepared to hand its harbor over to any body that is considered dewar going on amore the na-tions of the earth, the speaker said, sirable. He referred to the C. P. R.'s and in the outcome it must be the surplan of berths down to the bar and said vival of the fittest. Therefore imme from 18 to 24 berths can be built above diate steps should be taken to put the the present facilities toward Navy Isforemost Canadian ports in a fighting land, and the property there nearly all position. Mr. Robertson, in concludpelongs to the city. On the east side ing, ventured to say that he believed the city owns all the harbor frontage that this would be the conclusion south of the Custom House and it is all capable of being made into shipping reached by the navigation commission W. H. Thorne, being called upon to berths. Ald. Macrae referred to the Marge local export husiness that St. give his views, said that he did not John can offer. He thought the comknow that he could do more than reitmission should consider the matter of railway grades between the centre, erate what had already been so clearly expressed by previous speakers. There Montreal, and the shipping ports, parwas nothing that should be kept so ticularly in connection with the new constantly in view as the fact that the Grand Trunk Pacific. Ald Macrae said development of this port was due to if the preferential tariff on British the efforts of its own citizens, and so goods was confined to goods imported far they had derived no recommense. through Canadian ports there would be Canadian traffic was looking for an a great development in the import busioutlet through this port and it was the ness. duty of the government to render the

This closed the hearing and Mr. Reford and Mr. Bertram briefly spoke, complimenting the speakers on the way they had presented their case, and promising that all information given them would be fully and carefully considered. Mr. Reford said it is the desire of give their immediate attention to the all on the commission to do everything possible to have Canadian shipments made through Canadian ports and to enefit of his advice from his wide ex- take them away from American ports bon: where they have unfortunately gopa. That is a patriotic work in which all were, practically speaking, the only did not strike him, he said, that St. John Canadians are interested. Mr. Bertram particularly complimented the speakers on having sustained the reputation as orators that the people of eastern Canada enjoy in the west.

CHINA AT THE WOLD'S FAIR. Mr. Thorne said he did not think it possible that two great trans-contin-ST. LOUIS, Jan. 13 .- The Chinese exental lines could effectually use the hibit at the world's fair will be a dissame facilities. He, therefore, thought play of oriental splendor and will be the developments on the west side made by the Chinese government promust be for the Canadian Pacific railper which is the first time in the hisway. Down towards the beacon and tory of the Celestial empire that such Partridge Island room can be provided a thing has been done. Funds for the for thirty more steamers. On the east exhibit will be appropriated from the side there is room near the I. C. R. imperial coffers at Pekin, being secured terminal and at the mouth of the harlargely through the influence of the bor. These would give room for the Dowager Empress, who is greatly' innext twenty years for all the trade that terested in the exposition. The little any great trans-continental line would force of Chinese workmen, now in St. develop. At the Courtenay Bay it is Louis, has begun the installation of the only a question of dredging to make it intricate, hand-carved interior woodwould have to be done in order to fit to handle an immense amount of work of the Chinese national pavillion. The woodwork was recently received Mr. Bertram asked, what would hapfrom Shanghai and consists of about clude a canal through to Marble Cove, pen if a third trans-continental line six thousand pieces.

THE SULTAN WIIL BE GOOD.

**COAL THE FACTOR.** Chipman on the Shannon River, a distance of about fifteen miles. The district may be described as an even surface gradually rising to a maximum height of about 275 feet, at a distance St. John's Position as a of about six miles from the shore of the lake, and varied by gentle valleys. The dip of the measures agrees closely with that of the surface of the Competing Point for rock, and at several points certainly, and probably in all cases follows the gradual rises, and inclinations of the Through Transportation rock surface. In other words the

a Good One.

SEMI-WEEKLY SUN, ST. JOHN, N. B., JANUARY 16, 1904.

The New Brunswick Coal Fields in the cover varies from a few feet of clay or gravel to about 40 feet of rock **Oueens and Sunbury**. Containing

or surface soil. This structure presents the coal bearing strata as uni-Over 75,000,000 Tons of Coal, form at all points wherever the streams have eroded be-

ow its horizon. On the accompanying Are Practically on the Route to the map the exploratory work has shown these outcrops as proved by pits, mines, etc. This is particularly shown West by the I. G. R., C. P. R. and from Flower's Cove to the Newcastle River and along its banks and three

level.

of its tributaries. These exposures the Grand Trnnk Pacific Railways and the universal horizontal position of the strata have permitted the demonstration of the coal values of the and Only 482 Miles From Montreal. property in question in an unusual and satisfactory manner, and the warrant

areas of ground, not yet minutely examined. The following statement was sub-The seam of coal varies where mitted to the transportation commis-

brooks in the bottom of each synclinal.

The general dip is very flat, almost

and exposed

worked from 22 to 80 inches in thicksion Monday afternoon by J. S. Gibness. I visited outcrops at Flower's Cove. In considering the competitive feafound the seam to present the same tures of the transportation problem, the question of a cheap, abundant and easily available fuel supply must be a Newcastle River, and am unable to already have been taken. give any details about it, but under-We would like to point out to the stand that the coal occurs as describ-Royal Transportation Commission that St. John is especially well situated in

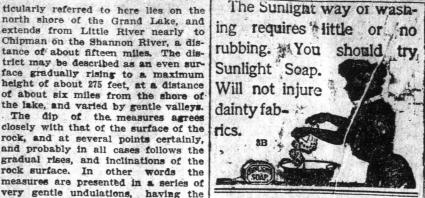
worked at several points. St. John has excellent connection by Wherever the seam is cut by brooks rail and water for receiving all the it can be followed to an indefinite distance with natural drainage and a Nova Scotia and Cape Breton coals and a large amount of coal is landed slight cover. Wherever the brooks, here for the coaling of steamers and which have a very gradual fall, have by the C. P. R. for coaling their locoworn the strata nearly away to the motives on the eastern end of their coal bed, there are areas where the line and also for transportation west coal is only covered by a layer of soft decomposed shale and the ordinary making return loads for the cars which soil. At several points this covering But now that the New Brunswick varies from four to ten feet over concoal fields in Queens and Sunbury been paid during the past season to counties have been opened up by the extension of the Central Railway and are in course of rapid development. ground on Partridge Brook, so far as St. John and New Brunswick are now tested, covers 125 acres. Others are shown at New Zion, Higgins, Fulton, in a better position than ever before to furnish an abundance of coal at etc. It is probable that other depos-

tion of the country by means of the of the numerous brooks intersecting the areas. Tested portions of the coal fields These deposits can be readily work- none other can.

this to be the case.

Volatile matter.. .. 85.17

5.85



ATTY. GEN. LONGLEY

The importance of this is evident. The coal appears to follow the in Now Favors a Nova Scotia Juvenile clinations of the ground which has Reformatory. everywhere a gradual rise or fall, and

(Special to the Sun.)

HALIFAX, N. S., Jan. 12 .- Attorney General Longley apparently has become a convert to the need of a provincial reformatory for the criminal boys and girls of Nova Scotia. In the legislature this afternoon he advocated the establishment of a central reformatory prison for taking care of the junior criminals and of the large class which he termed "defectives," referring dripping. particularly to those lacking in mental and normal qualities. If such an in-

stitution as he contemplated were es tablished they could be kept by themselves. "Defectives" could be looked after and an effort made to prevent of its continuation over considerable their propogation and to keep females of that class where they could not become a prey of the vicious. In this way it was hoped that a long step bustion are warmer than the elements would be taken towards the stamping entering into it, and they rise in out of this class. In a small province Newcastle River, New Zion, like Nova Scotia, where there are no are cooled to about the temperature of Partridge Brook, Fukon's, etc., and great centres of population, the matter does not press with such great general characteristics. I did not vis- force as in Great Britain, or even as it the property lying to the east of the in Ontario, where steps along this line

ed accompanying memo, and is Days of Wet Feet Nights of Croup

THESE ARE ANXIOUS TIMES FOR MOTHERS WHO HAVE NOT DR. AND TURPENTINE AT HAND.

In spite of parental advice and wataing children never seem to realize the siderable areas. Some attention has danger of wet feet and chilled bodies. At midnight they awaken with the testing these strippings. The stripping dry, croupy cough which strikes terror to every mother's heart. Again we would call the attention of mothers to the wisdom of always having some of Dr. Chase's Syrup of use the purline post straight from the low cost to facilitate the transporta- its will be found in the upper waters Linseed and Turpentine in the house Children love to take this medicine

is a very convenient place for the venand it brings relief and cure such and tilating flues, they are out of the way, and they are not so readily chilled as Marsh Creek, and also to the advant-ages that would be derived from hav-ages that would be derived from havair outlets not only reduces the convection current but condenses moisture, causing it to drip. croup and asthma, for bronchitis and These foul air outlets should be of good size, and should extend well up beyond the ridge of the barn. If they are not carried far enough above the have been tested, at least 1,000,000 tons tion them to look for the signature roof the current will offen be in the wrong direction and instead of acting as outlets the wind will sometimes force a strong draft of cold air down Dr. Chase's Syrup of Linseed and on to the backs of the cattle, just as a Turpentine, 25 cents a bottle, family chimney that is too short will some-It will be seen by this method the fresh air is admitted, as in the furnace. below the heating area. It is distribut. ed evenly and without drafts; it is liberated at the heads of the cattle giving them a chance to use it before it is diluted with the poisonous cases of the stable, as it is heated b" inhalation and by the heat radiating from the bodies of the animals, con vection currents are sent up towards holds from 27 to 37 per cent of volatile Henry Hilyard, who presided, and R. the ceiling, and out through the foul air shafts. This system is automatic F. E. Sayre, representing Sunbury in its action; the more stock in the county, and S. H. White, Kings coun-stable the stronger the convection curash. Great part of the sulphur can ty; H. Hilyard, Victoria county; J. E. rent and the more fresh air introduced.

-Department of Agriculture, Commisloner's Branch, Otta/wa, Jan. 7, 1904. At the recent Ont/ario and maritime winter fairs, A. P. Ketchen of the dominion department of agriculture, gave some valuable information on the subject of ventilation, and his remarks are worthy of careful study by every farmer. He said in effect: No one attempts to deny the importance of ventilation. The removal of foul gases, and a constant supply of fresh air is just as necessary to the thrift of cattle as food, and yet the best means of bringing this about remains, to a great extent, an unsolved problem. I do not think I have yet seen an ideal system of ventilation for farm buildings. The requirements of a good system of ventidation are: (1) A constant change of

THE FARM.

On the Proper Ventilation of Farc

Buildings

Air in the stable; (2) the introduction and distribution of fresh air without drafts; (3) the liberation of the fresh air at the window near the heads of the cattle in such a manner that they may breathe it before it is diluted with foul gases; (4) the removal of foul air without condensation and consequent

There is a striking similarity in many respects betyreen a stable and a furnace. The necessity for drafts in a furnace arise from the fact that in the process of combusition oxygen is being continuously used up, and carbonic acid and other gases given off. Heat, of course, is produced, so that the gases given off in the process of comsurrounding air. When this temperature is reached they tend to diffuse and mix with the atmosphere. So it is in the stable.

To provide for the fresh air inlet the floor of the feeding alley is elevated twelve inches above the level of the stalls. The inlet may consist of a ten inch tile, or a wooden box about ten inches quare, running under the floor the whole length of the feeding alley. This will admit enough fresh air for fifteen cattle; if more are to be supplied a conduit placed on each side of the feeding alley will be generally suf-CHASE'S SYRUP OF LINSERD ficient. The main inlet is tapped opposite each pair of cattle by the distributing pipes. These lead into the mangers and are placed close against the parting blocks, their open ends being prevented from plugging with dirt by a leather flap or some other device. The foul air is carried off by means of ventilating shafts leading from the ceiling of the stable out through the roof. Most farmers now floor to the purline. Beside these posts

the ship later we Rip at a lows were istaken strikes it the bell on niles and

d Sound had not

xactly by use changed is I was possible ent bearwith all

at this is e century sincerely will be and the along our

led." MUTINY.

Jan. 13.—A recently Turkish being in ed armed attacked s finally ace, from

> he garrison 12.-The new at Portsested today

vill be ready essels in the on as the of which are

At Night

n Down

petite.

DT DIGEST.

verdale, N.S. a remedy as ICK

tters.

E YOU.

o add my testi. vho have spoken ing virtues of was all run st all ambition nd had terrible and my food did w B B B. adverit a trial, think, uld do no harm. I began to feel had used three a new person. remedy provi ity, and cannot ink there is as rket.'

werp. If St. John were made a free port it would be in a much better con- tenay Bay parallel with the I. C. R. dition to compete with the American Mr. Reford said that he had never

benefit.

harbor.

them

berths.

side of the harbor.

ditional elevators will be required as

stock. The telegrams advised the tak-

ing over by the Marine and Fisheries

Department of pilotage matters at this

port, which would have the result of

unifying the pilotage system and fix-

Mr. Thomson thought that the tele-

and that he could add nothing to

reference to the pilotage system at this

Mr. Thomson spoke in high terms of

ing the rates at a uniform figure.

grams to the commission.

ada.

The commission then called upon T. to the trade of this port. Mr. Estaheard of such a scheme before. brooks, in responding, said that so far

He referred to the possibility of de- Courtenay Bay would then have to be

Robert Thomson said that his firm as the capacity of the port was concerned the business had reached a limhad received two telegrams from Montit. The port had reached a stage when real from the Shipping Federation remust either go ahead or backward. ommending certain improvements at Next winter this port might experience the port of St. John. The federation a setback in view of its limited facilihad sent the telegrams with the reties, and the present, if any, was the quest that they would be placed before time to take measures to avert it. If, the commission. The improvements in the opinion of the commission it was urged that St. John be one of the tervell to recommend to the government mini of the transcontinental lines as to take some action in this narticular. proposed and further that the port now was the time to act and they could should be made a free port, from which not act too quickly.

the dominion would undoubtedly rean Mr Estabroooks said that too little The telegrams said that the thing ! attention was given to imports. He present dock accommodations at this thought that the West Indian trade, port were inadequate and steps should which is now practically done through be taken to construct necessary docks, the ports of Boston and New York, sheds and other equipment to meet the could very easily be carried on through increased traffic and facilitate the ra- this port. It was a matter that should pid handling of ocean vessels and their engage government encouragement. The cargoes between the east and the west | fruit trade between America and the

A bridge should be erected for the ada, though a big consumer of fruit. easy passage of freight across the reaped very little from it. Continuing, Mr. Estabrooks said that the West In-

The Intercolonial railway should dian trade might be partially captured build another pier, at least 1,- if the government would only give it 000 feet long, on their present termin- the attention it deserved. Montreal us so as to accommodate vessels, and and Ottawa would be the distributing in addition they should add to their points. As a matter of fact purchasers present elevator so as to be able to ac- from all over America already go to has borne more than her share of suf- to St. John 92 miles. commodate two vessels at once. The Montreal and Ottawa for their fruit. government should make provision for The consumption at this port would the widening of the harbor front. Ad- only be what would be necessary. About \$800,000 worth of bananas

the trade of the port increased, one at | were imported each year. St. John proper and one at St. John Mr. Reford asked Mr. Estabrooks if West. The proposed bridge wiuld be he thought St. John could compete

used for both "ailway and vehicular with New York. purposes and therefore St. John should prospects for such a trade through the of this remedy is Ferrozone, which tocontribute to the cost of its erection. Cattle sheds would have to be erected ports of St. John and Montreal were day is a household word throughout to meet the increased traffic in live good.

Mr. Estabrooks then referred to the present fortnightly service, but showed brought into the life of many a downthat the steamer did not call at Jam- cast woman, a new era of health has aica, the great fruit growing country. Mr. Bertram said that he had personally exported goods through New York to the West Indies, and would have grams spoke sufficiently for themselves through St. John. It was one of the grand remedy. It acts directly on all been delighted to have sent them to come from the regular use of this objects of the commission, he said, to the organs and insures functional ac-Mr. Bertram asked him to speak with ited States ports to Canadian ports. divert this West Indian trade from Un- tivity, upon which health so largely H. B. Schofield said he carefully investigated Canadian trade in the and despondency will all depart. Life

and paid a high tribute to the pilots Geo. E. Burke, favors a direct line of regularly. themselves. He would rather, though, steamers from Jamaica to St. John. that men more intimately acquainted The people of Jamaica looked on the ening influence of Ferrozone. The with the pilots should speak. Mr. Canadian Pacific as the corporation blood will be purified and enriched. Thomson then handed over the tele- that should undertake this business. He Tou will no lenger suffer from sup-

at some length. He said that it would Canadian government, he understood, turn. appear from Saturday's session that are negotiating about a subsidy that Mrs. Mary E. Cowan of Hillsboro there was doubt in the mind of at least will be sufficient to promote a service.

for other trans-continental lines that ports. Last year Portland, Me., ship- of sickness. Before using Ferrozone I might in the future be brought here. ped \$3,321,441 of domestic goods and was fatigued and tired out with the facturing purposes. It is a good coke-By referring to plans which had been \$13,000,000 of foreign goods, which means least exertion. I spent half my time ing coal, and some portions of the prepared by the C. P. R. it could easily Canadian goods. There is a fear that in bed and was forever bothered with seam make the best blacksmith coal een that by extending towards Par- the Grand Trunk Pacific will carry some trouble or another. After using tridge Island room could be made for Canadian trade to Portland, Me., in- a few boxes of Ferrozone I became twenty or thirty more steamship stead of Canadian ports. The people more robust, my strength increased The whole harbor up as far here do not want to see any Canadian and the irregularities I formerly had as the falls was capable of being fitted money used to develop American ports. have disappeared. Ferrozone is a Gilpin, jr., D. S. M. A., F. G. S., etc..

Mr. Bertram said one of the main ob- grand medicine for women." or ocean steamers, while there was indefinite room at Courtenay Bay. jects of the commission is to find means When we saw what had been done in to have Canadian goods carried through You really ought to use Ferrozone-it Scotia, on the Grand Lake coal fields some of the harbors in Great Britain, Canadian ports. If the Grand Trunk will do you so much good. Don't listen in Queens and Sunbury counties, New which had not half as many natural Pacific desired to send shipments to to the druggist who urges something Brunswick: facilities as the port of St. John, it Portland instead of St. John, it was just as good. No substitute compares seemed certain that a great deal could part of the commission's duty to try with Ferrozone, which does all that is be done here. It was the duty of the and find means to compel them to use claimed of it. Price 50c, per box or vey to the true or productive coal Canadian government to make all the Canadian ports. great ports of Canada free. He would C. J. Osman, M. P. P. for Albert, mail from The Ferrezone Company, sented in a comparatively thin horibe bold to say \$25,000,000 would make said Herring Cove, in his county, was Kingston, Ont

form scheme and of its consent to the repatriation of the Macedionian political prisoners, with the exception immediately available. of dynamiters.

and demands assurances that Bulgaria will not be permitted to nullify the work of reform.

UNCONSCIOUSLY PERSONAL.

Missionary (who is really braver than he looks)-Our station was so remote that for a whole year my wife never saw a white face but my own !

Sympathetic Young Woman-Oh, poor

Pale Weak Women Take New Hope

TONIC FERROZONE?

fering. Secret troubles undermine her But because she has suffered in the for about 25 miles from the coal fields past is no geason why she should for- to Fredericton will connect these mines sleeplessness.

There is a remedy, one that wil llift Mr. Estabrooks believed so. The from which women suffer. The name way. And the proposed route of the the length and breadth of the American continent. New hope has been dawned for thousands who have tried does for everyone that uses Ferrozone There is no girl or woman who can afford to miss the benefit that is sure depends. Your days of weakness and headache, your hours of nervousness

West Indies on a visit last winter. The will hold for you many new joys as it the efficiency of the pilotage service Canadian commissioner in Jamaica, does for everyone that uses eFrrozone Your whole body will feel the quick-

thought that there are enormous possi- pression and interference with the George Robertson, M. P. P., was then bilities in the fruit trade through Can- menstrual functions. Ferrozone cures called upon by the chairman and spoke ada. The Jamaica government and the all such ailments and prevent their re-

writes: "If half the ailing women in one of the commissioners as to the cap- Mr. Schofield believed in the shipment this world would only use Ferrozone acity of this port to provide facilities of Canadian goods through Canadian regularly they would save a good deal

six boxes fer \$2.50, at druggists or by

ing a customs free port such as Ant- Thorne showed from the map that a garian and Russian ambassadors of its ready proved that an extent of over can be run in all directions in connec- on it absolutely. second line could be built around Cour- full acceptance of the Macedonian re- 509 acres of coal can be easily won simply by stripping the overlying alluvial. Taking 3,000 tons to an acre H. Estabrooks to speak with reference refugees, promising amnesty to all this would make 1,500,000 tons of coal

railways and the steamships.

very important one.

respect to the coal question.

bring grain from the west.

An important and valuable feature In conclusion the porte draws at of this coal field is that from the postention to the armament (] Bulgaria ition of the coal seam, it has a natural drainage by means of the streams which traverse it, cutting through the strata at a lower depth than the coal.

The greatest depth at which coal has been found at any point of the coal field is 45 feet, and it is not probable that at any spot it lies at a greater millions of tons of coal. depth than 60 feet below the surface. Quality of Coal .- The coal, although This fact therefore enables the coal to be mined at any point by the sinking

of shafts, comparatively inexpensive and requiring no heavy machinery; but rather that of a portable nature. which could be moved from place to

place as the coal is worked out. Steam shovels could be advantageously employed in stripping the surface coal. The facilities for shipping are excellent. The coal seam is exposed on

West Indies was considerable, but Can- THERE IS A REMEDY FOR ALL the lake shore, where barges drawing YOUR TROUBLES - THOUSANDS 9 feet of water can load in safety at HAVE BEEN CURED-WHY GET all times during the source with tion. There is now a connection with BACK YOUR STRENGTH AND the I. C. R. at Norton by the means VIGOR BY USING THE FOOD- of the Central railway a distance of 45 miles, and the distance from Nor-

ton to St. John is 33 miles, making a Ever since the world began woman distance by rail from the coal fields The extension of the Central railstrength, yet she seldom complains. way, now under course of construction,

ever be dragged down misery and with the C. P. R. at that point and also with the Canada Eastern and other roads running up the St. John that awful burden and remove the ills valley to meet the Temiscouata rail-Grand Trunk Pacific will enable that great trunk line to practically pass through that coal field on the route to and from St. John and the west. The tute.) distance from these mines to Vance-

boro, the eastern terminus of the Maine Central, is only 93 miles. The distance from the Grand Lake

coal field to St. John via the Central Ash.. .. .. .. ..... to Fredericton and the C. P. R. to St. Sulphur.. .. .. .. 2.71 John is 91 miles, and via the Central railway to Norton and the I. C. R. to what I anticipated it would be. St. John is 92 miles

The distance by water navigation is about 80 miles. Besides being almost on the route of direct transportaavailable about seven months of the tion by the I. C. R., the C. P. R. and year. The New Brunswick Central the Grand Trunk Pacific and other railway touches the extreme east end railways and so easily available for the supplying of locomotives and of this property at Chipman, and uses

Grand Lake coal. The construction of steamers at St. John, it must/be rethis railway for about 25 miles from membered that this coal field is a Newcastle to Fredericton, over a level great deal nearer Montreal than other country, would give an important outcoals in the maritime provinces. The distance from the Nova Scotia mines let, and at this point would connec with the Canada Eastern, Canadian nearest to Montreal is about 735 miles. Pacific, Edmundston and Maine Cenwhile the distance from the Grand tral railways, and furnish fuel at a Lake coal fields to Montreal is only

the character and the second a strate of the second s

482 miles by the C. P. R. The coal has been proved to be admirably adapted for locomotive use

and for steamer use, as well as manumines in Nova Scotia, etc. obtainable in the maritime provinces.

There were also presented the following extracts from a report by E. etc assistant commissioner of mines

This is the experience of thousands. and chief inspector of mines, Nova

This coal field is referred by the officers of the Canadian geological surmeasures, which at this point are prezon The part of the district more par-

tion with the extiraction of the coal For children and grown people, for where covered by rock.

whooping cough, for throat, bronchial Quantity of Coal .- The time at my tubes and lungs it is the most satisdisposal did not permit of exact calcufactory treatment obtainable. lations on this point. There would be If you send the children for it cau in the stripping grounds, as far as they of coal, and I have no doubt the extent | and portrait of Dr. A. W. Chase. the of this ground will prove much greater famous receipt book author, on every upon further exploration. The district bottle. lying west of the Newcastle River

should be allowed for the comparatively small area of unproductive ground, size (three times as much), 60 cents, times cause a stove to smoke. and estimating the seam at an average at all dealers, or Edmanson, Bates & thickness of 2 feet, contain about fifty | Co., Toronto.

LUMBERMEN'S MEETING. near the surface, is bright and compact and is soft only for a few yards from

There was a meeting in this city the outcrops. On the stripping ground the layer of soft shale over the coal ap- Tuesday afternoon of the Lumberpears to have kept it in good condimen's Association of New Brunswick. The gentlemen in attendance were: From the analysis shown me the coal matter, from 52 to 66 per cent of fixed A. Lawior of Chatham, the secretary;

carbon, from 1.50 to 5 per cent of sulphur, and from 1.8 to 10 per cent of be separated from the coal by hand- Moore, Charlotte county; F. W. Sumpicking, and, I am informed, that both ner, Westmorland county; J. D. Irvash and sulphur can be readily re- ing, Kent county; P. J. Brown, Glou-

moved from the slack by washing, so cester county; Kilgour Shives, Restias to bring it within the composition of gouche county, and C. P. Baker. The a good cokeing coal, and I should judge government decided to increase the renewal of mileages, which had been \$4

to \$8, to make the stumpage rate, The variations in compositions are not unusual in coals taken from widely which had been \$1 on spruce, \$1 on pine, 50 cents on fir, and 80 cents on separated points in the same seam. In comparison with Cape Breton coals I cedar, \$1.25 on all four. The expresgive the following average of the an-alysis appended, side by side with the timber limits had not increased in average of the analysis of Cape Breton value, but had rather decreased. As to spruce, no particular fault was coals, as given by the geological survey of Canada. (The results of the found with the increase of 25 per cent. survey analysis were confirmed by a It was not felt, however, that cedar complete set of analysis of Cape Breton coals, made some years ago, by price of cedar shingles is low. In adme, and published in the transactions dition to this, in Quebec only 65 cents done on an order issued by Drs. Brodof the North of England Mining Insti- is paid.- This placed New Brunswick | erick and Scammel, and was the outpeople at a disadvantage. With respect to the doubling up of the mileage Grand Cape Breton. the lumbermen could not see why an Lake. advance was made. The mileage \$3.44

charge in Quebec is \$3. New Bruns-61.87 wick, in addition to putting up the 4.22 stumpage rate, now proposed to in-2.37crease the mileage, too, The quality of the coal is superior to Another meeting will be held today.

when a memorial will be prepared Flower's Cove and Newcastle Landasking that the mileage be left at \$4. ing have about ten feet of water at the The memorial will be sent to the wharves. The outlet by water is local government at once.

> KNOWN IN ST. JOHN. One of the Victims of Iroquois Disaster Was Mrs. E. E. Allen, Well Known Here.

Mrs. W. J. Gale, who lives on High street, has received word that Mrs. E. E. Allen, well known to many persons cheap price for these roads-having a in St. John city and county, was one haulage of about 25 miles to Fredericof the victims in the recent disaster in ton as against the Cumberland Co. the Iroquois Theatre. Mr. Allen was

at one time a resident of St. John and I have not gone closely into the dewas in the employ of the Imperial Oil tails of cost of opening and operating Company. About fifteen years ago he went west and is now travelling for this district, but in my opinion it can be readily developed at a cheap cost the Wadsworth-Howland Paint Co., of to produce coal which can be laid down Chicago. Mrs. Allen was a Chicago lady, but has been in St. John several times, including last summer, with he husband on visits to friends. She

leaves one little daughter. The letter to Mrs. Gale stated that Mrs. Allen's body was mutilated almost beyond recognition and the only way she could be identified was by a den-

tist who had done some work for her and who knew his own work on the

Dykeman, of the street railway ser- DR. AGNEW'S HEART CURE RELIEVES vice, and of Mrs. Gale,

CASTORIA The Kind You Have Always Bought Bears the Char H. Flitcher. Signature of

STARVED FOR 19 DAYS. Queer Lunacy of St. John Man-Be

lieved God Had Forbidden Him to Eat Anything.

(St. John Star.)

Last evening a man by the name of John Anderson was taken by Deputy should be put up higher than \$1, as the Jenkins and Detective Killen to the Provincial Lunatic Asylum. This was come of representations made by Canon Richardson. Anderson's case is a peculiar one. He is a Russian Finn by birth. fifty-two years old, and a seafaring man, who has sailed from St. John for years. He is a member of the Episcopal church, and when in St. John was a regular attendant at Trinity.

Some time ago his religious tendencies became more marked, and every morning, promptly at six o'clock, he went to the church to pray. He would remain there for some time, neglecting all other matters. Within the past few months he has become possessed of the idea that he was especially called by God, and had been forbidden to partake of any food. This idea appeared to affect him at intervals and there were times when for days he would not eat anything. During the past couple of weeks he has been rather worse than usual, and since Christmas day has not tasted a morsel of food. By reason of this he has become greatly emaciated and is physically as well as mentally weak. He was not at all violent, but spent a great part of his time in prayer. It was considered best to remove him to the asylum, where he will receive proper

The Sufferers from Colds

are numbered by Millions, not including those whose annoyance by association amounts almost to suffering.

And yet it is a fact, as capable of demon and who knew his own work on the stration as any problem in Geometry, that Dr. Agnew's Catarrhal Powder Has, Does, Will Cure Catarrha and Colds. What are the Catarrhal Millions going to do about it?

treatment.

HEART DISEASE IN 30 MINUTES.



ing at these points. CASTORIA The Kind You Have Always Bought

Bears the Signature of Char H. Flitching

at St. John and Fredericton at prices a long way below any coals now sell-

