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RUDDICK-THOMAS.

ng Ceremony at Home of Bride In Newtonville.

YTON, Aug. 26.—Miss Alberta Thomas, daughter of Mr. and eorge J. Thomas, and Frederick ddick, both of Newton, were d this evening at the home of de's parents on Pearl street. remony was performed at 8, in esence of a large number of by Rev. George G. Phipps of Highlands; the double ring being used.
ride was attired in white Swiss trimmed with Valenciennes d satin ribbon, over white taf- n her corsage she wore bride with festoons of smilax. Her s caught up with lilies of the She was attended as matron of y her sister, Mrs. S. Lee-Had- Indianapolis, who was gowned blue silk muslin over white and who carried roses.
were no bridesmaids, but a eature of the ceremony was out by Miss Mildred Hadley, the bride, who served as ring She wore white Swiss muslin with light blue ribbon, while ket containing the rings was with sweet peas and smilax.
Thomas, of West Newton, of the bride, was best man, ushers were Leverett D. G. and L. Burton Hadley. Dur- ceremony the wedding march yed by Miss Lilian Ruddick, the groom.
ing the ceremony there was a attended reception. The house orated with golden glow and ydrangeas, the latter forming tive background for a profus- ses massed in front. Mr. and ddick were assisted in receiv- Mr. and Mrs. George J. Thom- Mr. and Mrs. J. J. Ruddick. a tour Mr. and Mrs. Ruddick at 445 Newtonville avenue, ille, where they will be at ter Sept. 15.
ride has many friends in St. aving visited Mrs. John Kerr several seasons.

E IN FOUR PERSONS.

erson in every four suffers less from piles. Some do not e nature of their ailment, and ave not heard of Dr. Chase's t as the only absolute and ed cure for this distressing If you are a sufferer ask ighbors about this prepara- t has grown popular as a re- the news of its merits being om friend to friend.

G. E. LLOYD AND BARR COLONY.

nt issue of the Winnipeg Tribe
Mr. Lloyd, on whose shoulders en the mantle of Rev. Mr. o acted as the English Moses ing an exodus from the old last spring, arrived in the city from Ottawa, where he has consultation with the depart- the interior. He was there up some of the difficulties d arisen and arranging to obligations which Rev. Mr. t unfulfilled when he was abdicate.
ll soon issue a statement in e position of the colony will explained," said Mr. Lloyd, be signed by the leaders of the d will be forwarded to the old for publication in the news- This statement will show the occupied by Rev. Mr. Barr the original contract made was carried out.
fully satisfied that we will many immigrants this year d last. The land to the the colony is just as good as occupied, and we anticipate lty in securing all the settlers ccommodate."

ORSE SHOW AND CARNIVAL.

allions imported by the gov- will probably be sent to the w to be held in St. John Oct. 7th, in Victoria rink. The n stallions Copywright and owned by George Devon of Carleton Co., and Ora P. P. P., of Sussex are already The secretary received word that influence is being exert- e all these horses in the com- Entries still continue to with unabated rapidity, and promises to be a success in pect.
e ball season of "Tip" O'Neill waukee comes to an end on r the 25t5h, and he is then home. O'Neil will be but e local men to take part in g athletic sports of Oct. 9th. atic branch of the fall can sport occupies the whole of The association is in com n with several outside crews e in the rowing races, and tives from Halifax and other expected. The St. John w and carnival of sport of inducements for those out- city limits and a large num itors to the city are expect-

brought in a verdict of "Not he judge said, admonishing- prisoner—"After this you keep away from bad com- es, your lordship. You will e here again in a hurry."

OTTAWA LETTER.

Conservative Party Stronger in House Than for Years.

Every Independent Member and the Two Ex-Ministers Voted Against the Government on Grand Trunk Pacific Resolution.

The Closing Scenes of the Debate Were Interesting—"Cox Cannot Wait"—Geo. W. Fowler, of Kings, N. B., Made One of the Most Notable Speeches of the Railway Discussion.

(Special Cor. of the Sun.)

OTTAWA, Sept. 2.—The division on the Grand Trunk Pacific resolution found the conservative party stronger than it has been for two years. The government secured a plurality of 46 votes on the main question, but it was without the support of every independent member, Hon. A. G. Blair and Hon. J. I. Tarte, the two men above all others who were supposed to know something about transportation when they were members of the Laurier cabinet. The result is most gratifying to the opposition, inasmuch as when Mr. Boyd submitted an amendment, as a private member, the majority against him on a straight party vote was 51. When the big issue was reached, however, the government had to content itself with six less. The result bodes no good for the government policy, which is growing in disfavor each day. Reports from the West indicate that the opposition to the measure is becoming more keen as it is better understood, and the great conservative party will come out of the West at the next general election with a good clear majority of followers.

The closing scenes of the debate were interesting. Many ladies sat up until 8 o'clock in the morning waiting for the division bell to sound, and scores of strangers who are in town with the Veterinary Association and the riflemen at Rockcliff range took advantage of the opportunity to see how a vote was recorded at Ottawa. Mr. Blair's first vote, which was against Mr. Boyd's amendment, was greeted with government cheers, but when he recorded his next two votes against the powers that be, anger and catcalls were much in evidence about the treasury benches. Mr. Blair, to all outward appearances, was the most unconcerned man in the house, and he treated the derision of the little fellows with the contempt it deserved. However, there is a good time coming, and no doubt the ex-minister of railways and canals will find it easier to justify himself before his constituents than some of his would-be tormentors before theirs.

Almost the last words spoken in debate last night are contained in Mr. Blair's celebrated expression, "Cox cannot wait." Mr. Monk asked Sir Wilfrid Laurier what business the house might expect today, and the premier replied, "The same business." Great liberal applause followed this splendid exhibition of statesmanship. Then E. F. Clarke turned the laugh on Sir Wilfrid by interjecting, "Of course, we'll take up the same business, because 'Cox cannot wait.'" However, from present indications Senator Cox may have to wait longer than he anticipates. As yet the opposition has hardly entered upon its fight against the Grand Trunk Pacific scheme. The initial debate on the resolutions has done little more than clear the decks for action. It will be in committee that the worst conditions of the contract will be thoroughly threshed out and exposed to the country. It may take weeks to do this, and of course Senator Cox will be kept waiting for the result of the discussion. Let it be hoped that it may not be too late for the senator, but then perhaps the country deserves a little consideration in the matter.

One of the most notable speeches contributed during the debate was that of George Fowler, the clever young member for Kings, N. B. In an address of three hours, during which he received the closest attention of the commons, Mr. Fowler discussed the big question from a broad national standpoint. The subject matter of his speech was good. As a lawyer, he was able to riddle the contract, and he declared that Hon. Chas. Fitzpatrick had shown the weakness of a layman in drawing up some of the clauses by which it is intended to bind the Grand Trunk Pacific to patronize Canadian industries. Mr. Fowler, when the Grand Trunk Pacific incorporation was first submitted to the railway committee, discussed it as a Canadian. He introduced amendments which, had they passed, would have meant that all freight originating along the line of the Grand Trunk Pacific would be routed through Canadian ports, and he gave his whole support to another section which had as its object the imposition on the company of conditions which would guarantee to the manufacturers of Canada a rght to secure all orders for the supples which are to be paid for with the money of the people of Canada.

Mr. Fowler consistently held to those arguments yesterday. He showed the house that in New South Wales, where the government had just made arrangements for the construction of 110 locomotives for the government railways, the conditions laid down enabled Australian and foreign firms to compete for the contract. But the government of New South Wales does not propose to allow foreign labor to enter into the production of these locomotives or to allow them to enter their country free of duty. A provision has been made which will compel the successful tenderer, whether he be an Australian or a foreigner, to build the locomotives in New South Wales. That means that the Australians are quite alive to the importance of maintaining a policy of "Australia for the Australians." Mr. Fowler sees merit in such a good business proposition and desires to see that the policy of "Canada for the Canadians" is as consistently maintained here as a policy of "Australia for the Australians" is maintained in Australia. If the G. T. P. requires engines, the member for Kings sees no reasons why his native province should not be given an opportunity of manufacturing them. He also wishes to see the great steel industries at Sydney and the Sault given a chance to find employment for their plants. Unfortunately for his contention, he has not been able to receive the support of the liberal government, who desire to give Senator Cox and his would-be contracting associates all the advantages possible.

Mr. Fowler made such an impression upon the house that Hon. William Paterson, who had decided not to speak on the question, felt called upon to reply. Perhaps this is the best criterion that can be offered of the effort of the member for Kings. It is only fair to Mr. Fowler, too, to say that his speech followed a severe illness which kept him confined to his bed for several days. Notwithstanding this, he pluckily undertook to place himself on record against the Grand Trunk Pacific deal and in favor of the opposition policy. The result was that Mr. Angers was withdrawn by the government and Mr. Paterson substituted.

There was one individual in the house of considerably lighter weight than Mr. Paterson, who endeavored to make Mr. Fowler's position as trying as possible. The person referred to is Mr. Alex. Johnson of Cape Breton, who, in the course of his three years' parliamentary life, has spent most of his time in the house of commons throwing around paper darts and making silly interruptions. Mr. Fowler had made somewhat copious notes of the first ten minutes of his speech, which he read. It is against the rules of the house to read a speech, although during the present debate a score of liberals, including such shining lights as Dr. Russell of Hants have done so. Mr. Johnson had the bad taste to object to Mr. Fowler reading the early portion of his address, and it is only fair to the liberal party to say that their sense of decency prevailed on them one and all to throw Mr. Johnson down. Mr. Fowler, in the course of his address, spoke of the splendid calibre of the men who have represented the maritime provinces in the Canadian commons since confederation. They were men who viewed great public questions from a broad view, but when he looked over at the countenance of Mr. Johnson with a silly smile depicted upon it, he felt constrained to thank God that the member for Cape Breton could not be taken as a specimen of the kind of men that grow up and develop in the maritime provinces. Mr. Johnson has not been heard from since. Can it be too much to expect that in future he will realize that the house of commons is not a kindergarten, but a place where representative Canadians are supposed to transact public business?

Mr. Fowler asked no charity for the maritime provinces from the Grand Trunk Pacific railway. He urged that while there were many in Eastern Canada who had felt that free trade with the United States would have been in the best interests of that section of the country, they willingly abandoned their ideas in order to build up a great Canadian nationality. The people of Nova Scotia and New Brunswick had cheerfully made sacrifices in order that the West might be developed, but they now felt that some return should be made for those sacrifices. The great ports of Halifax and St. John had a just claim for consideration in any solution of the transportation question which might be decided upon. The government had proposed a scheme under which there was no guarantee that all Canadian freight would pass through all-Canadian channels. On the other hand, the opposition submit that it is the people of Canada who should pass judgment as to how freight from the West should be sent abroad. A people's railway, owned by the people and operated for the people, would not encounter obstacles in solving this problem, that will be met with by the government if it attempts to make the Grand Trunk Pacific or any other private concern handle freight as it directs. There is no choice between the two proposals, so far as the people of Canada and the ports in the maritime provinces are concerned. But here again the liberal party show a want of confidence in those who have returned them to power at Ottawa.

Already the Grand Trunk Pacific are preparing to send Canadian freight through American channels. Recently the crowd which secured the Crow's Nest Pass concessions, including the ever-conspicuous Senator Cox, obtained control of the Wisconsin Central railway, which runs from the Great Lakes up through Wisconsin and Minnesota and connects with the Northern Pacific railway system, at the head of which is that doubtful friend of Canada's, "Jim" Hill. As everybody familiar with the Western railway question knows, Mr. Hill has been doing his best to divert the grain of the West from the Canadian to American channels. In the promoters of the Grand Trunk Pacific he has found valuable assistants. Senator Cox and his confreres have discovered in the Wisconsin Central an excellent outlet for the prospective freight of the western section of the new transcontinental railway. For ten years during which the eastern or government end of the line will be in course of construction, the Grand Trunk Pacific will be cut off from Eastern Canada. The obliging Mr. Hill, however, has offered it an easy solution of this difficulty. With running rights over his railway systems the Grand Trunk Pacific will be enabled to find a ready outlet for its freight through American channels to Duluth and Superior City.

This is one of the worst features of the Grand Trunk Pacific contract from the standpoint of the people of the maritime provinces. The Grand Trunk Pacific, in order to develop the Wisconsin Central, must provide terminal facilities at Duluth and Superior City. Hon. Clifford Sifton sees nothing to cause alarm in this outlook. Mr. Fowler, with the true instincts of a Canadian, declares a policy which cannot have any other effect than to turn the traffic of the West from the ports on the St. Lawrence and on the Canadian Atlantic seaboard, towards the ports of the United States for years to come. Will any sane man say that after investing millions of dollars in developing Duluth and Superior City, Senator Cox and his associates will allow them to run into decay, in order to cater to the wishes of the people of this country? Once a railway company maps out routes for its traffic, it is about as good as settled that no change will be made unless under peculiar and stringent stress of circumstances. With western freight coming down over the Canadian Pacific Railway from Port Arthur to North Bay and through the water routes to Depot Harbor, Midland, Owen Sound and other lake ports and thence to the sea by the Canadian Pacific Railway, the Intercolonial Railway and other Canadian lines, there would be nothing to fear from Senator Cox and his Duluth and Superior City plants. The people of the maritime provinces are passing through a crisis which is real and threatening. It has none of the shadowy elements which go to make up a crisis over which Sir Wilfrid Laurier has seemingly lost so much sleep. Nova Scotia and New Brunswick can shape a future for themselves, if they insist and insist now, upon fair treatment.

J. D. McKENNA.

OTTAWA, Sept. 3—In the dying days of the Grand Trunk Pacific debate Hon. William Paterson, in what was clearly a campaign stump speech, made more misleading statements concerning the conservative railway policy than most of his associates combined. The minister of customs has placed on Hansard a mass of unreliable information which will be used during the coming campaign from one end of the country to the other. However, his sayings were so notably unfair that they can have little effect in influencing public opinion. For $13,000,000 Mr. Paterson is going to construct a new trans-continental railway while he estimates the cost of three hundred and twenty-six miles of road through a well-settled section of the country at $18,000,000. Mr. Paterson, like Hon. W. S. Fielding and Sir William Mulock, is a railway genius. When the liberal party goes before the electorate, however, they will be compelled to drop their nonsensical arguments they have applied during the present discussion or otherwise they will offend the sensibilities of the man of average intelligence.

Mr. Paterson enjoyed himself very much ridiculing the temerity of the opposition in not having introduced a resolution embodying their views. To Mr. Paterson the situation appeared like this: "I can understand the hon. member for Hamilton, Mr. Barker, who sits smiling when the leader of the opposition (Mr. Borden) says, 'We had better embody this in a resolutio; we have talked about being bold and courageous if we only talk and do not commit ourselves to a resolution,'—I can imagine the hon. gentleman from Hamilton, saying, 'Oh, yes, you must not do that, for, don't you remember, I said it was impossible for one road to give running rights over its line to another? and now in this scheme you are going to give running rights to four roads. Oh, no, you must not put it in a resolution.' And other honorable members would say, 'We have sent out ever so many speeches made by a very eminent gentleman whom we have cracked up as the ablest railway man in this country, who has declared in his speech, that a road cannot be worked at what he called a hybrid scheme, for pity's sake don't put it in a motion.'"

Mr. Davin of Saskatchewan consoled the minister of customs by assuring him that the conservatives wouldn't attempt to do such a thing. Mr. Paterson believed his supporter. Both were no doubt agreeably disappointed when, about two hours later, Mr. Monk gave notice of the clear cut resolution in which Mr. Borden has stated his views of the needs of the country for further railway facilities. What is Mr. Paterson going to do about it? What are all the liberals going to do about it? The minister of customs assured parliament that the liberals were quite prepared for an election, be it brought on ever so early. How does he propose to satisfy the people that a railway, involving an expenditure of at least one hundred million dollars and which is to be presented to Senator Cox and others, is to be preferred to a line owned by and operated for the people, and to be acquired at an outside expenditure of $61,000,000. It is rather open to suspicion that Mr. Paterson and his associates, while they talked so glibly about the failure of the opposition to produce a resolution, prayed and hoped in their hearts that the conservative party would omit to put themselves on record. However, they have what they wanted and are doubtless happy.

Mr. Paterson also talked about the conservative party and their littleness. He described them as the "little Canada party." Mr. Logan decided that the proper motto for the conservatives to adorn their banner with was: "Borden, blue ruin and Gamey." Mr. Paterson has amended this, and his inscription will be "Little Canada." It will be noticed that both insist upon the opposition announcing themselves as the "blue ruin" party of the country. This is a nice suggestion to come from such persons as the minister of customs and Mr. Logan. Through thick and thin they followed the liberal party when they constituted themselves the most violent calumniators of their native country. Has Mr. Paterson forgotten the speeches he made in days gone by when he referred to Canada as the most undesirable land on earth? Surely he must remember how sedulously his statements concerning the Canada which he now claims to be so indefatigable in serving were used by American immigration agents to prevent the people of Europe from settling in our midst. Where are the sentiments of the Lauriers, the Cartwrights, the Patersons and the Flakes, which formed the best immigration pamphlets in the possession of the United States? They have all disappeared, seemingly. Senator Cox has changed the whole situation, and now it is the party which opposes the immerse contemplated present to him that is described as the "little Canada party."

But the people of this country will not listen to such trash. "The great conservative party which first of all united the several provinces into a confederation; the party which gave us the Intercolonial railway, the party which gave us the Canadian Pacific railway, extending from ocean to ocean; the party which built our canals; the party which made our waterways navigable from the head of Lake Superior to the Atlantic—that party will never appeal to the people of Canada, and can never be made to appear to the people of Canada as the little Canadian party." That was E. F. Clarke's answer to Mr. Paterson. Throughout the entire debate the opposition have faithfully refrained from criticising the Grand Trunk Pacific deal from a narrow-gauge point of view. A "little Canada party" would never have submitted a counter proposition, which has been accepted by so many of the liberal government's most faithful supporters. A "little Canada party," such as Mr. Paterson so ably assisted for many years, would have devoted their attention to a criticism of the cost of the spikes which will secure the rails on our next trans-continental road. Or, would they have made it their business to ascertain what class of food will be served to the navvies? Thank Heaven the conservative party is above that and conservatives can always make the proud boast that bigness, not littleness, characterizes their representatives at Ottawa.

Did it ever occur to anybody that the cause of the rapid increase of Canada's population since 1896 was the disappearance of the line of criticism followed by the liberal party from the political arena? Once in power the liberals were forced to proclaim Canada as one of the coming nations of the world. Blending their voices with those of the opposition, they made the declaration that "Canada is a grand heritage, the grandest in the British Empire," a by-word from one end of the world to the other. No longer can the United States immigration officer quote the speeches of the Canadian opposition as a warning to the people of Great Britain or the other great Teutonic countries to beware of Canada. No longer is the stranger met at the Canadian seaboard and advised to return to his own country, or to cross into the United States. In this respect the coming of the liberals to power has proved a blessing to the country. But now that they have been converted, it would not be amiss to give them another penitent sojourn in the wintry shades of opposition.

Mr. Paterson has again gone back on the Canadian manufacturers. Men who have invested their money in the factories of the land have protested vigorously against the clause of the contract, which will allow the Grand Trunk Pacific to import all its supplies from abroad free of duty. Not very long ago—only a matter of seven years—the minister of customs was at Montreal making a secret treaty with the manufacturers to maintain the duties, which Sir Wilfrid Laurier and others of his associates were declaring in the open would be abolished. Mr. Paterson has threatened the manufacturers. Knowing that the owners of the producing industries of the country are disgusted with their treatment, the liberal party has become alarmed over the attitude the manufacturers may assume towards them at the next general election; and so Mr. Paterson coolly advises them to stand aside and take no part in the contest when the election writs are issued. Happy thought! But the manufacturers will doubtless have sense enough to look after their own interests and the government will find that to threaten does not mean to control.

The lower provinces have found no warmer and earnest supporter, from a railway standpoint, that Seymour E. Gourley, the member for Colchester. He is not only a railway man, but a consistent one and on every possible occasion he has urged upon the government the necessity of developing the transportation question, with due regard for the interests of Canada as a whole. He is opposed to the Grand Trunk Pacific scheme in its present form, because it does not promise to serve either the east or west. If the country is going to construct a new railway from ocean to ocean, Mr. Gourley favors a line from Quebec to Port Simpson, passing north of Lake Winnipeg and thus providing the shortest possible route to the sea. He is not afraid that we can have too many railways and is prepared to vote any amount of money for their construction, provided the expenditure is judiciously carried out. A proper transportation system, he believes, would not only give the maritime provinces a share of all Canadian freight, but it would give them their proportion of the produce of the American west. He believes that Canada is the natural outlet for the trade of the continent, and has demonstrated, that there is nothing to prevent Canadian ports from making a successful attempt to capture a considerable portion of the vast trade which now goes through the great ports of the United States. Such is the policy of the conservative party and the member for Colchester has given it his heartiest support. So far as he is concerned he has never ceased to fight for further railway development for his constituency and the day is not far distant when he will see himself placed in a better position, by a change of government, to secure what he asks.

J. D. McKENNA.

SIR FRED. BORDEN'S SISTER.

The death took place on Tuesday at the house of her sister, Mrs. Charles Dickey, Canning, N. S., of Miss Mary Borden, daughter of the late Dr. Borden of Canard, and sister of Sir Frederick Borden, minister of militia. The deceased was thirty-six years of age and had been in poor health for several years. She leaves a mother, who resides with Mrs. Dickey, and two sisters, besides Mrs. Dickey, Mrs. Woodworth of Kentville and Mrs. Fred. Dickey of Canard.

THAT AWFUL BREATH
IS DUE TO CATARRH AND COLDS.
POSSIBLY YOU HAVEN'T NOTICED IT, BUT OTHERS HAVE.
Catarrh and colds if neglected soon develop into the chronic forms, accompanied by the most nauseating and disgusting symptoms. Dr. Agnew's Catarrhal Powder is a specific for curing colds, coughs, deafness, headache, sore throat, tonsilitis, cold in the head, influenza and all diseases of the nose and throat. It relieves in ten minutes.
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HOW MUCH IS BABY WORTH?
NOBODY KNOWS!
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WILD STRAWBERRY,
NATURE'S OWN SPECIFIC.
A household remedy for nearly sixty years.
Pleasant, Harmless, Reliable, and Effectual.
Every mother should have it in the house.
PRICE - 35c.

THE CLEVER KITTENS.

"My cat speaks French,' said little Jeanue,
"As plainly as can be;
Says 's'il vous plait' (that's 'if you please'),
And thanks me with 'merci!'
I know, because I understand
Each word she says to me."

"And mine speaks German," with a nod,
Said Lisa from the Rhine;
"Says 'bitte' when she wants a drink,
And 'ja,' of course, and 'nein;'
I wouldn't have a cat that spoke
A different tongue from mine!"

"That's thrue for you!" sweet Nora said,
With merry look demure;
"Me own shpakes Oirish! Whin I set
A saucer on the flure
An' ask her would she like some milk,
The darlint tells me 'Shure!'"

I met those kittens afterward,
No matter where nor how;
I listened well to what they said—
Would you believe it now,
They spoke in English, every one,
And all they said was "Miaow!"
—Woman's Home Companion.

ALL IN SECRET.

Mrs. Molineux' Divorce Case Heard—She is in New York, and, it is Said, Has Her Decree.

NEW YORK, Sept. 2.—Mrs. Roland B. Molineux (Blanche Chesebrough) arrived in this city on Tuesday from Sioux Falls, S. D., and it is said she brought with her a decree of divorce.

Testimony in her case is said to have been taken in July, before a referee at Castlewood, Hamlin county, S. D., and the decree is believed to have been granted a few days ago by Judge Whiting of Desmet. All the papers were carefully suppressed.

The first thing Mrs. Molineux did on reaching this city was to call on her attorney, ex-Judge Olcott.

No member of the Molineux family or of counsel for Roland Burnham Molineux will say a word about the divorce proceedings.

Mrs. Molineux, it is said, arrived in this city on Tuesday. She went at once to the office of Black, Olcott, Gruber & Bonynge, on the 11th floor of 170 Broadway.

At the very time of her arrival Roland B. Molineux was in the office of George Gordon Battle on the 14th floor in the same building. Whether or not Molineux knew of his wife's presence under the same roof it not known.

Mrs. Molineux remained for nearly an hour in the private office of her lawyer. She is described as looking the very picture of health, but fleshier than when last seen here last November.

Soon after Mrs. Molineux' departure Mr. Olcott communicated with Mr. Battle, and requested that Gen. Molineux be notified. It was agreed that a conference should be held at noon today. At its conclusion all parties to the conference were seen by a reporter, but refused to talk.

"I am sorry," said Gen. Molineux, "but I cannot say a word. I must not talk."

"We have all agreed," said Mr. Battle, "not to say a word about the Molineux divorce case. It is useless to ask questions."

"I am very sorry," said Mr. Olcott, "but I cannot talk about the Molineux case. It is closed as far as this office is concerned. We have entered into an agreement not to say a word about the case, and must carry out the wishes of Gen. Molineux."

OYSTERS AND TYPHOID.

The London Hospital has conducted a careful inquiry into certain cases of enteric fever caused by eating oysters "fattened" in polluted waters, which is interesting in view of the rapid approach of an "R" month.

The beds of Emsworth, Hampshire, have, it seems, a bad repute, being imperfectly protected from sewage. Some French oysters were imported and "laid" in the Emsworth ponds, to be kept until wanted. Enteric fever had prevailed in the town.

These oysters were supplied to two mayoral banquets, which were held upon the same day. At Winchester there were 134 guests, of whom 62 (and a waiter) were attacked by illness, which became declared enteric fever in 11, of whom four died. At Southampton there were 132 guests, of whom 55 (and a wafter) were attacked by illness of some kind, which became declared enteric fever in 11.

The oysters, which were really French with an Emsworth adoption, were put down on the banquet bills of fare as "Whitstable oysters." Whitstable has a clean bill of health. Oysters that really were fattened there would be harmless.

The Hospital concludes that there should be legal redress against dealers who misrepresent the source of oysters which are to be eaten raw.

MOLASSES DOUGHNUTS.

Two well-beaten eggs. Fill a cup one-third full of sugar and two-thirds with molasses. One cup sour milk, 1 teaspoonful soda, a little salt, cinnamon and nutmeg; flour to roll; a little ginger added to both dough and fat will prevent them from soaking fat.

BLACKBERRY FLUMMERY.

To 1 pint of blackberries add 1 pint of water. Boil until tender; then add 1 cup sugar, 4 tablespoons of corn starch, a pinch of salt. Stir until it boils. Flavor to taste. To be eaten with cream anr sugar.

BRITONS HOLD THEIR OWN.

E. F. B. Johnston on the Pluck and Energy of the Old Land.

(Toronto Globe, 4th.)

E. F. B. Johnston and Mrs. Johnston have just returned from a trip to Britain and Europe. Mr. Johnston had some very important business matters to attend to in Britain, and had an excellent opportunity to see a great deal of the ability of British business men. He says that their methods are in marked contrast to that of the average American. The latter starts out with the purpose of getting ahead every time, right or wrong. The British, on the other hand, whilst exceedingly keen at making a bargain, are also exceedingly careful of their honor and business integrity, and when once their word is given it may be relied upon.

He found Britain a hive of industry. The people were keen and wide awake, and always on the outlook for business. They were apparently not in the least afraid of competitors in any part of the world. Civic government was exceedingly good, and their municipalities went into the business of making public franchises a benefit to the whole community. Gas, electric light, power and heat, street railways, water supply, parks, workmen's dwellings, ferries, river steamboat traffic, garden plots, pleasure resorts, baths, wash-houses and similar undertakings are run not merely as public utilities, but as utilities which should pay the cost of operation, and even give a profit. The people seem determined to hold their own in everything they undertake, and the people of all countries have much to learn from the old land.

GRAND GARDEN PARTY IN CHATHAM.

Interest in the St. Andrew's church annual garden party continues to be maintained. This year the garden party was again held at the Manse grounds, and the day was all that could be desired by the promoters of the entertainment. Consequently about 800 people visited the grounds in course of the afternoon and evening and their exuberant spirits gave expression to their feelings of satisfaction and enjoyment at seeing the liberal spread of bunting that added charm to the grounds. As one entered the beautifully bushed enclosure after darkness set in a beautiful sight met the eye, the gorgeous booths at which the St. Andrew's young ladies served; the brilliant electric lights, bringing out all colors of the lovely flowers and decorations of the grounds and different booths, and the hundreds of people who thronged around.

A fine supper was served from 5 to 7 o'clock, and refreshments, ice cream, fruit, home-made candy and lemonade drinks were freely sold on the grounds. So great was the demand for refreshments that none could be secured after nine o'clock.

The Citizen's Band was in attendance and played fine selections all the evening.

A musical entertainment was given in the evening in a music hall specially erected for the purpose and brilliantly lighted by electricity. The concert began at 8.30 o'clock and Rev. D. Henderson, pastor of St. Andrew's church, presided. The programme opened with a selection by the band, then followed a solo finely rendered by Miss Schwartz, Moncton; piano duet, by Miss Pallen and Miss Chessman; solo by Crocket, Newcastle; reading, by J. L. Stewart, editor of the World; duet by MacEachern boys; solo by Miss Williamson, Newcastle; violin solo, Mrs. Herb McDonald; quartette, members of St. Andrew's choir; solo, Mrs. Searle; pantomine, Miss McDonold and Miss McMillan; solo, Miss Haviland; chorus, St. Andrew's choir, "God Save the King," ended the programme. About 400 attended the concert. On the whole the garden party was one of the most successful ever held on the Miramichi, and St. Andrew's church and its worthy pastor and wife, Rev. Mr. and Mrs. Henderson, are to be congratulated on the unqualified success of the whole entertainment from start to finish. The receipts, too, were most gratifying.

FAIRVILLE NOTES.

Sept. 5.—Rev. F. Robertson, who has been summering at Duck Cove, has returned to his pastorate in St. Stephen.

King Maxwell, who formerly taught at Moore's Mills, Charlotte Co., is teaching the school on Manawagonish Road, succeeding Percy S. Baily, who has gone to Moore's Mills to teach.

Mrs. Brownell of Main street, is visiting friends in Boston, and will be absent for a few weeks.

S. A. Worrell will return to the Mt. Allison Academy to resume his studies and teaching during the coming week.

The Church of the Good Shepherd is arranging to have the C. P. R. carry passengers to the Ferns, several trips at 5 cents a trip, to accommodate those going to the Ferns with their picnic on Monday, Labor Day.

The Ladies' Aid Society of the Methodist church were entertained to tea by Mrs. John Johnson, Milford, one day this week.

Miss Millie McNeil, of Nashua, N. H., arrived home today by the Boston train to visit her sister, Miss Winnie McNeil at Milford, whose health is slightly improved. Mrs. John Earle, Pleasant Point, is quite ill at her home.

Loyalist Division, S. of T., will pay Fairville Division a fraternal visit on Tuesday evening next.

KENT CO. S. S. CONVENTION.

Kent Co. Sunday school convention was held on Thursday and Friday last in the Presbyterian church at Rexton, R. W. Beers presiding, with Miss Florence Caie secretary. Two ministers and one layman who were on the programme, did not report for their work. The field secretary of the province gave an address in the place of one and extended a temperance conference in the time of the other.

The convention was opened with devotions led by Rev. G. Gardner of Buctouche, after which a normal lesson was called for. This was on a period of Old Testament history and many questions were asked of the leader.

In the second session F. Sayre of Richibucto, was elected as president, and Miss Caie accepted re-election. Mr. Lucas called attention to the absence of department reports and said that in other counties these made the work very valuable. Rev. J. Wheeler said his subject was not on the Sunday school, but one on which he had been thinking. Mr. Gardner gave a lantern exhibit of Palestine scenes.

The leading conference of Friday morning was opened by Rev. J. Estey on temperance work in the Sunday school. The last session was the crown of the convention, made so by Rev. A. H. Meck's paper on Evangelistic Work in the Sunday school. Rev. W. Townsend and others followed on the same subject. Rev. D. Fraser gave an outline of the recent Halifax Presbyterian Summer School.

ST. JOHN MAN HONORED.

Presentation to Geo. F. Everett on Retirement from Official Life.

George F. Everett, chief superintendent of the Money Order Department of Canada, was superannuated at his own request September 1, after twenty-nine years of public service. Mr. Everett first entered the department in this province in 1874, having been appointed under the administration of the late Hon. Alexander Mackenzie. He held the office of superintendent of money orders for New Brunswick. In 1882 all the provincial superintendents were transferred to Ottawa, the whole management of the money order department of the Dominion being, since that year, centralized there. By successive steps, Mr. Everett reached the position of chief superintendent and for several years managed the ever-enlarging duties of that branch with energy, skill and vigor. He was an officer with untiring industry, original ideas, ever ready to accept new suggestions, and capable of easily distinguishing between what was valuable and useful and what was not. Under his control the money order system of Canada has reached well up to conditions of perfection; and the lately introduced postal note business has been well developed by his skill and judgment. On his retirement his immediate staff and his chief officials of other branches of the service united in a presentation to him expressive of their appreciation of his public services, of their esteem and affectionate regard. This took the form of a rich silver tea service of nine pieces, including a polished oak tray with silver ornamentation, on which it stood. The presentation was made on Wednesday afternoon in the office of the deputy postmaster general. At four o'clock the ladies and gentlemen of Mr. Everett's late staff, with the other chief officials, met there; Mr. Everett was sent for, and Dr. Colter in a few graceful and appropriate words made the presentation. He spoke of Mr. Everett's many years of service, of his efficiency, of his zeal in the public interest, and of the appreciation in which he was held by his associates in the department. The effluxion of time, Dr. Colter said, has brought about a severance of official ties, and they all desired by this token to show Mr. Everett that they appreciated his public service, acknowledged his efficiency, and were mindful of the excellent personal qualities which displayed themselves in all his associations with them. He went out from among them with their very best wishes for his happiness, and with their hope that he might live many years to enjoy his honorable retirement. Dr. Colter was warmly applauded. Mr. Everett was not, perhaps, absolutely surprised, but he was certainly astonished at the richness and elegance of the gift. He thanked them all for the valuable evidence of good will and esteem, and Dr. Colter for the kind and sympathetic manner in which he had presented such a substantial and beautiful token of their good feelings towards him. Retirement from the work in which he had been so long engaged while natural now, was, on the other hand, a severance of many pleasant associations. He was glad to be assured of their appreciation of him, as an official and as an associate, and he warmly assured them that he would ever kindly remember their good feelings, and the comradeship which had existed between them need never by broken. He would ever cherish this splendid token of their good will. J. V. Ellis, who had been postmaster at St. John while Mr. Everett was in the service here, and Mr. Le Sueur, at one time secretary of the general post office, spoke of the pleasure the proceedings gave him and of his old time friendship for Mr. Everett. Then there was a handshaking and interchange of personal courtesies, and the proceedings came to an end. The tea service is richly finished, and bears Mr. Everett's monogram on each piece. On the oaken tray is a suitably inscribed silver plate setting forth the circumstances which led to the presentation from Mr. Everett's official colleagues. The present is a valuable and gratifying one, and Mr. Everett's many St. John friends will learn of the circumstances with much satisfaction. It is understood that Mr. Everett's successor in office is Walter Rowan, who began in St. John his official career.

NEWCASTLE WEDDING.

At Newcastle, in the Methodist church, on Wednesday evening, Miss Adelina Clark, daughter of John Clark, was united in marriage to Chester Hayward, manager of the Lounsbury Co. The ceremony was performed by Rev. Geo. Harrison, assisted by Rev. H. Johnston.

The bride was gowned in white silk with veil and was attended by Miss Georgie Harrison, who wore blue mouseline de soie. Little Miss Ruth Wyse was flower girl.

Miss Clark, who spent some weeks in St. John two years ago, has relatives and a large number of friends in this city.

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