

POSSE OF ARMED FARMERS SEARCHING ALBERT COUNTY

County Aroused by Bold Attempt at Burglary—Two Men Entered House of Aged Woman and Stole Three Hundred Dollars Worth of Jewelry.

MONCTON, N. B., June 30.—A posse of armed farmers is searching the country in the vicinity of Port Elgin for two men who last night entered the home of Mrs. Harris Chapman at that place, ransacked the place, and stole three hundred dollars worth of jewelry. The two burglars fled from the house by Mrs. Chapman, left behind their boots and caps as well as a large quantity of debris which had evidently been stolen earlier in the night. The whole neighborhood of Port Elgin, usually a quiet and peaceful district, has been alarmed by the bold burglary and every effort is being put forth to capture the two criminals. Mrs. Chapman, who early this morning was aroused by a noise in her room, awakened to find two men plundering the dresser, is able to give fair description of the pair, one being a tall man, the other shorter, and both were wearing dark clothes. It was well after midnight when Mrs. Chapman, who is an aged lady, was aroused, and without hesitation she screamed for help. Immediately on the sound of her voice the two burglars dashed for the door of her bedroom and fled from the house. A few minutes later they were seen in the sound of ocean freighting by steam. The dilapidated hulk on which one always looks with curious interest, may have been twenty thousand miles since she weighed anchor from her home port. A closer inspection would reveal a battered funnel, staved bulwarks and a smashed bridge, mute witnesses to a more or less unequal struggle with furious gales.

CZAR'S GOVERNMENT AVERSE TO TRUSTS

Would Not Reduce Tax for Proposed Syndicate.

Cabinet Will Watch Public Interests in Dealing With Similar Corporations.

ST. PETERSBURG, June 27.—Having found it impracticable to discuss before the summer recess the interpellation brought by a group of Octobrists, regarding the big metallurgical trust now in course of formation, a deputation of the Douma, headed by M. Guchkov, the Octobrist leader, today visited Premier Stolypin and explained their objections to such industrial and commercial combinations. The deputies asked the Premier to refuse sanction to this trust, and indicated until Parliament has brought the corporation laws of Russia up-to-date.

In reply Premier Stolypin said that the promoters of this enterprise had abandoned their project because the government, which has it in its discretion to impose a high or low corporation tax on corporations, had declined to grant a reduction. All similar projects, M. Stolypin declared, would have to pass the cabinet, which assuredly would look carefully to the public interest and give due weight to the objections of the Douma. The statement presented by M. Guchkov is signed by 110 deputies representing all political parties. It declares that the proposed metallurgical trust is masquerading in the guise of an ordinary stock company and is seeking evade the law with monopolistic ends in view. The signers urge the government to introduce into Parliament as speedily as possible legislation providing for complete reform of the existing corporation laws and the legislation of industrial combinations. Premier Stolypin promised to consider the desired legislation.

FIRE IN AMHERST TUESDAY MORNING

Building and Contents Entirely Destroyed—Popular Pastor Married to Fort Lawrence Girl.

AMHERST, N. S., June 30.—About 2:30 this morning a bad fire broke out in a barn belonging to David Smith, on Laplace street, completely destroying it with all contents. A horse belonging to F. C. Cain, of the Globe Laundry, with a laundry wagon and several valuable pieces of machinery, which had been stored in the barn, were also destroyed. Mr. Smith has \$100 insurance, which covers his loss. Mr. Cain's loss is partly covered by \$300 insurance. Another barn in the rear belonging to W. E. Doyle was also partly burned, and houses occupied by T. E. McNair and E. T. Chapman were without much damage to either. The marriage of Rev. Wilfrid Gates, the last pastor of Trinity Methodist church, takes place this afternoon at 3 o'clock, to Miss Lillian Kate Tremholm, daughter of Mr. and Mrs. Ritchie Tremholm, of Fort Lawrence. Rev. Mr. Aitken, of Halifax, will perform the ceremony, assisted by Rev. Dr. Chapman. The happy couple will leave for the west on an extended visit to relatives of the bride.

HEAVY EXPENSE ON WRECKED STEAMER

KINGSTON, Ont., June 30.—It cost \$50,000 to get the steamer City of Montreal off the rocks on the St. Lawrence, and another \$15,000 will be needed for repairs. An outside sheeting of four inch rock elm planking bolted to the hull saved her from sliding to pieces. Six plates were pierced and will be renewed, other dents will have to be straightened. Six of the stern plates will be replaced as they are bent. The stern rudder shoe and part of the keel.

STORIES OF RAMP STEAMERS SAILING THE SEVEN SEAS

Don't laugh at the battered appearance of the crazy looking old tramp steamer which wallows clumsily in the wake of the speeding ocean liner. To do so would be to confess ignorance of a striking business of the sea—that of ocean freighting by steam. The dilapidated hulk on which one always looks with curious interest, may have been twenty thousand miles since she weighed anchor from her home port. A closer inspection would reveal a battered funnel, staved bulwarks and a smashed bridge, mute witnesses to a more or less unequal struggle with furious gales.

WHY THEY ARE BUILT. The majority of tramp steamers are built in England. When a new one is to be constructed the company owning it sends a representative to the shipyard. This is done so that in case the new ship should incur damages, the other vessels of the line would not be tied up. Although really belonging to the same owners, she is said to be operated by her own company. After going into commission, if she is of three thousand tons or more, she will be chartered to a crew of about forty-five men, and is then ready for the vicissitudes of business. Necessarily the latter will be a rough and tumble one.

THE TRAMP STEAMERS ALONE. Passenger steamships will come and go occasionally, heeded occasionally in the daily papers telling graphically of a broken shaft mended in heavy seas or of a fire in the hold or of the vessel being wrecked. The tramp steamer, on the other hand, is a creature of human resourcefulness. All wondered when ten years ago the Umbria's engines broke down, and it was learned that though nine days overdue she still limped safely into port; but, apart from the owners, consignees, and crew, who remember that the Spaniards "ran out of coal" when nearing the Delaware, and when in December, 1900, on a voyage from Hamburg for Philadelphia, and how Captain Ekogren, of the Swedish workboat of the ship before she was consumed as fuel under his boilers the cargo of Christmas tops which meant so much to the little children of the Quaker City.

HEROISM OF CAPTAIN. The annals of shipping circles are replete with such stories woven about these roughest of sea-going vessels. No greater heroism or devotion than that of Captain Cremonini, of the steamer Jupiter, which, like the Umbria, ran out of coal. It seems that the portion of coal which was left was a viewpoint of doubtful economy, they start on their voyages with a meagre supply in their bunkers. This is taking the chance of a vessel, capable of resisting rough seas, sold weather and hurricanes with equal ease. A fortnight ago Captain Brude left the Norway for London in the (the Norwegian or earless) and he arrived at Gravesend on Monday night with his crew of two-a sailor and a Norwegian journalist—in the best of spirits.

STEREOTYPED FROM INSIDE. The living compartment is quite roomy, and fitted with a table in the centre and two upholstered sofas running along the oval-shaped walls. The stoking and running gears and all the ropes are managed from within, as it would be utterly out of the question for the crew to venture outside in rough weather. The captain is a typical Norwegian sailor, 28 years old, explained the vessel and the object of his visit to London. "We have had a fine crossing from Norway," he said, "and I never feel safer ashore than I do on this little raft. The boat is absolutely watertight, and is capable of weathering any storm with any number of passengers according to her size. "Our company at Bergen, Norway, are now prepared to deliver the same type of boat to hold forty passengers, which will probably suit the requirements of passenger and cargo steamers. "Supposing a vessel is sinking, all the passengers have to do is to slip aboard the openings at both ends and wait for the ship to go down. The lifeboat may also be dragged down a few yards by the action of the sinking vessel, but it will rise again triumphantly in a few seconds, and no one will be the worse for the experience."

COMFORT IN STORMS. "As for sailing about on the high seas in this sort of a vessel, it is as comfortable as a railway carriage, and the longer and heavier the waves are, the less we feel the motion. The most terrific hurricane becomes almost a delightful experience. "I am going to submit the Urad to the test of experts appointed by the Board of Trade and no doubt the result will be satisfactory. "From London we go to Amsterdam and The Hague and thence to Paris, in response to an invitation from the French government to demonstrate the invention."

IN MEMORY OF JOHN OLIVER HOBBS LONDON, June 30.—Lord Curzon, of Kedleston, has accepted the invitation to unveil the Medallion of "John Oliver Hobbs" (Mrs. Craigie), which has been placed in the General Library of University College, London, of which the late Mrs. Craigie was a student. The ceremony will take place on July 1. A replica of the Medallion is to be sent to America, Mrs. Craigie's birth place.

CASTORIA. The Kind You've Always Bought. Signature of J. C. Watson.

WAS BURNED TO DEATH

KINGSTON, June 29.—The infant children of Ernest Easler of Ardmore, a small hamlet in North Annapolis, were burned to death a few nights ago in a lightning fire, which was struck by lightning and burned before anything could be saved.

ONLY ONE CURE FOR CATARRH. ROYAN, Que.—I have tried a great many remedies for Catarrh, but none of them ever helped me. In my opinion Catarrh is the only real cure for Catarrh. I have used many of the remedies, but none of them ever helped me. I have used many of the remedies, but none of them ever helped me. I have used many of the remedies, but none of them ever helped me.

GOVERNMENT WINS THREE IMPORTANT SUITS. OTTAWA, June 27.—The following judgments have been delivered by Justice Cassels, of the Quebec Court of Canada. Fairret vs. the King—Petition of right dismissed with costs. Chamblin vs. the King—Petition of right dismissed with costs.

PROBLEM OF THE CREW. The question of the crew often becomes a serious problem before the tramp can finish weigh anchor. As a tramp seldom sees her home port inside of three years, it is hardly to be expected that the sailors will remain content with her wandering life during that entire period. On reaching the first port, some of them drop out, and more at the next, so that after a year only few in number will trust themselves to remain. In consequence it is not at all unusual to see a tramp manned entirely by Malays or East Indians, which the English maritime laws is such that it practically gives him the right to take human life to quell a mutiny.

MUTINOUS CREW. That the captain feel full security in the knowledge of his power, and they have a right to exercise was never better illustrated than in the case of the "Tramp" whose story has been permanently identified with the annals of Philadelphia's shipping. In this case Captain Robertson was practically alone at the head of a mutinous crew;

TAFT VACATES OFFICE OF SECRETARY OF WAR. After Many Years of Distinguished Service Becomes a Private Citizen Again to Fight for Presidency. WASHINGTON, June 30.—This day Secretary of War William Howard Taft's last day as secretary of war.

MR. AND MRS. ASTOR ENTERTAINMENT ROYALTY. LONDON, June 29.—The Duchess of Connaught and Princess Patricia spent the week end at Cliveden as guests of Mr. and Mrs. W. H. Astor, who yesterday gave a brilliant garden party in aid of the Barnado Homes.

AFRICAN TRIP. WASHINGTON, June 29.—President Roosevelt talked with Caspar Whitney today regarding his proposed hunting trip in Africa and told his visitor of his efforts to secure all information possible regarding the British and German possessions in which he intends to hunt when he goes to the dark continent. The President said, however, that no definite arrangements had yet been made and that it would be some time before any plans would be announced.

ROOSEVELT PLANNING AFRICAN TRIP. WASHINGTON, June 29.—There are five presidents of American Associations now held in Montreal and there will be a sixth before long. Wm. McNair, G. P. R., is president of the Railway Engineering and Maintenance of Ways Association, and the other four are: J. H. Callaghan, of the C. P. R., president of the American Association of Master Mechanics; W. J. Camp, of the C. P. R., president of the Association of Railway Storekeepers; A. C. Gould, of McGill, president of the Association of Railway Engineers; and G. H. Bell, of G. T. R., president of the American Association of General Passenger and Ticket Agents.

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AMTITE ROOFING

THIS advertisement will bring to your attention the best and cheapest roofing material on the market. Here is how we prove it the best. In the first place Amtite is made in one standard thickness, whereas other ready roofing materials range from a thin, flimsy half-ply to a three-ply thickness. The three-ply thickness, which by the way is only one sheet of felt is the only kind that can be compared with Amtite.

Free Sample & Booklet. Send for Free Booklet and Sample to-day. It will pay you to get acquainted with Amtite. Address nearest office.

THE CARRITE-PATERSON MFG CO., Ltd., St. John, N. B., Halifax, N. S.

BUSINESS OUTLOOK RAPIDLY IMPROVING. C. P. R. Has Ordered 2,000 Box Cars and 20 Locomotives to Cope With Increasing Business. MONTREAL, Que., June 30.—Today is the end of the half-year and the outlook compared with the beginning of the year is very bright. The C. P. R. receipt of good news of the crops have ordered 2,000 box cars, and this has started the Angus shops in full blast, twenty locomotives have also been ordered and the locomotive works are also full strength, and following them the Montreal steel works have opened up full again. The banks have decreased the rate and altogether the outlook is bright. The customs for the last two months have fallen off a million and a quarter, but this is due to the lack of orders in January and February, and not now. Business is picking up fast and more money is in sight every day.

CHATHAM PULP MILLS BOTH CLOSE DOWN. Miramichi Mill for Indefinite Period, Dominion for a Week Only for Repairs. CHATHAM, June 30.—The two pulp mills closed down today, one for a definite period and the other for one week, because of financial conditions. Manager Spaulding of the Miramichi Pulp Mill in answer to your correspondent stated that his mill would close down today for an indefinite period. Manager Stephen of the Dominion Pulp Mill said that the Dominion mill would close down for a week commencing with the holiday tomorrow. "Make that plain," he added. It has been reported that the mill was closing down because of financial conditions. That is entirely erroneous. The Dominion is only stopping for a week in order that repairs may be made. All the men will be kept employed.

HIGH OFFICES HELD BY MONTREAL MEN. MONTREAL, June 30.—There are five presidents of American Associations now held in Montreal and there will be a sixth before long. Wm. McNair, G. P. R., is president of the Railway Engineering and Maintenance of Ways Association, and the other four are: J. H. Callaghan, of the C. P. R., president of the American Association of Master Mechanics; W. J. Camp, of the C. P. R., president of the Association of Railway Storekeepers; A. C. Gould, of McGill, president of the Association of Railway Engineers; and G. H. Bell, of G. T. R., president of the American Association of General Passenger and Ticket Agents.

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CIVIL STAND

Good Progr

Bill Enlan Amend Length sioners

OTTAWA, June 30.—The civil service has been reduced to 100,000 men. The bill which would reduce the number of men to 100,000 is now in the hands of the commission. The bill would reduce the number of men to 100,000. The bill would reduce the number of men to 100,000.

THE TWO-CENT RATE. Mr. Borden raised the railway passenger rate to two cents per mile. The bill would reduce the number of men to 100,000.

WASHINGTON, D. C., June 29.—By direction of President Roosevelt, the secretary of War, Taft, has issued orders to the commanding general of the Department of Texas, at San Antonio, to send a sufficient number of troops to Del Rio, El Paso, and other points in Texas to aid the civil authorities in preserving order. This action was decided upon as a result of the request from the Mexican government that the United States do its utmost to prevent any violation of the neutrality laws.

CITY OF MEXICO, Mex., June 29.—Up to this evening no news of any sort has been received at the capital that would indicate that there has been a repetition of the disorders similar to those which occurred at the towns of Vesca and La Vacas.

On the arrival of the departments of Interior, war and state comes the report that absolute quiet prevailed in the region where the two small bands of malcontents had been operating.

EEL PASO, Tex., June 29.—According to information from a reliable source, official advice have been received in Juarez, across the Rio Grande from this city to the effect that the 2,500 federal troops sent to Torreon, have taken the field in an effort to surround the city and to be ready for the attacks on Viesca and Hacienda Matamoros.

A law on the state railways must not cost more than two cents per mile, and a great deal of money has been given really lower free. He referred to Jean's arguments to the states of the had been quoted above of passengers of all the railways in this enabled the U ways giving cheap a great deal of money that could be secured and what of the act as to do was to deal with from the standpoint both as to passenger and the rates to be fixed by the passage of a railway board was matter along lines of or all the people of tution was defeated.

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