

## TO SUBSCRIBERS.

After the first of July all monies received for subscriptions will be acknowledged by changing the date stamped on the paper immediately after the name.

Should any subscriber notice that the date is not changed on the first, second or third paper after the money is sent, he should at once send a postal card to the Sun Office, stating when he sent the money and how it was sent, by registered letter, post office order or Express order—SUN PRINTING CO.

## NOTICE.

When a subscriber wishes the address on the paper changed to another Post Office, the OLD ADDRESS should ALWAYS be sent with the new one

## NOTICE.

\$1.00 per inch for ordinary transient advertising.  
For Sale, Wanted, etc., four lines or less, 5 cents each insertion.  
Special contracts made for time advertisements.  
Sample copies cheerfully sent to any address on application.  
The subscription rate is \$1.00 a year, but if 75 cents is sent ONE YEAR IN ADVANCE the paper will be sent to any address in Canada or United States for one year.

SUN PRINTING COMPANY,

ALFRED MARSHAM,  
Manager.

## THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., JULY 6, 1904.

## BOSTON PHILOSOPHY AND CANADIAN TRANSPORTATION.

Mr. Edward Atkinson of Boston, is the author of a vast number of treatises on economic matters, and especially on transportation questions. But, as this paper pointed out the other day, he sometimes offers instruction about subjects on which he has false information or none at all. A more cautious or better instructed philosopher would not have written to the London Spectator telling the people of England that Canada had no Atlantic ports open in winter, and warning them that the adoption of Mr. Chamberlain's policy might lead the United States to refuse the bonding privilege, thus closing all traffic communication between Great Britain and Canada during a large part of the year. This extraordinary mistake in the essential fact was followed by another, when Professor Tweedle had written to the Spectator correcting the first. In his second letter to the Spectator Mr. Atkinson admitted that St. John, Halifax and other Canadian ports were open in winter. But what availed that, he asked, since an all-Canadian route to reach them must pass through a cold region thinly populated, with little local traffic, over which grain could not be carried for export at lower rates than half a cent per ton per mile. This grain would have to compete with the produce of southwestern states shipped from New Orleans at such a low cost of production and transportation, that the Canadian disadvantage would offset a preference of twenty to twenty-five per cent.

Referring to this the Sun pointed out that the export rate of half a cent per ton per mile was obsolete, but that even this rate applied to the additional length of the all-Canadian route would not increase the cost more than three cents per bushel. The preference required to meet that would be three per cent, and not twenty or twenty-four per cent. It was suggested that if the southwestern wheat country was capable of underbidding the Northwest it had already a free field, and would not wait for Mr. Chamberlain.

To these observations Mr. Atkinson replies in a letter to the Sun which for convenience we print here:

BOSTON, June 24, 1904.  
St. John, N. B.:

Dear Sir—I am glad to receive light from your editorial of June 18th entitled "Darkness of a Boston Philosopher," in which you review two letters of mine to the London Spectator, in rejoinder to a letter from Professor Tweedle; but your light is not quite clear enough; I need a little more illumination.

It would appear from your statement that I am an old man; it is true. You state that the freight rates that I quote are old rates; I think not as to many sections. Less rates are customary on the large direct through lines from our Northwest to the seaboard. I believe that they have been occasionally as low as a quarter of a cent per ton per mile, but very short terms. Will you kindly inform me on what lines and for what periods of time wheat has been carried from any point in the Northwest, either in the United States or in Canada, to a port

on the seaboard either in the United States or in the Dominion at a quarter of a cent a ton per mile? Such information will be of great value to me. Will you also enlighten me on the following question? It must be assumed as a possibility that in case Great Britain should put a duty or tax upon wheat from the United States, while admitting wheat from Canada free, that the bonding privilege over the American railroads would be re-considered, and that in order that the wheat might be carried free of United States duties to Great Britain it must use the railway wholly situated in the Dominion of Canada. It is not probable that these conditions will arise but they are economically possible. Upon that assumption, what would be the extreme from the centre of the wheat sections of the Northwest in Canada to Halifax or St. John by all rail when the rivers and canals are closed? What is the present rate or charge per ton per mile upon the line? Could that line be developed and be sustained at a rate of freight of less than half a cent per ton per mile? My own conviction is that wheat could not be carried over that line except at a loss at less than half a cent per ton per mile, even if as low. If I am in error I should be glad to know the facts and to correct the error.

On another subject. You refer to the competition of the northwestern section of this country with the southwestern, stating certain facts which may be true. For instance, that the southwest No. 1 hard wheat is not produced; that may be true, but the macaroni wheats, which I believe are harder and more rich in protein than No. 1 hard wheat, are produced in the southwest in large and increasing quantity. You also state that the yield per acre in the "Southern States" is much less than in the Canadian west; that is true as a general proposition, but it is an error if you compare either the Canadian west or the northwest of the United States with Oklahoma, the Indian Territory and the Texas counties of Red River, where the average product very lately developed, now very rapidly increasing, is larger per acre than the average of either section that you name. This is a recent fact, and of important development, for the reason, as I have stated, that a very small fraction of the land in that section on the Red River not yet under cultivation will produce two hundred million (\$200,000,000) bushels of wheat for consumption in Great Britain, as good, I believe, as any quality, hard or soft, that is called for; and this product will be made so close to water transportation that neither our northwest nor the Canadian northwest will be likely to equal it. That country is settling up with intelligent farmers more rapidly than any section of this country or Canada was ever settled before.

Now on a third point on another subject. I send you herewith two treatises on bog fuel, soon to be followed by a third, more than doubling the expectations held out in the two already printed. As you have numerous areas of bogs in the Dominion of Canada, especially in the maritime provinces and also in Newfoundland, near to large deposits of iron ore, these investigations may be of profound interest to the people of your section; and as I desire to promote to the utmost the development of the iron ore provinces, in anticipation of a practical union with New England hereafter to whatever central government loyalty may incline the people, it is desirable to us as well as to yourselves that your undeveloped resources, now kept back for lack of your natural market, should be put under way for useful development. Very truly yours,

EDWARD ATKINSON.

It will be seen that our distinguished correspondent asks a good many questions, some of which might be answered, while others are beyond us. Happily the answers are not necessary to a solution of the question at issue. That question is: How much would the loss of bonding privileges add to the cost of transporting wheat from the Canadian west to the Canadian winter ports or to England? To answer that question it is not necessary to know the present cost by all-rail routes, which are not now used for any appreciable quantity of northwest wheat, and would not require to be used if bonding privileges were withheld. Transportation from the western farm to Lake Superior would not be affected by the action of the United States, except that the Canadian Northern Company might have to change a few miles of their line. The lakes would be available then as now until December. Then as now western grain sufficient for winter export would be conveyed to eastern lake ports before navigation closed. The only difference would be that from these lake ports grain that now goes to Portland, Boston and New York in winter would go to St. John and Halifax, and grain now shipped to St. John by the short line through Maine would take an all-Canadian route.

At present, with free bonding privileges, a large quantity of grain is shipped by the Canadian Pacific at St. John. This grain is carried from the lakes to this port at the same rate as is made by the routes to United States ports. The St. John rate has been as low as a quarter of a cent per ton per mile, and even lower. It is never half a cent per ton per mile. Today the regular trade rate for wheat from the lake ports to St. John, which is much higher than the winter rate for export, is considerably less than half a cent per ton per mile. Grain was carried last winter from Depot Harbor to Halifax at less than a quarter of a cent per ton per mile. The inter-colonial share for its haul of over eight hundred miles was less than an eighth of a cent per ton per mile. This of course was not a paying rate, although the minister declared that the freight was carried without loss. The inter-colonial is an all-Canadian route to St. John, Halifax and several other winter ports. The Canadian Pacific railway, with the Temiscouate and a section of the Intercolonial form a second all-Canadian route. Neither of

these passes through a harder country or one affording less local traffic than the Canadian Pacific route through Maine, or the Grand Trunk from Montreal to Portland.

Now suppose that the bonding privilege came to an end. The Canadian Pacific company would do what it is quite likely to do in any case. It would establish an all-Canadian route from Montreal to St. John, utilizing a large part of its own existing mileage. It has been stated that such a line can be built which would be eleven miles shorter than the existing route through Maine. Over that route the company could haul grain at the same rate that they haul it now, and they haul it now at the Portland, Boston and New York rate. The Intercolonial, which does some export business now, might do more. If the Grand Trunk Pacific should be constructed it would be obliged to withdraw its business from the favorite New England port of its promoters. And all the Canadian routes would be able to handle their export business at a greater profit because they would have the whole of it, and also the import business that is now divided with United States routes. We do not see that the cost of export transportation need be one cent higher than it is now.

But suppose that the cost were increased in proportion to the length of the all-Canadian route over that terminating at Portland, which seems to be able to compete with the Boston, New York and southern routes. St. John may be taken as 190 miles farther than Portland from the lake ports whence both receive grain for export. The average export rate on grain shipped at Portland in winter is hardly three-tenths of a cent per ton per mile. Something less than two cents per bushel would then be the increased cost of the haul to St. John, though the cost undoubtedly leaves a profit to the carrier. Two cents per bushel is just one-third of the preference that Mr. Chamberlain proposes. It is one-tenth of the preference that Mr. Atkinson mentions as necessary to offset the loss of the bonding privilege.

We do not see that the Oklahoma and Texas wheat country have any more to do with the question raised by Mr. Atkinson in his letter to the Spectator than the matter of bog fuel concerning which he sends a quantity of interesting literature. With or without the bonding privilege, with or without the preference, Canada and the northwestern states must compete with these marvellous areas which case resemble that in his mind. Mr. Atkinson has on or in his mind. They may be regarded as a constant quantity, and in their bearing on the problem resemble the flowers that bloom in the spring. If they offer any argument it is in favor of the Chamberlain preference.

We beg, therefore, to assure Mr. Atkinson that Canada has winter ports reached by all Canadian routes, that these ports and routes are easily available for the whole Canadian export and import business, that the withdrawal of the bonding privilege would not perceptibly increase the cost of transportation to and from the seaboard, that Canada is more than willing to take all the risks involved in the adoption of an imperial preferential system, and that so far from fearing that such a system might deprive them of the use of United States ports and railways in their trade with Great Britain, most Canadians desire that these foreign ports and routes should be specifically excluded from participation in this imperial trade. That is the exact meaning of a resolution passed by the Canadian house of commons since Mr. Atkinson wrote his letter.

## A DECLARATION OF POLICY.

Driven from covert after covert in its defense against Lord Dundonald's charges, the government has finally abandoned all subterfuge and stands, through one of its leading journals, confessed of the crime accused and brazenly champion of the vicious doctrine that the chief end of all the public service is the advancement of the governing party's interests. When the speech of the general officer commanding charging the government with indifference to every matter connected with the militia except its value as a means of political patronage and accusing various ministers of interference, for petty political purposes, with its management, the whole cabinet united in indignation. Mr. Fisher against whom one charge in particular was made, that he cancelled one of Lord Dundonald's appointments because the appointee was a conservative, declared positively and earnestly that his action was inspired by nothing political, that his sole purpose was to secure the appointment of qualified and efficient men. His colleagues endorsed his declaration.

Later, when the falsity of his statement was proved, Mr. Fisher admitted the truth of Lord Dundonald's charge, but excused himself by claiming that he had cancelled the appointment because the regiment concerned was becoming a tory preserve and that a plot existed to keep all liberals from participating in its command. The other ministers also endorsed this and were unanimous in denouncing with great vigor the machinations of the vile Tories who would introduce politics into the militia. Lord Dundonald, as

the willing tool of the same Tories, was included in the denunciation.

But when it became unmistakably apparent that the great majority of independent and fair minded Canadians approved Lord Dundonald's action and appraised the silly liberal counter-charges at their full value, the government threw off its mask. Knowing the hopelessness of again hoodwinking the independent electors, the liberal leaders decided to boldly cease the pretense of appealing to them and to cement more closely the machine and purchasable vote, by which they hope to retain power, by standing as open advocates for the spoils system in all departments.

The Ottawa Free Press, the machine organ at the capital, has made the brazen announcement that hereafter no conservative need apply for any position or any contract in the gift of the government.

Every branch of the public service is to be run frankly for party interests. That no exception is to be made in the militia department is shown a hypocritical rebuke to Sir Frederick Borden for his "generosity to political enemies"—and by the following statement with reference to the Dundonald dispute: "Hon. Sydney Fisher is accused of being faithful to his friends. Why not accept the accusation? It is to be hoped it is true."

Other definite and unmistakable pronouncements are as follows: "All patronage should go to the friends of the party."

"Every departure from this is an act of disloyalty to the followers and supporters of the party."

"The liberal partisans must receive the favors and patronage of the liberal government. The government will be even excused for straining a point in favor of a friend."

"Every new appointment, every power of patronage belongs by right of system and precedent to the members of the liberal party."

"In the initial appointment or in the awarding of a government contract it is expected that the party in power shall be loyal to its friends."

The present government has long been acting upon this system, but this exceedingly frank acceptance of it as a definite feature of liberal policy is rather surprising. If the government's cynical belief that enough electors can be bought with patronage and promises to offset the votes of those who hold that the public service should be run in the interest of the people at large, we shall be even more surprised.

## MONCTON GIRL

Died at a Sanitarium in Boston—  
Relatives Wanted.

BOSTON, July 5.—The officials of the state sanitarium for consumptives are anxious to learn the names of relatives of Mary Wilmot, a former resident of New Brunswick, who died at the sanitarium on June 25. The young woman is thought to have come from Moncton or vicinity. She lived in the west end of Boston for several years. Sometime ago she became sick and was sent to Rutland, Vermont, where she died. The sanitarium officials desire to hear from friends or relatives.

BUILDING BOOM ON THE RIVER.  
Pretty New Cottages and Hotel Improvements.

The building boom is still on along the noble St. John, and it looks as if the stream will not only eclipse the famed Hudson in beauty, but will soon rival it in a very close race in the matter of summer cottages.

Among the latest additions to real estate lists at Brown's Place are: the new house at the Beach Camp grounds is a cute little affair of unique design and about a story and a half high. Its distinguishing feature is an observation gallery or balcony, from which a sweeping view of Long Reach can be obtained.

Mr. Sinclair's house is almost ready for occupancy. It is artistically draughted, with a sort of corner roof and is roominess itself inside, the apartments being laid out in ample fashion with an eye to convenience and solid enjoyment.

WANTED—A case of Headache that KUMFORD Powders will not cure in from ten to twenty minutes.

## NEED MORE NEW CLOTHES.

The officers of the river boat which stops over Sunday near Cole's Island had an exciting Sabbath on the occasion of their last visit there, if reports are true. The desire for the luscious strawberry caused them to trespass upon the domains of a resident of that island. For a while they unrepentantly filled their stomachs and the improvised birch bark baskets with the juicy strawberry, but their exit was rather unceremonious when the fair owner appeared on the scene, accompanied by a bull dog, which showed he was able to use his teeth to advantage. Some of the party now wish they had followed the example of the deck hands and firemen and passed the day in a quieter and less exciting way.

CHATHAM, Mass., July 4.—Fresh southwest winds, clear at sunset.

CASORIA.  
The Kind You Have Always Bought  
Beware of cheap imitations.

## COUNTRY MARKETS.

Wholesale.

|                            |       |       |
|----------------------------|-------|-------|
| Turnips, per doz.          | 1.00  | 0.00  |
| Beets, per doz.            | 0.80  | 0.00  |
| Canadian beef              | 0.08  | 0.08% |
| Beef, butchers', carcasses | 0.07  | 0.07  |
| Beef, country, qtr.        | 0.03  | 0.03  |
| Lamb, carcasses            | 0.20  | 0.20  |
| Mutton, per lb.            | 0.05  | 0.05  |
| Veal, per lb.              | 0.04  | 0.04  |
| Pork, carcasses            | 0.06% | 0.07  |
| Shoulders, per lb.         | 0.12  | 0.10  |
| Ham, per lb.               | 0.12  | 0.14  |
| Roll butter, per lb.       | 0.15  | 0.20  |
| Tub butter, per lb.        | 0.15  | 0.18  |
| Eggs, case, per doz.       | 0.14  | 0.15  |
| Turkey, per lb.            | 0.14  | 0.16  |
| Fowl, per pair             | 0.40  | 0.80  |
| Carrots, per doz.          | 0.40  | 0.60  |
| Potatoes, per bbl.         | 1.25  | 1.50  |
| Cauliflowers, per lb.      | 0.10  | 0.12  |
| Hides, per lb.             | 0.06% | 0.07% |
| Cabbages, each             | 0.15  | 0.00  |
| Cabbage, per case          | 2.50  | 0.50  |
| Rhubarb                    | 0.01  | 0.01% |

Retail.

|                                  |      |      |
|----------------------------------|------|------|
| Beef, corned, per lb.            | 0.10 | 0.12 |
| Pork, fresh, per lb.             | 0.10 | 0.12 |
| Pork, salt, per lb.              | 0.10 | 0.12 |
| Ham, per lb.                     | 0.10 | 0.12 |
| Bacon, per lb.                   | 0.10 | 0.12 |
| Tripe, per lb.                   | 0.10 | 0.10 |
| Butter, dairy, rolls             | 0.18 | 0.20 |
| Butter, tubs                     | 0.18 | 0.20 |
| Carrots, per doz.                | 0.14 | 0.15 |
| Eggs, per doz.                   | 0.16 | 0.18 |
| Eggs, henney, per doz.           | 0.18 | 0.20 |
| Onions, per lb.                  | 0.05 | 0.00 |
| Beets, bunch.                    | 0.10 | 0.00 |
| Carrots, bunch.                  | 0.05 | 0.00 |
| Cabbage, each                    | 0.10 | 0.00 |
| Squash, per lb.                  | 0.05 | 0.00 |
| Turnips, bunch                   | 0.10 | 0.00 |
| Potatoes, per peck               | 0.25 | 0.00 |
| Fowl, per pair                   | 0.30 | 0.00 |
| Turkey, per lb.                  | 0.18 | 0.00 |
| Rhubarb                          | 0.02 | 0.00 |
| Chickens                         | 1.00 | 1.40 |
| Ducks                            | 1.50 | 1.55 |
| Strawberries, box, cultivated.   | 0.00 | 0.20 |
| Half pint, native.               | 0.00 | 0.60 |
| Five quart pail.                 | 0.00 | 0.90 |
| Bermuda green beans, per basket. | 1.25 | 1.35 |

Wholesale.

|                              |       |       |
|------------------------------|-------|-------|
| Cod, large dry.              | 4.00  | 4.10  |
| Medium.                      | 4.00  | 4.10  |
| Cod, small                   | 3.00  | 3.00  |
| Finnish haddies.             | 0.05  | 0.05% |
| Salmon, per lb.              | 2.25  | 2.35% |
| Bay herring, h. bbl.         | 2.15  | 2.25  |
| Cod, fresh                   | 0.02% | 0.00  |
| Pollock.                     | 3.00  | 3.00  |
| Smoked herring               | 0.14  | 0.15  |
| Gaspareux, herring, per bbl. | 100.  | 0.60  |
| Gaspareux, fresh, 100.       | 0.65  | 0.00  |
| Halibut, fresh, per lb.      | 0.08  | 0.00  |
| Salmon, per lb.              | 0.13  | 0.14  |

Retail.

|                           |      |      |
|---------------------------|------|------|
| Halibut.                  | 0.12 | 0.15 |
| Fresh cod and had.        | 0.05 | 0.00 |
| Gaspareux, fresh.         | 0.85 | 0.00 |
| Finnish haddies.          | 0.07 | 0.00 |
| Smoked blotters, per doz. | 0.20 | 0.00 |
| Roast cod, per lb.        | 0.12 | 0.00 |
| Salmon, per lb.           | 0.13 | 0.00 |
| Shad, each                | 0.25 | 0.30 |
| Smoked herring, per bx.   | 0.15 | 0.00 |
| Dry codfish, per lb.      | 0.05 | 0.00 |

## GROCERIES.

|                        |       |       |
|------------------------|-------|-------|
| Cheese                 | 0.09% | 0.11  |
| Rice, per lb.          | 0.03% | 0.03% |
| Cream of tartar, pure. | 0.22  | 0.24  |
| Bx.                    | 0.22  | 0.24  |
| bbl.                   | 0.21  | 0.22  |
| Bicard soda, per keg   | 1.70  | 1.75  |
| Salt Soda, per lb.     | 0.00% | 0.01% |
| Colleges.              | 0.30  | 0.35  |
| Porto Rico, old        | 0.30  | 0.35  |
| Extra choice 1904      | 0.38  | 0.38  |
| Barbados               | 0.24  | 0.25  |
| New Orleans (licences) | 0.29  | 0.38  |

|                                     |       |       |
|-------------------------------------|-------|-------|
| Standard granulated, yellow bright. | 0.00  | 0.00  |
| White, equalized rates.             | 0.00  | 0.00  |
| Barbados, per lb.                   | 0.03% | 0.03% |
| Paris lumps, per box                | 0.00  | 0.00  |
| Pulverized sugar                    | 0.05  | 0.05% |
| Coffee.                             | 0.24  | 0.26  |
| Java, per lb. green                 | 0.24  | 0.26  |
| Jamaica, per lb.                    | 0.24  | 0.26  |
| Liverpool, ex vessel                | 0.58  | 0.59  |
| Liverpool, per cask                 | 0.61  | 0.63  |
| stores.                             | 0.95  | 1.00  |
| Liverpool butter salt.              | 0.95  | 1.00  |
| per bag, factory filled.            | 0.95  | 1.00  |
| Nutmegs, per lb.                    | 0.50  | 0.70  |
| Cassia, per lb. ground.             | 0.18  | 0.20  |
| Cloves, whole                       | 0.15  | 0.18  |
| Cloves, ground                      | 0.21  | 0.24  |
| Pepper, ground                      | 0.15  | 0.20  |
| Tea.                                | 0.18  | 0.20  |
| Coucou, per lb. finest              | 0.22  | 0.24  |
| Coucou, per lb. common              | 0.15  | 0.20  |
| Almonds, per lb.                    | 0.39  | 0.44  |
| Tobacco.                            | 0.45  | 0.60  |
| Black chewing                       | 0.45  | 0.60  |
| Bright, chewing                     | 0.45  | 0.74  |
| Pepper                              | 0.45  | 0.74  |
| Smoking                             | 0.45  | 0.74  |

## FRUITS, ETC.

|                               |       |       |
|-------------------------------|-------|-------|
| Currents, per lb.             | 0.05% | 0.06% |
| Apples, per lb.               | 0.08  | 0.08% |
| Walnuts, Grenoble             | 0.14  | 0.15  |
| Almonds                       | 0.12  | 0.13  |
| Filberts                      | 0.09  | 0.10  |
| Prunes, California            | 0.05% | 0.06% |
| Brazils                       | 0.13  | 0.14  |
| Pecans                        | 0.14  | 0.15  |
| Dates, lb. pkg.               | 0.05% | 0.00  |
| Dates, new                    | 0.03  | 0.04  |
| Beef tongue, per lb.          | 0.10  | 0.10  |
| Peanuts, roasted              | 0.09  | 0.10  |
| Figs, new, per lb.            | 0.09  | 0.12  |
| Figs, bag, per lb.            | 0.04  | 0.05  |
| Malaga London layers          | 1.70  | 2.00  |
| Malaga clusters               | 2.75  | 4.00  |
| Malaga, black, baskets.       | 2.15  | 2.25  |
| Malaga, Connoisseur, clusters | 2.10  | 2.25  |
| Val. oranges                  | 0.00  | 0.00  |
| Egyptian oranges, per lb.     | 0.02% | 0.00  |
| Onions, Spanish, per cs       | 2.50  | 4.00  |
| Raisins, Sultana, new         | 0.00  | 0.00  |
| Raisins, Valencia, new.       | 0.00  | 0.00  |
| Bananas                       | 2.00  | 2.25  |
| Cocoanuts                     | 2.50  | 3.75  |
| Lemons, Messina, per bx       | 3.00  | 8.00  |
| Cocoanuts, per doz            | 0.60  | 0.00  |
| Apples, evaporated            | 0.15  | 0.14  |
| Peaches, evap'd, new.         | 0.10  | 0.12  |
| Apples, evaporated            | 0.07  | 0.07% |
| Apples, per bbl               | 2.00  | 4.00  |
| Bananas                       | 2.00  | 2.00  |

## PROVISIONS.

|                         |       |       |
|-------------------------|-------|-------|
| American beef           | 17.00 | 19.00 |
| American mutton         | 0.09  | 0.09  |
| Pork, domestic          | 17.25 | 17.50 |
| Canadian plate beef     | 15.00 | 13.00 |
| American plate beef     | 13.50 | 14.00 |
| Lard, pure              | 0.05% | 0.05% |
| Commeal                 | 2.90  | 2.85  |
| Canadian High Grade.    | 5.35  | 5.30  |
| Catmeal                 | 5.30  | 5.50  |
| Middlings, small lots.  | 24.50 | 25.00 |
| bagged                  | 5.10  | 5.15  |
| Medium patents          | 5.10  | 5.15  |
| Bran, car lots          | 22.00 | 22.50 |
| Bran, small lots, bag'd | 22.00 | 22.50 |

## MR. GEO. A. HUGHES

SAYS:



Mr. Geo. A. Hughes.

"Pe-ru-na is the Medicine for the Poor Man."

Mr. Geo. A. Hughes, 808 Mass. Ave., Indianapolis, Ind., writes: "Pe-ru-na has done me more good than anything I have ever taken. I am forty-five years old now, and feel as good as I did at 20. I was very thin and run down, but Pe-ru-na acted just right in my case. I am a carpenter and some times need a tonic. Pe-ru-na is the medicine for a poor man."

A Congressman Uses Pe-ru-na in His Family.

Hon. Thos. J. Henderson, Member of Congress from Illinois, and Lieutenant in the Union Army for eight years, writes from the Lemon building, Washington, D. C., as follows: "Pe-ru-na has been used in my family with the very best results and I take pleasure in recommending your valuable remedy to my friends as a tonic and an effective cure for catarrh."

---Thos. J. Henderson.

Catarrh assumes different phases in different seasons of the year. In the early summer systemic catarrh is most prevalent. That tired, all worn out feel-