YOU'LL NEVER FEEL WELL

as long as your liver is sluggish, or your kidneys are deranged.

That tired feeling and dull eyes are due to bad, sluggish circulation of the blood, which allows these great organs to become diseased.

WHEELER'S BOTANIC BITTERS

is an infallible remedy for Sluggish Liver, Dyspepsia, Headache, Constipation, Poor Appetite, Bloating, Pain in Kidneys, Indigestion, etc.

It cleanses and purifies the blood and makes you feel like a new man again, and, being purely vegetable, contains no harmful ingredients.

Get Wheeler's Botanic Bitters from your druggist, 25 cts. for full six ounce bottle.

Manufactured by THE BAIRD COMPANY, LTD., Manufacturing Chemists, Woodstock, N.B.

(4D)

MOMENTS WITH MARCUS AURELIUS

od views the minds of all men in their edness, stripped of the casings and ks and impurities of the material. For, ly in virtue of the intellectual part of nself, He touches directly the human ellect that emanates from Him and has wed into these bodies of ours. So train u thyself to do likewise, and thou shalt quit of this sore distraction of thine. r he who has no eyes for our fleshly vering surely will not trouble himself th the contemplation of a man's house, ment, fame, or aught else of these er trappings and stage decorations! What is the soundest deed or word possible with the materials at thy command? hatever it be, its performance or utance rests wholly with thyself, so let hear nothing of "impediments in the y!"

This it is that should be the content thy heart, so that Heaven may see u art a man to whom nothing seems t cause for anger or pain. For what l can touch thee if thy present task to do the work that befits thine own ture, and to welcome whatever is now the advantage of universal Nature,—man striving manfully for the accomshment, by one means or another, of e common welfare

Will a man despise me? Let him see that himself, and I will look to it that find no deed or word of mine that erits his contempt. Will he hate me? gain let him see to it! My part will be remain kindly and benevolent to all en and ready to show this particular an his error, not reproachfully nor as advertisement of my forbearance, but feignedly and benevolently as did the eat Phocion,—unless that too was ece of acting.

Learn, late as it is, that thou hast thin thee something higher and more vine than the objects that are the tises of passion, and, in general, drag ee puppet-like whither they will.

HUNDREDS OF BARRELS OF POTATOES WILL BE DESTROYED, HE SAYS

F. B. Carvell, M. P., Tells of Severe Loss to Up River Farmers—Prices Very Low.

F. B. Carvell, M. P., of Woodstock, who was in the city yesterday en route home from Ottawa, speaks of the unprecedently low prices at which potatoes are, and have been, selling, as a severe financial blow to the farmers in the north of the province. Mr. Carvell says that many thousands of barrels of potatoes will be destroyed as worthless in Carleton and the neighbouring counties.

Potatoes, he says, are now bringing no more than fifty cents per barrel in Woodstock. This is the lowest price to which they have ever been known to fall. It by no means pays for the hauling of the potatoes to the railroad if the farmers live a few miles from the line, and great quantities of potatoes will serve no other purpose than that of spreading upon the fields for fertilizer. Mr. Carvell spoke of the fact that on his mother's farm, which he visited a few days ago, there are 400 barrels of the very best potatoes which will be thrown away. They are nine miles away from the railroad line.

Asked as to the Valley Railway survey, Mr. Carvell said that the surveying parties and members of the local government seemed to be very busy at it.

Walt
Philosopher

the fact's well known, gadzooks! 's written in the books. And it is w Mary went to school, and how air upon the lambkin's wool; but re, and Mary and her sheep drop se lore, and in oblivion sleep. Oh, so long, so long ago, this weary s were white as snow! Yes, lambs little lambs like you would curtsey rief stunts were through. If you nd sounding brass, we'd see you lamb, alas! The teacher, too, who e a dog, would hold the boards a ue. The children, too, who lingered etween the acts they would appear Oh, all would do their little spiels, the schoolhouse would be put on e!

THE BUILDING OF THE HIGHWAYS

Some Great Mistakes That Are Made

"Good Roads Campbell" Condemns System of Statute Labor

Admirable Address of Deputy Minister of Railways Before Canadian Club Last Night—Advice to Aldermen—The Streets of St. John—Permanent Paving.

Thursday, June 9.

In the course of an admirable address before the members of the Canadian Club last night, A. W. Campbell, deputy minister of railroads, or "Good Roads Campbell," as he is familiarly known in Ontario, gave some excellent advice about the building of highways in rural districts and incidentally about laying pavement in the streets of a city. There was a fairly large attendance, among those present being Mayor Frink, Ald. McGoldrick, Ald. Hayes, and Ald. Potts, City Engineer Murdoch and Street Director Winchester.

Mr. Campbell first dealt with the methods commonly used in the rural districts in making roads and which give such poor results for the labor and money expended. The chief trouble, he said, was that very often the roads were not built in the first place and the people were busying themselves and wasting their energy trying to repair what never existed. Very often quantities of gravel or broken stone were dumped in the centre of the road and the traffic caused these to sink and the process of repairing had to be gone through year after year. Then again ditches were often dug on each side of the road perhaps for its entire length, and no provision was made for an outlet anywhere. The natural consequence was that when it rained the ditches held their fill of water, and no more.

Then, again, in almost all rural roads there were weak spots passing through sloughs or swamps. Gravel was very often dumped into these places and he had seen in some parts of the country as much as three or four feet of gravel or stone in such places, whereas had proper methods been employed in the first place one-third of the material and expenditure would have made a first class road there.

Condemns Statute Labor.

The speaker went on to refer to the methods of appointing road commissioners and path masters. These, he said, should not be subject to the whims of any political body. They should be selected because of their suitability for the position and should be continued in it, because each year's experience made them all the better fitted to carry on the work of next year. The system of statute labor also came in for criticism. Often, Mr. Campbell said, a man would come on the road without adequate preparation. One would have horses and an ordinary wagon with a wagon box, but he would not be prepared to haul gravel or other material. Another would have a plough or a scraper, and when they came to the place where the work had to be done they would discover that they had no proper gear to attach the horses to the plough or scraper. That would have to be hunted up, and before this could be done the forenoon was gone.

Then again, he went on, some people seemed to think they were entitled to have a fairly good time when they went out to perform statute labor. They would sit on the side of the ditch and smoke and talk and at the end of the day go home contenting themselves with the thought that they had had a real good gossip anyway, and let the road "go hang." If other people could travel over it they could. Statute labor was a piece of humbug and had outgrown its usefulness. The system was an old one designed a hundred years ago when the districts of the country were covered with forests and the people had no money. These pioneers realized that roads were a prime necessity. They realized the true intent and spirit of the act and banded themselves together not only to do the work which they were legally bound to perform, but to volunteer days and weeks where it was necessary to do so to hew the roads out of the solid forest. Had it been otherwise, this country would still have been a wilderness without any roads.

In the face of all this, Mr. Campbell continued, we had no business to play with this important question in the way we did. He urged that we should try to do credit to statute labor. He had no patience with the men who were continually asking what would it cost per mile to gravel or macadamize a road. We must estimate what time we can spare from our homes for this work of building the roads and do our work under the wisest possible direction. "Let us organize as they did, plan as they did and do away with all this ignorance or innocence and make the best possible use of our time and money."

What Could Be Done.

The speaker said that he did not know what it would take to pave all the roads of this province, nor did he care to spend time making such an estimate. He urged the importance of getting the people together and instructing them in the best methods of making draining and crowning a road. There was one district in Ontario in the township in which he was born where the farmers adopted a plan to build nine miles of good road. They got together and had an engineer come and look over the work and he gave them instructions how to carry it on. It was to take nine years to complete, but they had made up their minds to follow the instructions of the engineer, and although it was discouraging work, they persevered, and the result was that now they had as good a piece of road as there was in the dominion. But the good work did not stop there. They ploughed up the sides of the road and leveled them off, seeding them down. Then the farmers got busy with their yards and buildings and these were fixed up to be in keeping with the road. The old rail fences which had lined the road were taken out and new fences put in their places and now it was the boast of these men that they had as nice a stretch of road as could be found anywhere. After the road had been finished some anxiety was felt as to the future. It had been pointed out, however, that if they followed out the engineer's directions they would have enough to do.

This improvement had been brought about by the farmers agreeing to commute their statute labor at $1 per day and fund it. The road had been laid out, stakes being driven to mark the course of the drains, proper outlets for which had been made through adjacent lands. The council had provided them with a rock crusher and a grading machine and $1,800 had been collected the first year. The road when completed was twenty-four feet wide crowned with crushed stone in the centre. This crushed stone was of three grades, being screened as it came from the machine. The first was three and a half inch mesh, the second was inch mesh and the third, the finer stone. In the first place seven inches of the three and a half inch stone were placed in the road and enough of the other sizes put on top to fill in the interstices. Then it was rolled till it was as hard as a piece of rock. Since then the whole 26¾ miles of road in that township have been macadamized with the exception of thirty-two miles which are being finished.

Mr. Campbell urged that the members of the Canadian Club should try to get the farmers together and teach them how to build roads. Under the present methods the farmers were simply wasting time and money. They must be taught to realize the importance of those roads and that they must build them themselves. "The trouble at the present time," he said, "is that they are trying to repair roads which never were constructed. When the farmers can be got to organize, the good roads problem will be solved. If the government wishes to make a contribution towards the thing let it be given towards the proper equipment of the men who will have charge of the work. Let the path masters and road commissioners be continued in office. New men are too much given to experimenting with the people's money. High priced men are frequently no more suitable than the men who now misdirect the work. Let the farmer see that business is meant and they will begin to take a pride in the subject of good roads."

Advice to Aldermen.

But, Mr. Campbell went on, it might be objected that the city men ought to clean up their own front yards. He had been a city engineer for five years and knew some of the perplexities of that situation. He also knew councillors and aldermen and thought that he knew more about roadmaking than they did and he did not think he was boasting when he said that. If some of the aldermen would discard some of their wise notions and conclusions he thought it would be a good thing for most cities.

What St. John Should Do.

It had been ten years since he had spoken in St. John before and on that occasion he had given the same advice he was giving now and had asked if they had made progress commensurate with the time that had passed. If they had realized those results then those who had driven him around the city had deliberately taken him over the very worst streets. They had, he understood, laid down some permanent paving five years ago which needed renewing now. To lay a permanent pavement in a street was as much a matter of economy as permanency in any business. All the citizens should take an interest in the question, at least to the amount of their taxes. It was not a question of granite blocks, asphalt blocks or sheet asphalt. They ought to plan out the city and try to suit the pavement to the needs of the streets where it was to be laid. A residential street did not require as heavy a pavement as a business street. He considered sheet asphalt the most economic material for a residential street. It was a waste of money, he thought, to pave such from curb to curb. Usually from twenty-four to twenty-six feet of the width of the street was enough, the rest to be reserved for boulevards or shade trees. He had noticed a woful absence of these shade trees in St. John and urged greater attention to the planting of them. Broken stone was, he said, as good pavement for residential streets as could be found. This should be put on about eight inches deep in the centre and six inches at the sides and well rolled. For other streets, he would suggest sheet asphalt, granite or asphalt blocks with vitrified bricks on steep grades.

The question of permanent paving, he said, was one that might well occupy the best brains of the city and one which should be made prominent. After all what was the good of talking? They were all busy men and many would go away and forget all that had been said. The transportation problem, however, was the greatest which could interest any man and the greatest end of this problem was the common wagon road. The railroads might be idle and the ocean freighters rust at their wharves if the country roads were impassible.

After the deputy minister had resumed his seat, Ald. Potts mentioned that the city was about to lay some permanent paving and he asked the speaker what in his opinion was the best paving to lay.

Mr. Campbell suggested sheet asphalt or asphalt blocks on level streets and where there was a steep grade, granite blocks.

Mayor Frink.

After M. E. Agar, the president of the club, who was in the chair, had returned, on behalf of the audience, thanks to the speaker for his excellent address, Mayor Frink spoke briefly. He referred to the fact that the city had laid out large sums at the terminals at Sand Point. This, he thought, was nearly at an end now and they could begin to lay permanent paving in the streets. It was difficult to lay out a comprehensive plan of the city. He had made up his mind when returned to the council that he would try and get some permanent paving done and after a fight of a year and a half had succeeded in getting some in Water street. This perhaps had cost more than it ought, but he thought it had given satisfaction. Concerning tree planting, he said he had been approached by several citizens who had asked him to call a public meeting to consider the subject. Nothing could be done this summer, but he understood trees could be planted with success in the fall and he hoped to see something done. He referred to the fact that as soon as it was known in the city that it was the intention to lay a piece of permanent pavement influences were brought to bear on the aldermen in favor of a particular pavement but he hoped these influences would all be cast aside and the work done properly.

Ald. McGoldrick also spoke. He said that, generally speaking, the streets of St. John were in pretty good shape and outlined the programme for permanent paving which the city hoped to carry out this year.

"Your h[illegible] I, I suppose?"
"Timid? [illegible] r sir, he sleeps every night [illegible] stable without any light."

BRITAIN'S KING, QUEEN AND HEIR TO THE THRONE

KING GEORGE AND HIS SON, THE DUKE OF CORNWALL, AT OSBORNE HOUSE WITH QUEEN MARY

Popular interest in Great Britain in the recent succession of King George has necessarily brought to the front the young boy who becomes heir to the throne. Named after his grandfather, Edward is now almost sixteen years old and is described as a youth of manly bearing and character.

PEARY SUED IN GERMAN COURT

Explorer Silent on the Matter; Rumor Says Dr. Cook's Assistant is Plaintiff.

Berlin, June 8—Immediately after his arrival here this evening, Commodore Peary was served with a notice of a suit that had been instituted against him in the local courts.

After conferring with Ambassador Hill regarding the matter, Commander Peary said that he left it in the ambassador's hands. He declared also that he washed his hands of the whole affair. He stated positively that the suit had not been brought by Dr. Cook nor on the latter's behalf and that Cook was in no way concerned with the litigation.

He declined to say who was bringing the suit, but it was rumored that it is Rudolph Francke, Cook's assistant, who is now in Germany.

WHOLESALE GROCERS' GUILD ELECTS ITS OFFICERS

R. F. Randolph, Fredericton, Vice-President for New Brunswick—Agree With Canners in Prices of Their Products.

Montreal, June 8.—(Special)—The Dominion Wholesale Grocers' Guild today concluded their annual convention by the election of officers, when Hugh Blain, of Toronto, was elected president, and Toronto was selected as the place for the next year's convention. The vice-presidents elected were

Robert Kelly, Vancouver, for British Columbia; W. Georgeson, Calgary, for Alberta; H. B. Gordon, Winnipeg, for Manitoba; George Bristol, Hamilton, for Ontario; Arch Miller, Quebec, for Quebec; R. F. Randolph, Fredericton, for New Brunswick, and R. Symons, Halifax, for Nova Scotia.

The convention also concluded its conference with the Dominion Canners' Association, and a trade agreement was reached for the coming year, which will not affect prices to the consumers.

$100 SAVES HIM!

Cure your horse of any Spavin, Curb, Splint, Ringbone, Bony Growth or Lameness with a $1. bottle of

KENDALL'S Spavin Cure

Used by thousands for 40 years. One man writes:—Middle Hainesville, N.B., June 21, 1909
"I have used your Spavin Cure for 10 years and find it the greatest remedy on earth for man and beast." Sherman Jones.

No telling when your horse will lame itself. Get Kendall's today and keep it handy. Our book—"A Treatise On The Horse" tells how to cure all horse troubles. Free—at dealers or write us. 88

Dr. B. J. Kendall Co., Enosburg Falls, Vt.

GENERAL FRENCH INSPECTS TROOPS AT HALIFAX

Banqueted by Sir Frederick Borden Wednesday Evening

Praises Canadian Soldiers, and Approves of Interchange of Officers for Drill—Sham Battle a Feature.

Halifax, June 8—General Sir John French, who is here to inspect the military forces, witnessed the manoeuvres of the permanent troops at Halifax today in an attack on and defence of the forts. Afterwards Sir John inspected the fortification. In the evening he was given a dinner at the Wellington barracks by Sir Fred. Borden, minister of militia, the guests including the heads of the departments and a very few others, among whom was Dr. C. W. Gordon (Ralph Connor), of Winnipeg.

The inspector-general, in the course of a speech, in responding to a toast in his honor, said that one of the important resolutions at the imperial defence conference was that there should be an interchange of officers, and this accounted for his being here. He was glad that a Canadian contingent would go to England this year for the annual manoeuvres. He said that though he had not had an appreciable opportunity of testing the war training of the troops, yet he had been greatly struck by their smart appearance and physique. He devoted a passage to the necessity for military defence, to properly safeguard the advantages of our material development, and he likened this to the insurance a man puts on his house. A great advance had been made, he said, in the past few years in the efficiency of the Canadian militia.

EARL GREY TO START ON HUDSON BAY TRIP IN AUGUST

His Excellency to Sail for England Today to Be Absent About a Month.

Ottawa, June 8—Earl Grey, with Lady Grey and party, left for Quebec by special train this evening, whence they will sail tomorrow by the steamship Royal George for Bristol. His excellency will be absent from the capital for a little more than a month. During his absence, Hon. Justice Girouard will act as deputy governor-general.

Earl Grey's trip to Hudson Bay will be begun early in August. Starting from Norway House he will go by canoe down the Hayes river to York Factory, where he will board the government steamer Earl Grey for St. John's (Nfld.), and thence to Quebec. His excellency expects to do his fair share of paddling on the long 500-mile trip down the Hayes river.

OVER 300 TO WRITE NORMAL SCHOOL EXAMS.

Kings County Students Win Two Valuable Prizes—Physical Culture Examinations Will Take Some Time.

Fredericton, June 8—The final examinations for teachers' licenses will commence at the Normal school on Tuesday, the 14th inst., and Dr. H. V. B. Bridges, principal of the Normal school, stated this morning that there would be upwards of 300 candidates writing the examinations. The examinations will last until Friday, the 17th inst.

The examinations in physical drill will commence at the Normal school on Monday, the 20th inst., and will probably continue throughout that week, as each of the 300 odd students must be examined individually. Capt. A. H. Borden will conduct the examinations personally.

Dr. J. H. Allingham, who received his degree in medicine at McGill University this year, having graduated with honors, will start in at once to practice his profession at Westfield.

At the Normal School this morning it was announced that Arthur Kelly of Hampton had won the governor general's silver medal for highest professional standing in senior class. Governor Tweedie's prize of $50 goes to Miss Corbett of Millstream Kings county.

SUCCESS OF MONTREAL AVIATION MEET ASSURED

Eleven Entries So Far, Including de Lesseps, the Noted French Aeronaut.

Montreal, June 8.—A cable was today received by the Canadian Automobile and Aero Club from Count de Lesseps, who was the second man to cross the English channel in a Bleriot monoplane, stating that he would at once pack his machine and ship it to Montreal to take part in the aviation meet here from June 25 to July 4. De Lesseps stated that he would try for the prizes, both for long distance flights and speed.

This means that five Wright bi-planes, two Bleriot monoplanes, two dirigible balloons and two spherical balloons are now entered for the meet, while the club is now negotiating for the entry of a Canadian and an English bi-plane.

LAMENESS from a Bone Spavin, Ring Bone, Splint, Curb, Side Bone or similar trouble can be stopped with

ABSORBINE

Full directions in pamphlet with each bottle. $2.00 a bottle at dealers or delivered. Horse Book 9 D free.
ABSORBINE, JR., for mankind, $2 a bottle, removes Painful Swellings, Enlarged Glands, Goitre, Wens, Bruises, Varicose Veins, Varicosities, Old Sores, Allays Pain.
W. F. YOUNG, P.D.F., 168 Temple St., Springfield, Mass.
LYMANS Ltd., Montreal, Canadian Agents.

KING MEDIATES IN BRITISH CRISIS?

ALEX. JOHNSTONE IS APPOINTED

Cape Breton Man Made Deputy of Marine and Fisheries

DESBARATS FOR NAVY

Government Likely to Call for Tenders for Canadian Naval Ships Next September or October—Will Follow Admiralty's Procedure.

Ottawa, June 8—At today's meeting of the cabinet council, J. G. Desbarats, the present deputy minister of marine and fisheries, was appointed deputy minister of the new naval department, and Alex. Johnston, ex-M. P., of Sydney (C. B.), was appointed deputy minister of marine and fisheries in succession to Mr. Desbarats.

During his two years as deputy minister of marine and fisheries, Mr. Desbarats has given splendid service. His administrative ability and his absolute integrity have been unquestioned, and it is generally conceded that no better man could be appointed in charge of the work of organization of the new department and the creation of a new navy.

It is understood that several other members of the present marine and fisheries staff will be transferred to the new department, but further appointments will not be made for some time, as the work of organization and readjustment of positions will necessarily take some weeks.

Mr. Johnstone, the new deputy of marine and fisheries, was one of the ablest of the younger members of the last parliament and being a maritime province man, is already well acquainted with the needs and administration of the fisheries and marine services.

The naval department is now in correspondence with the admiralty relative to plans and specifications for the ships of the new Canadian navy. It is the intention to follow, as far as possible, the same method of procedure in calling for tenders, and in insuring the best possible and most economical construction of new vessels, as is adopted by the admiralty.

Tenders for the new vessels will probably be called for next September or October.

PUBLIC FUNERAL FOR GOLDWIN SMITH

Public Will Be Admitted to View Body of Distinguished Publicist

Interment Will Take Place Saturday—Cornell University Will Not Get the Brain of Dead Writer as Was Mooted.

Toronto, June 8—The body of Goldwin Smith will be given a public funeral. Arrangements are now being perfected between T. Arnold Haultain, private secretary, and Larratt Smith, his solicitor.

The funeral will take place Saturday at 2 o'clock from Convocation Hall, Toronto University, to the family plot in St. James' cemetery.

Dr. Smith, in obedience to his expressed wish, will be laid beside his wife. These arrangements are being made in deference to a popular wish. Goldwin Smith insisted upon a private funeral for his wife and desired the same when his own end should come. It is felt, however, by his household that the general desire for a public funeral must be respected.

The intention is that the body shall be on public view from 1 till 6 Friday afternoon in the library of the Grange. Saturday it will be removed to Convocation Hall, from which the cortege will start for the cemetery.

The officiating clergy, according to the plans, will be Rev. R. J. Moore, of St. George's church, and Rev. Harris Waldon, of the Beverly street Baptist church. There will be no pall-bearers, though some of the more intimate friends of Dr. Smith may be asked to act as honorary pall-bearers.

It was finally decided this morning, though practically determined on last night, that Dr. Smith's brain should not be sent to Cornell University.

"I received no instructions to do so from Dr. Smith, although he told me all about his conversation on it with Prof. Wilder, of Cornell," said Secretary Haultain. "Consequently I do not think I would be justified in doing so."

A death mask was taken today.

VAN HORNE AT NEW YORK AFTER INSPECTING HIS CUBAN RAILWAY

New York, June 8—Sir William Van Horne, of Montreal, Canada, president of the Cuba Railroad Company, was a passenger arriving today on the steamship Havana from Havana. Sir William, with his son, Richard B. Van Horne, has just finished an inspection of the lines of which he is head, comprising 600 of the 1,500 miles of railroad on the island.

Ottawa Poor Boxes Robbed.

Ottawa, June 7—(Special)—The poor boxes of five Roman Catholic churches of Ottawa have recently been broken open and robbed.

Him—I—I don't know how to tell you how I love you.

Her—Don't worry about that—I'll take it as it comes. What you want to get nervous about is how to tell papa about it.—Cleveland Leader.

Wants Round Table Conference

Opposition Willing to Meet Government Half Way

Nationalists and Laborites Unwilling to Compromise on Any of Their Demands—More Press Tributes to Goldwin Smith.

London, June 8—The Chronicle announces that a round table conference on the veto question is highly probable. It says there is reason to believe that the king earnestly desires a resolute effort to find a peaceful solution of the crisis should be made by both parties.

The Laborites strongly oppose the conference, on the ground that the government's proposals represent the irreducible minimum.

Hon. Walter Long's announcement that any suggestion for a conference of the constitutional question by the government would meet with a ready, willing and patriotic response by the opposition, coupled with this evening's intimation in the house of lords that Lord Rosebery's reform resolutions would not be proceeded with immediately, raised again the hopes of a settlement without an election. Such hopes, however, are not strongly held. The Liberal demands are clear cut and undoubtedly a majority of the party with the Irishmen and Laborites will firmly demand both the veto and finance legislation must go.

It is reported that the coronation will probably take place either on June 21 or June 28 next year.

Hon. Mr. Asquith announced that Hon. Mr. Burns' salary is increased to £5,000.

As an encouragement to thrift the post office saving bank department will provide for depositors "home safes;" tenders for 5,000 have veen invited.

Tributes to Goldwin Smith.

The Times, in the course of a three column article on Goldwin Smith, says he was almost unequalled among his contemporaries as master of English prose. He was perfectly free from party ties or bias in Canadian politics. He was a determined foe of political corruption and standing alone in prestige and intimate association with the great literary and political figures of a remarkable period of life in England.

He wrote nothing that did not at once command an attentive hearing. He set and maintained a standard of literary excellence in Canadian journalism which was everywhere recognized and appreciated. He stood for purity in civic administration, for honor as the base of political conduct. Unscrupulous tools of party dreaded the lash of his cutting satire. Even those who differed from him most read with interest and pleasure his brilliant periods but in spite of the charm of his style, and the strength of his convictions and the courage with which he expressed them and the general excellence of his intentions, he never gained the place of affluence in Canadian life to which he probably aspired and to which his abilities appeared to entitle him.

Sydney, N. S., June 7—(Special)—Speaking of Goldwin Smith, Mr. Justice Longley said—"Goldwin Smith was in many respects the most notable man in Canada. He was among the most distinguished literary men in the world and his utterances on great public questions commanded universal interest throughout the English speaking world. A ripe scholar, a profound student of history, master of style, his contributions to the press of the day enjoyed a circulation surpassed by few living men.

"Many superficial minds regarded him as erratic and his views and opinions inconsistent with current thought, but this is the penalty that true greatness always paid.

"He did not always conform to popular sentiment, but he thought more profoundly than most and history will indicate his foresight. He was my personal friend and the many days I have spent at the Grange are among the most satisfactory and delightful of my life. He was a charming friend, a great man and Canada has no one among her distinguished sons who can now equal him in intellectual power. His place in history is secure and it is an honor to Canada that he has lived among us."

The Guardian says:—Goldwin Smith was always one of those "intellectuals" who could not remain silent when great principles were at stake in public affairs. A more earnest and sincere seeker after truth has not lived in our time.

The Yorkshire Post says:—Goldwin Smith's literary efforts have been a stimulus to students in all parts of the world.

The Westminster Gazette says that throughout the English speaking world the passing of Prof. Smith will be noted as the disappearance of one of the really conspicuous figures of his time. He was a brilliant controversialist, who gave and received strokes with the same zest. He had lived to see the sharpness of his sword-play soften, and his popularity expand, until he became almost an object of veneration among the Canadian people, with whom he had cast in his lot.

The Pall Mall Gazette says in Goldwin Smith we lose one of the most brilliant and most deadly wielders of the pen that modern times have seen. The keen, cold logic, witty sarcasm, bright charm of humor in word and thought which played around the sting were the best kind of rapier play whatever the cause it was at which Smith was striking. In slavery, Irish nationalism, imperial federation or woman's suffrage he struck home and the brilliant neatness of the blow was admired even by the party that it smote under the fifth rib.

Retired Lunenburg Skipper Dies Suddenly.

Lunenburg, June 8.—(Special)—Captain Samuel Risser died at his home at Lower Rosebay this morning. He was 82 years of age. He sat up in bed to see what time it was and immediately expired. Heart failure was the cause. Captain Risser was a well known sea captain. From the age of sixteen to the age of forty-five he was engaged in the West India and coasting trade. For forty years deceased was steward of the Rosebay Methodist church.