TO VICENTIAL OF ME AND AREA OF THE PROPERTY OF

# Quarters

.. FOR .... nkets.

ugs, Fur Robes. arness, Collars.

erything required for the we offer at low prices. orse Furnishing Estab-Maritime Provinces.

uare, St. John, N. B.

#### IFF'S SALE.

Sold at Public Auction, on HE SIXTH DAY OF 01, at fifteen minutes past the afternoon, at Chubb's , in the City of Saint John, of New Brunswick, all the le and interest of John E. id to all that certain lot, of land and premises sitof Saint John aforesaid, and olety, or one-half part, of so called, fronting on the Lake Latimer at and near dam, the said moiety being east by a dividing line run tre of said farm, and bear-y-three degrees thirty mine magnet of 1887, bounded the western line of the said th east by a dividing line run-re of said farm, and bear-r-three degrees thirty min-e magnet of 1887, bounded the western line of the said bounded on the north by the Latimer aforesaid, and the urtenances belonging to the the dividing the said of the south shore of Mispee River, the conveyed having a width of the Lower Lock Lowership in a rea of fifty-five less, subject to right held John by virtue of a Deed uire to the St. John Water ecorded in Book S. No. 3, for the City and County of ng date August the fifteenth,

ng been levied on and seized ersigned Sheriff, under and execution issued out of the t the suit of Frank E. Leon-W. Leonard against the tzgerald. htty of Saint John, this 29th A. D. 1900. LAWRANCE STURDEE. City and County of Saint

in, and Minine M. E. Burch-rard Burchill her husband, Reynolds and Patrick S. Rey-usband, and to all others

that there will be sold at Chubb's Corner, so called, aint John, in the Province ick, on SATURDAY, the certain lot, piece er parcei

lying and being in the City

atoresaid, and known and
the the map or pian of the
file in the office of the Comereof by the number twelve
seventy-six (1276), the said
frontage on the south side of
of forty feet, more or less,
back preserving the same

that certain other lot, piece and, situate, lying and being side of Britain street, in the John aforesaid, said lot being John aforesaid, said lot being map or plan of the said City twelve hundred and seventy-ving a frontage on Britain ty (40) feet, and extending right angles to said Bri-preserving the same breadth ge one hundred feet, more or with the improvements and

le will be made under and by wer of Sale contained in a ure of Mortgage, dated the December, A. D., 1896, made id Thomas Perrin of the one ndersigned Mary B. Peters of for securing the payment of therein mentioned, and reg-Registry Office for the City Saint John in Libro. 37 of 09 to 112, default having been yment of the monies secured 56.

Y B. PETERS, Mortgagee.

COUNTY OF SAINT JOHN. of the City and County of or any Constable of the said unty-Greeting:

ARTHUR I. TRUEMAN, Judge of Prebate

CURREY,

THE CHILDREN.

dren. Never doubt them, the flowers of beauty.

### JAMES J. HILL IS A CANADIAN

The Story of an Ontario Farm Lad's Career-How He Has Become One of the Great Railway Kings of This Con-

tinent.

The financial world of the United States-and by reflection of Great Britain and Canada-has been much excited during the past few days by the remarkable stories of railway deals which have been ascribed to James J. Hill. It may not be generally known that Mr. Hill-this man of millionsis a Canadian, and that all his success has resulted from his own exertions. He was born on a small farm near Guelph, in Upper Canada, September 16, 1838. His father was of that sturdy race of Scotch-Irishmen, and his mother a Scotch woman, both frugal, industrious and religious, and they had a hard struggle to win a livelihood from the soil of a new country and rear a growing familyof chiliren. Mr. Hill's early life was precisely that of other farmers' sons of the period, very little schooling and a plenty of hard work on the farm, with the chores and the cattle. He succeeded, however, in getting a fairly good education, even to a slight knowledge of Latin, but when at fifteen years of age his father died, he was unable to presecute his studies further, and was forced to take up

with work in a country store. When but eighteen years old, in 1856, young Hill set out to seek his fortune in the states, as so many other Canadian lads have done, both before and since his time. He remained for only a short period in the east, and in July, 1856, reached St. Paul. Minn., then a thriving little river town of five thousand inhabitants, in the remote Northwest. No railways had penetrated to the city at that time, and the only means of reaching it was by the broad, flat, stern wheeled steamboats tht plied the Mississippi. His first employment was with the Dubuque and St. Paul Packet company, the agent of which at St. Paul was the firm of J. W. Bass & Co. At this stage in his career young Hill turned his hand to anything, loading cargo as a laborer, acting as clerk and levee agents, as foreman of gangs and doing whatever presented itself to be done. He was indefatigable and obliging, and mastered all the details of river transportation, and in 1865 he was offered and accepted the agency of the Northwestern Packet company.

HIS FIRST OPPORTUNITY. In the meanwhile railway communication had been opened with St. Paul, and Mr. Hill, while still conagent, became agent of the St. Paul and Peific railway, handling all the freight received from and transferred from the river bank. In 1869 he formed the firm of Hill, Griggs & Co., which engaged in both the transportation and fuel business, and which took to St. Paul the first coal ever used there for fuel. The partnership lasted until 1875, and in the meanwhile, in 1870, Mr. Hill embarked in the first venture which was desti to make him famous. This was the establishment of the Red River Transportation company, which opened up the first regular communication between St. Paul and Manitoba, and developed the great grain resources of the Red River Valley, "the bread basket of the world."

The St. Paul and Pacific Railway, which had been operated in connection with the river lines in which Mr. Hill was interested, either as owner or agent, defaulted on its bonds in 1873. This afforded Mr. Hill his great opportunity in the line of railway de-He knew the vast resources of the Red River country and of Manitoba, and he realized that water transportation was doomed. Many another man in his position would have regarded the failure of the railway as the failure of a system, or of an idea, and stuck to his river steamboats. But not so with Mr. Hill. The fault, he concluded, was not with the railway, but with its shocking construction, worse management and

grossly exorbitant debt. There was outstanding \$27,000,000 of bonds on the St. Paul and Pacific Railway, a majority of which were held in Amsterdam. Mr. Hill's fortune at the time amounted to about \$100,000. How to acquire the \$27,000,000 of bonds with a capital of \$100,000 was the problem Mr. Hill had to study. In his transportation business to Manitoba county he had become acquainted with Sir Donald A. Smith, chief missioner of the Hudson Bay Co. (new Lord Strathcona). To Sir Donald he submitted the proposition and unfolded his plans. The hypnotic power highly developed in later years won the day. Sir Donald Smith became a warm adherent of the project. So did George Stephen, president of the Bank of Montreal, and now Lord Mount Stephen, and with them was associated Commodore Norman A.

INVESTED HIS ALL.

Mr. Hill's confidence in the undertaking was such that he invested every penny of his fortune in the enterprise. For five years he labored unceasingly, and at times it looked as though his \$100,000 was lost. But he persevered with his negotiations, and finally, in 1878, had acquired control of the bonds of the St. Paul and Pacific Railway. Then the mortgage was foreclosed and Mr. Hill and his associates came inte possession of the property, which dur-ing the long receivership had degenerated to a condition little better than that predicted by Jay Gould of a certain property, "two streaks of rust

through the grass." The road was promptly reorganised under the name of the St. Paul, Minneapolis and Manitoba, and construc-tion work went on rapidly, pushing out and extending, tapping a wheat country here and a lumbering country there, and a lake port at some other

From this property of only 38s miles in length in 1879 was evolved the Great Northern system, with its 5,441 miles of road. The same plan that was followed in building the 380 miles of ortsinal read has been pursued in build-ing the entire 5,41 miles, and the

# **Anodyne Liniment**

I. S. JOHNSON & CO., ustem House St., Boston, h

other system of vast mileage and importance in the United States, and the whole thing has been accomplished without land grants or subsidies except a small portion in the state of Minnesota. The Great Northern Rail-

way, as such, dates only from 1889. It has been said that Queen Victoria owned shares in the Great Northern Railway, and it is not impossible that such is the case. It is certainly true that until recently, if not at the present time, there was scarcely a member of the British nobility able to own stock but held some Great Northern. It is also true that hundreds of conductors, engineers, brakemen, yard master, and the like, connected with the Great Northern Railway, are partners through share-holdings in company that employs them, with Mr. Hill, Queen Victoria and the British nobility. Between the nobility of Britain, on the one hand, and the humble Great Northern fireman on the other, are the Morgans, Rockfellers, Kennedys, and the vast capitalistic interests of the United States, all reposing confidence in this self-made, many-sided man, and following eager-

ly where he leads. WROUGHT A REVOLUTION. Not so many years ago Mr. Hill was regarded by some of the Wall street contingent with whom he came in contact in somewhat the light of a charlatan. Not that there was anything that suggested the juggler or mountbank about the somewhat short, stockily built man whose deep chest and broad shoulders are surmounted tinuing as a river transportation | by a grand head, covered with a shock of hair, and a face framed in a tangled beard, from which two glinting eyes peep out under bushy brows, but then he had made the statement that a railway could be run and maintained at from 50 to 55 per cent of its earnings, and probably less. It was a

startling proposition.
"Ridiculous," cried Wall street, "Absurd," "Nonsensical," "Mere bookkeeping," "Jugglery of figures." With railway and financial experts turned to their books and their records, and showed that the average of operating expenses to earnings of all the roads in the United States was but a trifle short of 70 per cent, and that when roads were operated for less they were peculiarly favored, or had been marked out for inevitable bankruptcy and the protecting care

of courts and receivers. results bore fruitfully, and the influence of this Canadian genius spread apace. Man after man passed under the spell, sought his co-operation in properties of vast proportions, imitat-ed his methods, tested them and found them true. He had wrought a revolution in the methods of operating his own property, and he is working a revolution now in the management of the railways of the United States. SOME PERSONAL CHARACTERIS-

TICS. What is the secret of Mr. Hill's su cess in railway management? was the question asked the other day of a number of bankers of New York City. "Common honesty, I should say," replied one man. "His stockholders know and believe in him. They know that they will get as much out of the property as he gets. Everything goes to the stockholders of the Great Northern road. It owns its own telegraph lines, its own express company, its own dining car service, its own steamship line; everything that contributes to its earnings is owned by the company. There is no milking

"Attention to detail, 'I believe," is the dominant quality in Mr. Hill," re-plied another banking friend to the same question. "Singleness of purpose and a complete mastery of detail of everything connected with his prop-

"Why," he continued, "he knows the number of ties on every bridge along the line from St. Paul and Minneapolis to Seattle and Vancouver. And there is not a figure relative to the cost of anything he can-

not give you offhand." "Out of his head?" was asked. "Yes, out of his head, and his figures are always correct. It is marvellous. To illustrate: "It is only a short time ago that the representative of the largest locomotive works in the country told me that in trying to get an order for locomotives from the Great Northern, Mr. Hill took exception to the price. Finally the estion narrowed down to the cost of materials entering into the construction-bolts and rivets, screws

and everything else. "What rivet do you use in such and such a place, asked Mr. Hill, specifying the part. "The locomotive man replied and

"'If you're paying that you're paying too much for them, replied Mr. Hill. 'I can buy them for so and so,' naming a price considerably lower." A LESSON FOR AN ENGINEER. Bearing upon this same subject, a story is told how once Mr. Hill was strolling through the train yard of

and noticed that one of the engineers was "limbering up" his locomotive by running it up and down short stretches of track.

"What are you doing there, my man?" called out the president. "Only limbering her up a bit, sir," returned the engineer.

"Do you know the cost of a locomotive of that pattern?" asked the pre-The man mentioned an approximate

figure. "Do you know the life of a locomo tive?" Mr. Hill queried further. Again an approximate period was

given. "Well, I know them both," Mr. Hill continued. "I know them both, and I know the number of revolutions they should make, and dividing the cost by the number of revolutions, I know the cost of each. Now, what you were doing was unnecessary and wasteful, for it shortens the life of the locomotive by just so much and costs the company so much unnecessary money. You must not do it again."

#### ...... TEMPERANCE COLUMN.

BY THE WOMEN'S CHRISTIAN TEMPER-ANCE UNION OF ST. JOHN.

[Trust the people—the wise and the ignorant, the good and the bad—with the gravest questions, and in the end you will educate the race.]

COST OF INTEMPERANCE. A Long Record of Heavy Expenses Entailed on the Community by the Prevalence of the Vice.

Many attempts have been made to estimate the cost if intemperance, but the figures that make up the appalling total are necessarily untrustworthy. It is impossible to learn, in spite of the ingenuity of statisticians, how much loss is incurred through this horrible vice.

Who can tell us, for example, how much of the poverty that is in every city is the result of intemperance? What is the difference in the wealth of the community between the situation in which the man is doing hones productive work and the same man idling his time away in the saloon, while his wife's friends support her and her children? That difference is a distinct loss to the public, and is part of the cost of intemperance. Then there are the poor who are supported in the public almshouse of every state. Some there are who are there through misfortune, and God forpid that one word of suspicion should ever be uttered against any man simply on account of his becoming a public burden. But there are others whose poverty is the direct or indirect result of intemperance. Lawyers whose clients have deserted them because of their drunken habits, physicians whose patients became afraid to trust them, business men whose stores have been neglected for the saloon until the sheriff took possession, mechanics of rare skill who have been discharged because they were addicted to drink and became unreliable—all these are familiar, and if they live to old age they are a burden to their friends or the public. The gross loss from this

cause cannot even be guessed at. The loss through the crime that is the result of intemperance is equally beyond computation. Experience has proved that in a sober community, the jail is often empty and the police force has little to do. Our citizens are a law-abiding people and they go about their business in an orderly manner molesting no one, so long as they retain their senses. But let the demon of drink get possession of them and Ocular demonstration and practical they become capable of all kinds of wickedness. It is no uncommon experience for a man to wake up from a debauch to find himself behind the bars and to be horror-stricken when he learns what he did when he was drunk. He cannot be convinced that he did things so contrary to his nature. A kind husband and father maddened by liquor, beating and even murdering his wife and children; a good neighbor setting fire to his friend's house or barn; an ordinarily careful man after indulging in liquor driving over some child or woman; peaceable man, quar elsome in his cups, attacking some inoffensive citizen-such are a few o he awful variety of crimes directly raceable to intemperance, besides the indirect results of the robberies that are committed by them whom intemperance has made desperate. The cost of police, of jail wardens, of judges and the whole apparatus of justice is increased by this vice more than by any other and is beyond the power of any man to calculate. In addition to these shocking tame

of cost, there are the innumerable cases of insanity produced by intemperance which are to be found in our asylums for the insane and the suicides which coroners must investi-gate. Nor does the distressing list end with the life of the wrongdoer. Too often he leaves a horrible legacy to his children of a craving for intoxicants. The cost of intemperance goes on indefinitely and is multiplying day by day. After bearing the cost of the drunkard's support, of keeping policemen and courts to deal with the drunkard's crimes, and jails to lodge hm in when he has outraged the law, of maintaining almshouses for the support of his wife and family, of a coroner to hold an inquest on him when he commits suicide, and paying an undertaker to bury him, the public must begin all over again with the children who have inherited his horrible propensity. Truly an

appalling reckoning this. Then, too, there is the loss that can never be estimated—the loss of men.
The wealth of a community is not really in its dollars, but in the character of the individuals. What is a man worth? Who can estimate the value of a good man? And intemperance is robbing us of men and, statisticans tell us, of women, too, It despoils manhood; it takes away the goodness, the honor, the intellect, the moral purpose that raise the man above the beast and leave us only the residum of the beast. The loss is beyond all computation, and it is the vile product of intemperance. The fact has not yet been grasped in its fulness by the Chruch of Christ; otherwise it would long age have set itthe Great Northern road at St. Paul, self to extirpate the evil.





## THE MARKETS.

# Semi-Weekly Sun.

그래, 그 그 그 시간 그를 보고 있다면 없다고 하고 있다면 가를 걸었다.				
COUNTRY MARKI	ET.			
Wholesale.				
Wholesale.  Canadian beef	0 07½ 0 05½ 0 05½ 0 00 0 05 0 06 0 07¾ 0 08 0 11 0 25 0 19 0 80 0 45 1 00 0 15 0 00	· · · · · · · · · · · · · · · · · · ·	0 08 0 06 0 05 0 07½ 0 06 0 08 0 08½ 0 09 0 12 0 22 0 70 0 95 0 10 0 17 0 20 0 30	
Eggs, fresh, per doz. Cabbage, each Turnips, per bbl. Potatoes, per bbl. Beets, per bbl. Carrots, per bbl.	0 25 0 04 0 65 1 20 0 00 1 25		0 06 0 85 1 40 1 25 1 40	
Parsnips, per bbl	0 00		0 07	

Sheepskins, each	0 80	•	0 85
Retail.		•	
Beef, corned, per lb	0 00	**	0 08
Beef tongue, per lb	0 00	44	0 10
Beef, roast, per lb	0 10	44	0 15
Lamb, per lb	0 07		0 12
Mutton, per lb	0 05	44	0 10
Mutton, per 10	0 08	**	0 12
Veal, per lb	0 00		0 12
Pork (fresh), per lb Pork, salt, per lb	0 10	. 66	0 12
Pork, sait, per ib	0 00	**	0 12
Sausages, per lb	0 00	44	0 15
Ham, per 10	0 12	**	0 14
Ham, per lb	0 00	**	0 15
Tripe, per lb	0 00	66	0 10
Tripe, per in rolla	0 00	**	0 25
Butter (creamery), rolls	0 00	"	0 23
Butter (dairy), rolls	0 00	**	0 22
Butter (tub), lb	0 00	**	0 12
Lard, per lb Eggs (case), doz	0 00	- 64	0 25
Eggs (Case), doz	0 00	**	0 30
Eggs (henery), doz Onions, per lb	0 00	"	0 04
Unions, per ib	1 00	**	1 50
Potatoes, bbl	0 00	**	0 50
Turnips, bushel	0 00	. 44	0 6
Beets, bushel	0 00		0 7
Carrots, bushel.	0 00		10
Parsnips, bushel	0.05	**	00
Celery, bunch	0 60		0 9
Chickens, per pair	0 90	4.5	11
Ducks, per pair			0.8
Fowl, pair	4 40	-	12
Gecse, each		**	0 1
Turkeys, per lb		**	2 5
N. S. Apples, ballet			
		••	7 (
Mackerel, half bbl	9 00		
Lorge dry cod	3 55	1871	0 0

Cheese ... 0 11½ " 0 12

Matches, Standard ... 0 40 " 0 00

Matches, Star 0 37 " 0 00

Matches, Star 0 037 " 0 00

Rice, per lb ... 0 03% " 0 08½

Cream of tartar, pure, bbls. 0 19 " 0 19½

Cream of tartar, pure, bxs. 0 21 " 0 25

Bloarb soda, per keg ... 1 75 " 1 80

Bal soda, per lb ... 0 00% " 0 01½

Molasses ... 0 00% " 0 01½ d GROCERIES. Salt-

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## STEADY EMPLOYMENT TO WORKERS

and good pay. weekly; all supplies free. We are sole agents for Dr. Mole's celebrated Caterpillarine which protects trees from the caterpillar. Highest testimonials. Our agents cover their expenses by carrying this as a side inc. It is in great demand Write at once for terms.

STONE & WELLINGTON, Toronto

The man that wants to get game should buy

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THE ST. JOHN SEMI-WEEKLY SUN is the best newspaper a M time farmer can take. It is published on Wednesdays and Saturdays, eight large pages every issue, containing all the provincial as well as foreign news.

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of any paper in Eastern Canada, and its frequency of issue makes it of especial interest during the strife in South Africa.

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Sun Printing Company, St. John, N. B.

PROVISIONS.	6ELS.
American clear pork. 18 25 "19 00 American mess pork 0 00 "0 00 Domestic mess pork 18 25 "18 60 P. E. Island mess 18 00 "18 25 Plate beef 18 75 "14 25 Extra plate beef 14 25 "14 75 Lard, compound 0 10 10 10 10 10 10 10 10 10 10 10 10 1	Pratt's Astral
Middlings, small lots, bag'd. 21 00 "22 00 Middlings, small lots, bag'd. 21 00 "22 00 Bran, bulk, car lots	CASTORIA.
Cape Cod eranberries, bbl. 10 00 "11 00 N. S. cranberries	Now, there was a contain man. He swor off from indulgence in alcoholic stimulation. To him came a friend.  "Hear you have sworn off?" said the friend.  "Yep."  "Glad to beer it: mighty glad to hear it.

Now, there was a stain man. He swore of from indulgence in alcoholic stimula-

off from indulgence in alcoholic stimulation. To him came a friend.
"Hear you have sworn off?" said the
friend.
"Yep."
"Glad to hear it; mighty glad to hear it.
You are looking better already."
Whereat the man transferred his custom
to another.
Also came a second friend. "Is it a fact
that you have sworn off?" he asked.
"It are."
"I can't see that it has made any difference on your looka."

Prominent women of Trenton, N. J., are interesting themselves in the purchase of the old British barracks of revolutionary date, to be converted into a museum for colonial and revolutionary relics. The barracks was the headquarters of the British officers during the revolution, and at present is occupied by the old ladies' home.