POOR DOCUMENT

MC 2033

MORE ACCOMMODATION IS NEEDED.

St. John, to Be the Winter Port for Export of Live Stock, Must Have Better Yards, Says the Dominion Commissioner.

Mr. John Sheridan, dominion live stock commissioner, has been inspecting the facilities of the port of St. John, and in a report sent to Hon. Sydney Fisher, minister of agriculture, he says that St. John will not be a winter port for the export of live stock if accommodation is not provided for by the C. P. R. or the city of St. John. His letter reads:

The yards at Sand Point have only accommodation for about 250 cattle that can be fed at one time. If there are 400 cattle for a steamer, 150 have to stand out in the open yard on large clinkers, making them foot-sore, from which they do not recover before they land in England.

The 250 cattle have to be taken out of the sheds and put in the yards to stand on the clinkers, and get foot-sore the same as the others. The 150 have to be driven in the sheds when the others are taken out, to eat the balance of the hay that is left by the other cattle, and, therefore, get mixed and go back with the other cattle, as the yards are too small to keep them separate.

Any of the ships of the Elder-Dempster, Manchester or Donaldson lines that carry cattle from the port of St. John can carry 400 or more. Where is there any accommodation for one, two or three ships to sail the same day, or the following day, if three ships are there? There is not accommodation for the cattle for one ship. What can be done with the second and third train of cattle that arrive for the other ships, after standing from 40 to 60 hours without feed or water? Here is the case I witnessed last week: There were two ships here to sail the same day, but a snow blockade did not allow the second train to arrive for two days later.

The government regulations are that cattle must be rested 18 hours before going on the ship from this port; only for the snow blockade the second train of cattle would have had to stand 18 hours before they could have been unloaded, probably after having been 40 or 50 hours in the cars, then according to regulations they would have to be rested in the yards 18 hours before going on the ship. This is all for the want of more and better accommodation. The port of St. John is the worst port in America for the accommodation of live stock for export, as in the spring of the year they have to stand up to their knees in water on account of the yards being lower than the land outside. If the owners of the live stock knew the way their stock are accommodated at St. John they would not ship any stock by that port.

The insurance companies in the United States and Canada have stopped insuring live stock from that port, on account of mortality losses, as it has had more than any port in America, according to the amount of live stock exported. There is only one insurance company that will insure live stock from this port, and that is one in Montreal, and they charge four times as much as the insurance companies do if they were shipped from New York. The cause is the great risk taken on account of the bad arrangements for handling.

The cattle being crippled and in bad shape before going on ship, the steamship companies are blamed for not landing the stock in better condition, while the whole trouble is caused by lack of accommodation at the yards before the cattle are shipped.

I will give you a case in point, which I witnessed myself a few days ago: There was a train of cattle shipped from Toronto, Monday, February 4, for SS. Lake Champlain at St. John. They arrived in Montreal and part was unloaded at 11 o'clock Tuesday night, leaving about 80 in the cars, which got hay. I did not see them get any water. The balance were put in the yards, got hay and did not get time to eat or rest before reloading up again, as they started to reload at 1 o'clock, only giving two hours, and after being loaded they did not leave for St. John until about 4 o'clock in the morning. They arrived at St. John on Friday at 1 o'clock p. m., after being 60 hours in the cars, and stuck in a snow storm where it was below zero, at a place called Moose Head, in the State of Maine. They were unloaded and put on the ship, which sailed about 3 o'clock, the two hours being occupied in unloading from the cars and loading on the ship. There was one car of horses on the same train for the same ship, which was unloaded and put in the stable owned by J. Dalgety. They did not have time to have feed or water before they were taken out and run over to the ship, and in the hurry to get the horses on the ship one horse that cost $400 in Montreal fell on the ice and broke his neck, the balance of the horses going on in very bad shape. It is impossible for those cattle and horses to land in any kind of good condition.

I also witnessed the next train coming in with 350 cattle and about 300 sheep, for the Manchester Importer, which left Montreal Thursday morning and did not arrive till early Monday morning, after being about 80 hours on the cars from Montreal. The cattle looked like a lot of feeders. They were on the ship by 1 o'clock Monday, which was better for them than standing in the yard, as it was close to zero, without any accommodation to lie down and rest.

Is it any wonder that the port of St. John is no winter port for live stock on account of the state of affairs existing at present? The port of St. John can be made a good winter port for the shipment of live stock by spending a little money on the present yards and sheds, by putting the cattle under cover and giving them more room for feeding and proper rest.

I am making an inspection of all the principal places in Canada for the loading and unloading of live stock for export on the C. P. R. and the G. T. R., and will forward results to the agriculturists and shippers of Canada through the press, and will also forward each report to the government regarding facilities and accommodations provided by the railways and steamships.

(Sgd.) JOHN SHERIDAN,
Dominion Live Stock Commissioner.

DIED IN SQUALOR.

Refined Woman's Last Days Shrouded in Mystery.

New York, Feb. 20.—After having vanished mysteriously from the places where she long was seen by her wealthy and influential friends, Miss Margaret Parker, a woman of education and refinement, died early yesterday morning, alone and unattended, in a squalid room in a rear tenement in West Thirty-first street.

How she died, the cause of her death, her reasons for leaving the places where she was best known and the names and addresses of her relatives—all these are mysteries which the police and the coroners' office will strive to solve.

Unclaimed, save by friends who knew her when she was a regular attendant at the Broadway Tabernacle, Broadway and Thirty-fourth street, Miss Parker's body lies in an undertaking establishment in Thirty-fourth street, near Eighth avenue, Thither it was taken yesterday afternoon to await the investigation which will be made today by Albert T. Weston, coroner's physician.

Miss Parker, who was about 45 years old, had been known to her friends for years as a person of considerable means. She was born in Ireland, but it could not be ascertained how long she had lived in this city. She managed her own affairs, and did not believe that women should spend their days in idleness, even though they might possess the means so to do.

She was a business woman, shrewd and active, and served various NewYork business firms in the capacity of collector. Firms in Fifth avenue were among her employers at one time and other. For them she undertook the collection of debts, and her success brought her a substantial income.

Miss Parker, according to the testimony of her neighbors in the house in which she died, recently had been addicted to the use of liquor.

The Cudahy Capture.

Omaha, Neb., Feb. 20—Formal charges of kidnapping and robbery were filed today against James Callahan, for alleged complicity in the abduction of Edward Cudahy, jr., son of the millionaire packer, December 18 last. An investigation today by Chief Donahue has satisfied him that suspicions connecting a coachman in the Patrick family in the plot were groundless.

To cure headache in ten minutes use Kumfort Headache Powders—10 cents.

W. F. Maclean has consented to put off buying the C. P. R. for a few days.—Toronto Star.

THE LIQUOR TRAFFIC.

Scheme to Have Government Assume Control.

Toronto, Feb. 20—(Special)—Rev. Wm. Kettlewell, one of the most prominent temperance reformers in Canada, today brought before the Royal Templars' convention a proposal that the dominion government take control of the importation, manufacture and wholesale distribution of liquors.

His argument was that the provinces of Prince Edward Island and Manitoba have passed prohibitory laws and others will likely do so.

If these laws are put in operation, agents of the liquor traffic would do everything possible to nullify them by clandestine introduction of liquor into the prohibition provinces.

If the dominion government, however, made a state monopoly of the liquor traffic, the provinces would be left free to work out their own laws without outside interference. The convention decided to leave the scheme over for future consideration.

Toronto, Feb. 20—(Special)—To a committee representing the Methodist church, which today waited on the government and asked for a prohibitory bill, Premier Ross practically repeated his statement to the Dominion Alliance, that he could not, at present, promise the introduction of such a measure.

Rev. Dr. Carman, who was present, said he thought it would be rather strange for the reform party in Ontario to follow in this matter in the rear of the Conservative government in Manitoba.

If taken in time The D. & L. Emulsion will surely cure the most serious affections of the lungs. That "run down" condition, the after effects of a heavy cold is quickly counteracted. Manufactured by the Davis & Lawrence Co., Ltd.

The principal object of President Diaz's approaching visit to Europe is now said to be the personal inspection of certain investments in which the president has put a great deal of his private fortune. The president's leave of absence extends over a period of two years. He has had no holiday since 1876.

That hacking cough is a warning not to be lightly treated. Pyny-Balsam cures with absolute certainty all recent coughs and colds. Take it in time. Manufactured by the proprietors of Perry Davis' Pain-Killer.

A London journal declares that of the 700,000 children of school age in the London school board area, 100,000 are always absent from school.

Immense increase in the sale of the D. & L. Menthol Plaster evidences the fact that it is useful for all rheumatic pains, lumbago and lame back, pain in the sides, etc. Davis & Lawrence Co., Ltd., manufacturers.

BROUGHT UP IN PARLIAMENT.

The Ownership of Canadas Railways discussed-McLeans Motion defeated.

Ottawa, Feb. 19—(Special)—On motion to go into supply in the house today, Mr. MacLean, of East York, announced that he proposed to move a resolution which would permit of a full discussion of questions of government ownership of railways. He said that in the short space of time since he first brought up the matter in the house a week ago, there had been a prompt expression of approval of his stand from one end of the country to the other. He said this showed the gravity of the situation in regard to the danger of the absorption of Canada's railways by the great American capitalistic syndicate headed by J. Pierpont Morgan, of New York.

Mr. MacLean gave brief sketches of the men in the combination. Mr. Morgan he described as the colossus of the banking business of the world, a man who every week put through transactions involving anything from $50,000,000 to $1,000,000,000. They constituted the most powerful combination in the world. They controlled the banking, copper, oil and coal businesses of the United States, and this week were completing control of the steel industry. While the C. P. R. could be controlled by this combination by the purchase of C. P. R. stock, they could secure control even by leasing the line for a nominal consideration.

It was charged that the Canadian railways, though subsidized by public money, were today discriminating against Canada and Canadian canals and ports. How much worse would this be if the American railway combination secured control of Canada's railways. All the men in the combination had their interests centred in New York and Boston, the cities that were today bitterly fighting the St. Lawrence route.

Mr. MacLean said that his argument in favor of government ownership was based on two considerations:

1. To stop the discrimination against Canada by Canadian railways.

2. To prevent the possibility of the Canadian railways falling into the hands of the Americans.

Proceeding, Mr. MacLean read a large number of press comments on the subject to show that the danger is recognized as a serious one and the question a live one. Among the papers he read was The Telegraph of St. John.

He held that it was the duty of the government to take steps to deal with it.

Mr. MacLean then argued that the only radical solution of the problem was government ownership. Control of the C. P. R. could be purchased for $20,000,000, and the Grand Trunk railway for $20,000,000. But there was a simpler solution. Each line could be leased for $1 a year and that was the only financial obligation involved. The liabilities of the lines would have to be assumed, but the people of Canada were doing that today. The people who used the line and the traffic paid these liabilities. This being so, Canada might as well control the railways when it had to pay the piper anyhow. In reply to a question, Mr. MacLean said the liabilities of the C. P. R., he believed, were about $300,000,000. These could gradually be converted so as to bear much lower interest than at present, and this would permit of constant improvement in the railway service.

Proceeding, Mr. MacLean said that Canada had already been committed to state owned railways in the Intercolonial and it had but to extend the principal. The first thing to do was to depoliticalize the present government railways. He did not charge that the I. C. R. was today run on political lines, though such, he knew, was alleged. However, he felt the government should begin now by turning over the line to first-class men beyond the control of political influences. He said that Sir William Van Horne of the C. P. R., in a conversation with him, had named to MacLean 15 men whom, he said, could efficiently run the government railway system if Canada secured control of all the railways.

Mr. MacLean referred to the railway grievances of the Canadian people and said the problem had two possible solutions:

1. Either the building of a new transcontinental line, undesirable, if avoidable, because it would make the traffic and the people pay for the maintenance of two lines.

2. To nationalize the present railways. He said the government, by its press, was practically committed to the first in the form of an extension of the I. C. R.

If this were done a railway commission would have to be organized and that meant constant warfare between the commission and the independent railways. He thought such a proposition better than present conditions, but not nearly so good as the alternative, the nationalization of railways.

He contended that the New Zealand and many other governments had successfully nationalized railways and that the Canadian government could do so too. The nationalization of railways would mean that the Canadian canals and railways would be complimentary to each other, while he believed that, in the past as well as the present, the railways had been delaying the deepening and improvement of the canal system as much as possible. He did not believe that the announcement that the government proposed to purchase control of the railway stock would put up the price of stock. Though offering no detailed argument to demonstrate this, he strongly maintained it. He was not afraid of the political corruption that would follow government ownership. There would be some, but he did not think it compared with the political corruption that was threatened by the great corporations.

Mr. MacLean concluded by expressing the belief that government ownership would be endorsed by the people and by asserting that while railway managers today devoted their attention to operating railways to the best advantage of the stockholders they would, under government ownership, devote their attention to doing what was best for the people.

Mr. Borden, leader of the opposition, said that the thanks of the house was due to Mr. MacLean for the way he brought up the matter although there were in the house those who would go the length he did. The motion of Mr. MacLean did not go so far as his remarks. In regard to the Intercolonial it was run as a department of the government. The government railways, however, was not the same as the post office department. The latter would not permit competition, but government railways were subjected to competition. So far as his honorable friend's motion was to prevent political interferances on government railways he was in accord with it. Indeed Mr. Blair himself would no doubt join in this. But as to what Mr. MacLean had said, involved a very serious problem.

There were difficulties ahead in Canada which the people of New Zealand and Australia had not to deal with when they nationalized their roads. He said the whole question was one which deserved the consideration of the government.

Hon. Mr. Blair.

Hon. Mr. Blair said that there was nothing in the resolution which had any bearing on the speech. The resolution of Mr. MacLean had not the remotest reference to the speech that he made. While he advanced a strong argument in favor of government ownership and control, his resolution was in the direction that the railways should not become government property. He (Blair) was satisfied that the member for East York was an advocate of nationalizing the railways, but as he presented the matter to the house it was done in an academic way more than in a practical form. He offered no suggestion as to the manner in which it was possible to carry a scheme of that kind out. He (MacLean) told the house that it would take millions to obtain control of the railways but he had not said how Canada was to embark in the undertaking.

MacLean—Two dollars will do it.

Mr. Blair—That is proof that the honorable gentleman is not looking upon the matter as a practical question. As all his arguments were of such a character as not to deal at all with the motion which he moved, the minister suggested that Mr. MacLean should withdraw his resolution, now that he had made his speech. The speech dealt entirely with another matter. Indeed the motion suggests that government control would be attended with dangerous results. The motion was directed against government ownership and government control. It says in effect that the country must not own railways or control them because they would be under political influence.

How could a railway be managed by the government without being under political influence. He (Blair) said that it would be under political influence because it would be controlled by the people who elected their representatives to parliament and who put the government in power. It could only be administered in a political way. The minister of railways then reviewed the history of government railways in the Australian colonies. New Zealand, down to 1887, had operated its railways under a minister and then adopted a commission, thinking they would have all advantages of government ownership without political influence. After trying it from 1891 to 1894 they found they had not overcome the disadvantages of the old system, and that they were suffering from a great many more under the commission.

One of the things specially complained of was that the railway commission was not open to the pressure from the people in parliament and the government it should have been open to, that there was not the same broad and liberal policy maintained by the commission as if the railways had continued under the direct management of the government. It was complained that rates were maintained which were prejudicial to public business and to the spirit of enterprise which was abroad. As a result, the colony went back to direct control, through a minister of the crown. The experience of Tasmaia, Queensland, and New South Wales was the same. In some of the colonies there was a railway commission, but the minister of railways was one of its members. In conclusion, Mr. Blair said that while he would not say that government ownership was not the ideal he aimed at, the question was not before the house in such practical shape that members would be justified in passing on it at the present time.

Mr. Monk.

Mr. Monk, of Jacques Cartier, while agreeing with the spirit of the resolution, did not sympathize with everything Mr. MacLean had said in his speech. He declared himself in favor of government railway lines being placed under a commission. He was not prepared to make any suggestions as to the broader question though he looked upon Mr. MacLean's remedy as dangerous.

Other Speakers.

Mr. Heyd, of Brant, expressed himself in favor of Mr. MacLean's purpose to secure relief for the people of Canada from railway exactions but could not support the motion, which had no connection with the subject.

Mr. Bourassa said that he had been branded as disloyal but he regarded the railway issue now as one of the greatest there was, and to neglect it would be to commit a national crime. He saw great danger of the American railway combination, if it got control of Canada's railways, going further and endeavoring to wipe out the political lines separating the two countries. He referred to the control of even parliament being purchased in this connection.

Mr. Briton—"Speak for yourself."

Mr. Bourassa retorted—"The honorable gentleman ought not to be too sensitive. He must not think I was making a personal allusion."

Mr. N. Clarke Wallace, of West York, and Mr. Hughes continued the debate and the resolution was defeated without a vote being taken.

The house then went into supply, taking up civil government votes. Mr. MacLean, East York, brought up the question of postmen's salaries and the minister of finance remarked that he thought when the subject was reached it would be found that the postmaster general had not treated the postmen ungenerously.

The suplementary estimates for the year ending June 30 next, were brought down today. They amount to $120,000 in all. There is $30,000 for the Paris Exposition and $30,000 for the Buffalo Exposition.

In supply tonight there were over 60 items passed. The house adjourned at 10 o'clock.

Notes.

A. P. Lowe, one of the ablest members of the geological staff of the dominion, has resigned to take a position on the Dominion Steel Works at Sydney, C. B., at $6,000 per year.

Plum puddings and mince pies often have bad effects upon the small boy who over indulges in them. Pain-Killer as a household medicine for all such ills is unequalled. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c.

England manufacturers perfumes on a very large scale, importing many of the materials from other countries, but making larger use of home grown herbs and flowers.

Chatham's well known Barber, T. N. Murphy, writes June 22, 1900. "I can cheerfully recommend Bentley's Liniment, which I find is better than any other."

The largest bottle in the lot is Bentley's Liniment, 25c. size.

PARKS MILL MEETING.

Directors Report to Shareholders--Adjourned for Two Weeks.

The annual meeting of shareholders of William Parks & Son, Ltd., was held at the company's office, yesterday afternoon, when the following report was submitted by the directors:

To the Shareholders of Wm. Parks & Son, Ltd.:

Gentlemen,—Your directors beg to make the following report:

The mills were run full time during the first half of the year, and showed a profit of $11,688.79.

From the 1st of July to the end of the year the mills were on reduced production, and made a loss of $27,621.

The raw cotton used, January 1st to June 30th, was 2,168 bales.

The raw cotton used, June 30th to December 31st, was 1,451 bales.

Wages paid during the year, $115,304.14.

Sales for the year, $357,725.74.

Price of raw cotton advanced from 8½c. to 11½c. during the year.

Prices of goods remained the same all the year, excepting a small advance in March.

On the 1st of July, owing to want of working capital, we were compelled to reduce our production.

This course necessarily resulted in a serious loss, as noted above, as the standing charges could not be reduced pro rata with the production.

Being unable to arrange for working capital, we were forced to shut down the mills on Jan. 9th, 1901.

At the special meeting of the shareholders held January 31st a report was made of the financial position of the company, a copy of which was sent to all the stockholders.

Since that time our insurance has been kept in force by the mortgagees, they paying for coal, firemen, etc., necessary for the purpose. In accordance with the resolution of the shareholders, passed at the meeting held on the 31st day of January last, we have secured the mortgagees for the money thus advanced for heating, etc. The foreclosure proceedings instituted by Messrs. Jones and Turnbull have been continued.

Since January 31st, 1893, when the business was taken out of the equity court, the manufacturing accounts have shown profits of $223,506.21, out of which have been paid the following amounts:

Interest on mortgage..	$74,458 09
Interest on banking accounts, not including discounts..	83,975 87
Bonus to Messrs. Turnbull and Jones..	11,764 70
Salary of trustees for mortgagees..	7,917 00
Taxes and water assessments.. ..	12,533 07

The mills would have made a better showing had our working capital been sufficient.

Especially during the last four years the operations of the mills have been seriously interfered with. We have not been able to purchase our raw material to best advantage, and during the period of extremely low prices for cotton, in 1899, we were unable to secure ourselves against the impending advance.

The mills are both in good repair and thorough working order. Our costs for making goods are as low as in any mills in the dominion for the same class of goods.

The lines of goods we are manufacturing are well received by the trade, and compete favorably with any in the market.

We have made no losses by bad debts during the year.

Your directors regret very much to have to make this unfavorable report of the year's workings. They have done all in their power to replace the mortgage on the property by an issue of bonds on more favorable terms, but the condition of the money market during the past few years has made this impossible.

We beg to submit the balance sheet and profit and loss account for the past year and the auditor's report.

Respectfully submitted,
By order of the board of directors,
JOHN H. PARKS, President.

St. John, N. B., Feb. 19, 1901.

The meeting discussed the financial situation of the company. At the request of J. Douglas Hazen, representing Walker, Hacking & Co., Ltd., of England, who are shareholders, the meeting was adjourned for two weeks to permit a representative of the firm to be present at the next meeting.

DR. KENNEDY'S TRIAL.

New York, Feb. 20—The trial of Dr. Kennedy, charged with the murder of Dolly Reynolds, is nearly at an end. The defense summed up today and tomorrow will come the closing address for the prosecution, the judge's charge and probably a verdict.

That the people's case is weaker than it was two years ago, when Kennedy was convicted, is generally acknowledged. On the other hand the defense is in a better position and a strong alibi has been set up. The witnesses examined today gave testimony favorable to the accused dentist. This afternoon Robert M. Moore, of counsel for the prisoner, addressed the jury in behalf of his client. He claimed that not Kennedy, but another, was the companion of "Dolly" Reynolds; that this unknown had murdered her and had assumed Kennedy's name.

Mr. Moore said no motive for the killing of Dolly Reynolds had been established. He had declared that the alibi was very strong and added that the witnesses who came to the front could not be charged with having committed perjury since they had nothing to gain.

Dr. Kennedy was a poor man, so poor that counsel had to be assigned to him by court. Mr. Moore spoke for two and a half hours and appeared to make an excellent impression.

Bentley's Liniment cures pain.

Prince Gregor Sturdza, who died in Bucharest recently, might have succeeded to the Roumanian throne, for which he was once an aspirant, had not his eccentricities of character and temper disgusted those powerful members of the aristocracy who were at first inclined to support his pretensions.

Premier Bond in London.

London, Feb. 21—In an interview with a representative of the Associated Press Mr. Robert Bond, premier of Newfoundland, said:

"I am here at the express wish of Mr. Chamberlain, to confer with him on the question of the French shore, with a view of an early settlement. The proposals will come from Mr. Chamberlain. What form they will take I do not at present know."

ALWAYS SHARP SHOD WITH THE NEVERSLIP

ONE TRIAL WILL CONVINCE YOU.

Your horse being always sharp shod, is ready for work. His feet are always in good condition, and he is not constantly at the blacksmith's being sharpened, which ruins his feet, causing great expense and loss of time to you. Remember, once shod with "Neverslips" you can easily put in new Calks when needed without removing the shoes.

BE SURE your horseshoer has "Neverslips" on hand; he has SHOE WITH NO OTHER. Send your address for descriptive circular with full information. MAILED FREE.

THESE CALKS ABSOLUTELY PREVENT SLIPPING AND ARE

A Full Line of Pads.

REMOVABLE-STEEL-CENTERED AND SELF-SHARPENING

W. H. THORNE & CO., Ltd.

ST. JOHN, N. B.

Clearance Sale Fur Sleigh Robes and Heaters.

We offer the balance of our stock of Fur Robes and Lehman's Heaters at cost to clear.

Manitoba Buffalo Robes,	were $10.00, now	$7.50
Grey China "	" 6.00, "	4.75
Black China "	" 8.50, "	6.25
Brown Grizzly "	" 13.75, "	10.75
Black Cub Bear "	" 11.00, "	9.00
Lehman's Heaters, plain finish,	were 3.15, now	2.50
" " covered with Brussells carpet,	were 4.15, now	3.30

H. HORTON & SON, 11 Market Square, St. John, N. B.

AN HISTORIC FIND.

Cross Which Was Given to Indian Chief in Sixteenth Century.

Montreal, Feb. 20.—(Special)—Some time ago a solid silver cross was received here from Michael Cat, an Indian. He stated that he had unearthed the cross while digging near the Sucker Gut Lake in the Lake Yemanganinque district.

Father Jones, of the Society of Jesus, has recognized the cross, which has two bars, as one of the fifty silver crosses presented by Countess Lorraine to the Huron Indian chiefs at different times during the early part of the sixteenth century to bribe them to fight for France against the Iroquois Indians who were then friendly to England.

The relic is looked upon here as of great historic value.

The last great conflict between these two Indian nations took place in 1649.

THE HACKING COUGH.

One of the meanest things to get rid of is a hacking cough. There is apparently no cause for it. No soreness, no irritation at first; but the involuntarily effort of the muscles of the throat to get rid of something is almost constant. Of course, with many cough is a habit, but it is a bad habit, and should be stopped. When you realize this and try to stop it, you find you can't, for by this time there is an actual irritation, which will never get better without treatment.

It is a curious thing that nearly all treatment for cough actually makes the cough worse. Then, too, most medicines for cough have a bad effect in the stomach. This is especially true of so-called cough remedies that contain a narcotic. The true treatment for cough is one that heals the irritated surfaces. This is what Adamson's Botanic Cough Balsam does: It protects the throat also while the healing process is going on. When this remedy was first compounded our old men were young boys, and all this time it has been doing a steady work of healing throats. The most obstinate hacking cough will quickly show the effect of the Balsam. People who have been trying for years to break up the mean little cough, will find a sure friend in this old-time soothing compound made from the gums of trees. All druggists sell Adamson's Botanic Balsam. 25 cents.

THE PROVINCIAL CAPITAL.

Property Purchase—Gone to Cuba—Personal.

Fredericton, Feb. 21—(Special)—A. R. Wetmore, chief engineer of the board of works, has purchased the S. A. Akerley house and lot on Brunswick street for about $2,500. Mr. Wetmore will occupy the residence after May 1st.

Frank Shute resumed his position as accountant at the Royal Bank of Canada this morning, after about a month's illness. Mr. E. C. McKenzie, who has filled Mr. Shute's place, leaves tomorrow for Pictou, N. S., to enter the bank's branch there.

Mr. Walter Fenety left this afternoon for Cuba, by way of New York, where he expects to enter business and make his future home. It is Mr. Fenety's purpose to engage in the raising and exportation of fruit. Mrs. Fenety will remain here for the present, but will eventually join her husband in Cuba.

An important timber lands sale will be held at the crown land office on March 6th, when 20 berths, aggregating 136 square miles in Gloucester county, will be put up. Mr. A. J. Gregory is the applicant.

Mr. Howard D. Crawford, farmer, of Maugerville, has made an assignment to Sheriff Holden.

A meeting of the stockholders of the Central Fire Insurance Company has been called for Saturday, June 1st, here, for the purpose of ratifying the recent decision of the directors to dissolve the company.

The lieutenant governor directs the publication of the fact that in consequence of court mourning there will be no reception at government house until after the 24th January, 1902.

D. Price, W. H. Banks, Fred. D. Miles and F. S. Sharpe are among St. John people in town today.

Bible Society Annual.

Dorchester, Feb. 19.—A very interesting and largely attended mission band service was held in the Methodist church on Sunday evening last. All the parts of the programme were well rendered and heartily appreciated.

The annual meeting of the British and Foreign Bible Society was held last evening in the Presbyterian church and was attended by a larger audience than has ever been at this meeting before. Chief Justice Hanington presided and effective addresses were delivered by Mr. Mackolvie, the agent, and Revs. Messrs. J. Roy Campbell, W. Harrison and H. B. Thomas and Mr. C. E. Knapp.

HEADQUARTERS FOR
Bell, Dominion
.....and.....
Doherty Organs,
New Williams, Wheeler & Wilson,
—AND—
New Victor Sewing Machines.

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If any reader suffering from rheumatism will write to me I will send them free of cost, a trial package of a simple and harmless remedy which cured me and thousands of others, among them cases of over 40 years standing. This is a grand remedy, and want every afflicted reader to learn by actual test what marvelous power it has, and therefore will gladly send a sample free, even though thousands of invalids should apply. Distressing cases of rheumatism, among them bedridden and crippled persons, were completely cured, of which I mention a few: A lady in Denham, Ind., writes that this remedy cured her, and she then cured 15 of her neighbors. In Lyon, Mo., it cured an old gentleman at the age of 82, who had been a sufferer for 40 years. In Seguin, Tex., it cured a case of 41 years standing. Hon. Jacob Sexauer, of Fountain City, Wis., was cured after suffering for 33 years and after having employed seven physicians. Miss Emma Callender at 30 Oak St., Vincennes, Ind., was cured after she was given up to die. Mr. Jas. C. Atchison, Justice of the Peace of Cape Island, N. S., states that this remedy cured his son who was to be taken to the hospital for an operation. Thousands of similar instances could be mentioned showing that here is a remedy that can be relied upon. Write at once for a trial package, for it is an honest remedy which you can test without costing one penny. Address JOHN A. SMITH, 1701 Germania Bldg., Milwaukee, Wis.

Intercolonial Railway.

On and after MONDAY, November 26, 1900, train will run daily (Sunday excepted), as follows:

TRAINS LEAVE:

Express for Halifax and Campbellton...	7.20
Express for Pt. du Chene, Halifax and Pictou	12.15
Express for Sussex	16.40
Express for Quebec and Montreal.....	17.05
Accommodation for Halifax and Sydney..	23.10

TRAINS ARRIVE:

Express from Sussex	8.30
Express from Montreal and Quebec....	12.40
Express from Halifax, Pictou and Point du Chene	16.00
Express from Halifax and Campbellton..	19.15
*Accommodation from Halifax and Sydney	24.45

*Daily except Monday.

All trains run by Eastern Standard time. Twenty-four-hour notation.

D. POTTINGER,
General Manager.

Moncton, N. B., Nov. 23, 1900.

CITY TICKET OFFICE:
1 King Street, St. John, N. B.

Donations to Harvard.

New York, Feb. 21—The Harvard Club of New York held its 35th annual dinner at the Waldorf-Astoria tonight. Dr. Wolcott announced that a donor whose name must be unknown had given half a million to the university for a building for architectural study.