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## NOTICE.

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SUN PRINTING COMPANY,  
ALFRED MARKHAM,  
Manager.

## THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., MARCH 29, 1905.

## A CONDEMNED POLICY.

Mr. Tweedale, one of the government supporters in the house, is perhaps the only man in New Brunswick who considers that the provincial government's wheat policy has been a success. In yesterday's debate he protested against a comparison of last year's returns of wheat grown with the crop of the year before or the year before that. Mr. Tweedale asks that the wheat yield of the present should be compared with that of the time when the government policy was introduced.

Mr. Tweedale shall be accommodated. It was in 1898 that the provincial government discovered that the New Brunswick farmers were making an awful mistake in not growing wheat for their own bread. The ministers set about to remedy the evil by distributing public money among such friends of their own as desired to build rolling mills.

In the year that this reform was proposed the farmers of New Brunswick sowed 29,145 acres to wheat. They were instructed that they must devote four times that much land to this crop and so produce the wheat required for home consumption. Then they would get rich. They were told that there were millions in it, and announcement went forth that in a short time no more western flour would be required in this province.

The following table shows the number of acres sown to wheat each year from that time to this. The figures are furnished by the department of agriculture. They speak for themselves of the complete failure of the government policy:

Year.	Acres.
1898.....	29,145
1899.....	27,133
1900.....	26,867
1901.....	26,010
1902.....	22,902
1903.....	21,544
1904.....	20,410

The yield of wheat has varied according to the season, but in 1898 the crop was 498,943 bushels. In 1904 it was 559,545 bushels.

One does not find much in these figures, prepared by Mr. Tweedale's leaders, to show that the wheat policy of the government has produced a revolution in farming. But even these figures of the provincial authorities are far in excess of those sent out by the census commissioner of the department of agriculture. The provincial report for 1900 gave the wheat yield at 564,201 bushels, while the census enumerators the following spring reported the yield to be only 381,689 bushels. Yet Mr. Tweedale ought to be allowed all the comfort which he can get out of the provincial returns, which show that the farmers are every year sowing less land to wheat. And it is just possible that the farmers know their own business as well as the lawyers who set themselves to tell what crops they ought to raise.

## MR. SIFTON'S POSITION.

Mr. Sifton made two or three things clear in his speech. It is plain that he does not share the opinion that there is any constitutional necessity for the separate school clauses. He disposes of that argument with something like contempt. Mr. Sifton also confesses, as Mr. Fielding had done before him, that he is opposed to the principle of separate schools. He does not believe that the system is good for the new provinces, nor does he consider that there is any good reason why the liberty of the new provinces should be restricted in educational matters.

Why, then, does Mr. Sifton withdraw his opposition to the government policy? The only reason he gives is that the original measure was worse than the amended bill, and that if he and his friends should oppose the amendment they would place the government in danger. In short Mr. Sifton has accepted or prepared what he calls a compromise, and is supporting that in preference to opposing the government. This is not high commendation of the bill as it stands. Mr. Sifton does not intend it to be, for he says that he supports the amended clause without enthusiasm. His enthusiasm is reserved for the government, which owes a good deal to Mr. Sifton if his action has held in line the liberal delegation from the west.

## CENTRAL RAILWAY FINANCE.

The financial relations between the provincial government and the New Brunswick Coal and Railway Company are interesting, but mysterious. Little by little Mr. Hazen and other members are dragging out of ministers admissions which indicate that transactions of a questionable character have taken place. On the side of the companies so many changes of ownership have occurred that it is difficult to fix the responsibility anywhere. So far as one can see at present the railway has been more paid for by the province in public money than it has made money out of it. It is not easy to ascertain what these all are, but no one supposes that the astute and speculative politicians who have been manipulating the transactions, loans and guarantees have allowed all the proceeds to slip through their hands.

From first to last the province has been the generous paymaster. Down to October last subsidies to the extent of \$147,000 for the Central, and \$77,000 to the Coal and Railway Company for the same railway, had been issued. Then there was the recent issue of \$250,000 of bonds guaranteed by the province in respect to the new part and \$200,000 for the old road, followed by the last loan made without authority of the legislature. Adding these together we have the following incomplete statement of the provincial investment:

Subsidies.....	\$224,000
Guarantees.....	450,000
Loan.....	50,000
Total.....	\$704,000

With some to be added. In addition the federal government had paid in subsidies previous to 1904 the sum of \$190,000, and some payments have been made since. We are able to trace \$894,000 of public money thrown in to this enterprise.

At present, according to the statement made to Mr. Hazen by the new general on Friday, the New Brunswick Coal and Railway Company, which owns this costly property, has the following shareholders, whose holdings are here given:

List of shareholders in the N. B. Coal and Railway Co.:	
Ernest Hutchinson, Douglastown, N. B., 10 shares.	
Chas. A. C. Bruce, St. John's, N.B., 12 shares.	
A. P. Barnhill, St. John, N. B., 11 shares.	
Robt. A. Irvin, St. John, N. B., 10 shares.	
Willard Kitchen, Fredericton, 10 shares.	
C. N. Skinner, St. John, N. B., for himself and in trust for the company, 75 shares.	
James Robinson, Chatham, N. B., 10 shares.	
A. I. Trueman, St. John, N. B., 3 shares.	
George McAvity, St. John, N. B., 1 share.	
Chas. F. Sanford, St. John, N. B., 10 shares.	
J. M. Smith, St. John, N. B., 10 shares.	
Chas. E. McLagan, Halifax, N. S., 10 shares.	
J. J. F. Winslow, Fredericton, N. B., 10 shares.	

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## A STEAMSHIP COLLISION.

The collision of the Hamburg-American steamship Albano with the Parlatian appears to have been an altogether inexcusable accident. As yet we have not heard the story of the officers whose ship is supposed to be at fault. Whatever explanation may be given the fact is that the ships came together near the entrance of the passage leading to Halifax harbor, where there was plenty of sea room. The day was clear, the weather calm and the water smooth. And yet a thousand lives were in deadly peril, and perhaps hundreds would have been lost if the Parlatian, which was awaiting a pilot, had not been suddenly sent ahead, thus reducing the force of the blow and changing the place where the stroke came. Sometimes the officers of a ship, or a railway train, the driver of a team or the man on a bicycle do things which they can never explain.

An example was afforded when a ship bound from St. John for the mouth of the bay was driven in clear daylight and calm weather on the shore in the directly opposite direction. Against such lapses of the mental faculties or failures of the senses there appears to be no protection.

## ANOTHER BANK MERGER.

The Bank of Montreal obtains a considerable increase of business and influence in Eastern Canada by taking over the People's Bank of Halifax. This consolidation follows a tendency which is decreasing the number of banks in Canada, without reducing the capital, or the circulation, or the facilities for doing business. Bankers naturally benefit by the less strenuous competition, and as yet the customers have no reason to complain of a corner in banking business. One can see that this movement carried to an extreme might create a combine which would be inconvenient to the public. But no complaint of the scarcity of banks has yet been made.

## JULES VERNE.

During some twenty years of his life the late Jules Verne was perhaps more widely read than any other writer of his time. Three or four of his eighty books were as well known to English and German readers as they were in France. In his best known novels the most extraordinary incidents and adventures, as they appeared, were related with an air of reality and that exact attention to detail which makes credible the impossible. Only a hard and receptive student in many fields of science could invent such journeys as his characters made in the air and under water, or could give such full particulars of all the proceedings. Yet submarine navigation has been introduced since Jules Verne wrote "Twenty Thousand Leagues Under the Sea," and a letter may be sent around the earth in the ordinary course of the mails in much less time than Jules Verne's eighty days. The world has caught up to many things which were pictured in his imagination, and the strongest of Jules Verne's fictions will be commonplace compared with the truth.

The government organs printed in the French language have a good deal to say about the speeches made by Protestant ministers against the school clauses in the autonomy act. On the other hand we read in the press opposed to the proposed legislation a good deal against the clerical interference and the influence of the hierarchy. It hardly seems to be necessary to attack either the Protestant or the Roman Catholic clergy for expressing their views on this matter. One has some right to speak of the other. Ministers of the government are responsible for the bill as it stands, and the members of parliament will be responsible for the measure as it becomes law.

The triumphant and enthusiastic government supporters who say that the school clauses of the autonomy bill will be carried by a majority of eighty to ninety have some basis for their calculations. He assumes that conservatives will divide on principle and that the liberals will vote solid with their party in favor of coercion. It is clear that he does not expect his opinions and desires of their constituents.

Except those politicians who have their own reasons for endorsing the alleged compromise in the school clauses of the Northwest bill, there are few who find the new clauses better than the old ones. Every word spoken against the coercion features of the original measure applies to the bill as it stands.

A correspondent desires the Sun to settle a dispute by giving the date of the treaty of alliance between Great Britain and Japan. The treaty was signed early in 1902. Public announcement of it was made in February of that year.

If the Parisian accident had occurred near St. John we should probably have been told by the Halifax press that there was not room for two ships to pass at the entrance of this winter port.

Mr. Sifton is not the only liberal member who will support the coercion bill without enthusiasm.

## BROOKTON MILL DISASTER.

BROOKTON, Mass., March 26.—Perhaps 20,000 people today visited the scene of last week's mill disaster. Electric cars brought crowds from all directions, and as the day was particularly fine the throng about the ruins gathered early and did not seem to diminish until after sunset.

Further public services for the dead were held during the day.

At the regular services in all churches, pastors referred to the recent calamity and appealed for additions to the relief fund.

The survivors under treatment at the hospital were reported tonight to be improving.

The identification today of Arthur Clark of Whitman, of a coat believed to have been worn by his wife Doris, is thought to have established that Mrs. Clark's body is among the unidentified dead in Melrose cemetery. Mrs. Clark was a new waitress in the lunch room of the Grover factory, and had been at work but twenty minutes when the explosion occurred.

## LOCAL LEGISLATURE.

FREDERICTON, March 25.—In the legislature today Hon. Mr. Pugsley in answer to Mr. Hazen said: Arrangements for advances to the New Brunswick Coal and Railway Company were made with the Bank of British North America.

The arrangement with the bank was that the loan was a temporary one, not exceeding \$50,000, until the necessary legislation could be had. It was to bear interest at 5-1/2 per cent.

No security was given, except an order in council engaging to ask for legislation to authorize the receiver general to repay the same.

In answer to the question as to who were the persons, creditors of the company to whom the proceeds of the loan was paid, the president informs me the names are as follows: Rimes, Curry & Co., G. & C. Flowelling Mfg. Co., Ltd.; King Lumber Co., Ltd.; G. H. King, Harvey Welton, M. O'Leary, J. McAvity & Sons, A. H. Clay, George J. Burke, Holly S. Bailey, Haley Bros. & Co., Jas. Barnes Construction Co., Ltd., orders on account of pay roll, Geo. W. Allen, G. G. Scott, F. S. Sharpe, H. M. Balkan, Butler Bros., Jas. Fleming, J. C. Rietzen Co., Ltd., E. Byron Winslow, Jos. A. Likely, Bank of N. B. N. A. Interest, Manchester, Robertson, Allison, Ltd., Bank of New Brunswick, J. J. E. Sayre & Co., Walkerville Mail Iron Co., Ltd., Galena Signal Oil Co., Bank of Montreal, wages, Enoch McLean, C. Flood & Sons, G. R. Weir & Co., A. B. Smith, Jude Gallant, St. John Globe, Union Ass. Soc., Record Foundry and Machine Co., Can. Westinghouse Co., Ltd., M. W. Galley, Hiram L. Piper Co., Ltd., C. A. Atkinson, Oliver Staples, Evans Bros., St. John Iron Works, Ltd., Barnes & Co., Roger Hunter, M. Coakley, J. F. Grant, John Coakley.

In answer to the question as to how it is proposed to repay the loan, I assume that the desire of my honorable friend is to ascertain what are the prospects of the advances being repaid, and I will endeavor to give him the best information possible. The arrangement is that the company undertakes to pay the amount within 18 months with interest at the same rate as 5-1/2 per cent., and the amount of the advances will be made a lien and charge upon the railway, rolling stock and earnings, coming immediately after the first mortgage bonds.

In order that I may give to my honorable friend as full information as possible on this point and as to the prospects of the company being in a position to repay the advances, I cannot do better than let him read a letter from the president of the company addressed to me under date of the 17th March inst., which is as follows:

The New Brunswick Coal & Railway Company.  
President's Office,  
St. John, N. B., Mar. 17th, 1905.

Dear Sir—Enclosed I beg to hand our managers, Mr. Hunter's estimates of the amounts required to place the New Coal & Railway Co. in a condition to put the road on a paying basis. This last fall and winter, if the road had been in a position to have taken advantage of the coal business, we could have sold 2,000 tons per day, but considering the condition of the bridges and locomotives, and the shortage of cars, it was impossible for us to handle the business. The Queens county coal business has now passed all expert mental stages, and to my mind it only needs developing on a large scale. The coal has been ready here in St. John at good paying prices, and if the mine were properly equipped to quadruple the output we can find a ready sale for all the coal they can mine, and the result of their hands off the road as fast as mined, but to handle this business, as you will notice, it needs a large sum of money spent on the road to enable us to take advantage of the business. The bridges, the road will have to be strengthened so as to enable the road to operate to best possible advantage, one locomotive hauling would double the cars they are today and at practically half what it costs today.

Yours truly,  
(Sgd.) GEO. MCAVITY,  
President.

The company proposes to repay the loan in one of these ways: 1st, if the Grand Trunk Pacific should buy the road the loan would be repaid out of the purchase money.

2nd, if that company should lease at the same rental as is to be paid for the main line. On the basis of rental equal to 3 per cent. upon the cost of the railway and equipment including original cost of the Central and including what would be necessary to build the branch and put the road in suitable condition to form part of the trunk line. The rental will be more than sufficient to pay the interest upon the bonds also upon the dividend and the further requisite expenditure. Anticipating that the road will form part of the Grand Trunk system, in order to give direct connection between the main line and the city of St. John, the government will ask the legislature for authority to compel the company to either sell or lease the road if the opportunity offers at such an amount as will be sufficient to relieve the province from liability, or as a third alternative, by the issue and sale of treasury stock.

The company think that in view of the Grand Trunk Pacific coming to Chipman, and to the fact that Chipman is only 78 miles from St. John, while it is 230 miles from Halifax, which will necessarily ensure a large traffic from the main line over this road to the seaboard at St. John, and to the reasonable certainty of its being used as a part of the Grand Trunk Pacific system, they will have no difficulty within a reasonable time, and as soon as the road gets on a paying basis, in selling treasury stock to a sufficient amount to repay the advances.

As soon as the portion of the Grand Trunk Pacific railway from its point of crossing the Canada Eastern is constructed the coal from the mines at Minto can be carried to Fredericton, and for delivery to the Canada Pacific as well. Therefore, with the prospects of the road becoming part of the Grand Trunk Pacific system, as well as the certainty of the road doing a profitable business, I see no reason to

# VERY TRYING TO WOMEN

Are the Peculiar Ills Brought on by Catarrh of the Pelvic Organs,  
(Pe-ru-na is a Tonic Especially Adapted to Their Peculiar Diseases.)



Catarrh is a very frequent cause of that class of diseases popularly known as female weakness. Catarrh of the pelvic organs produces such a variety of disagreeable and irritating symptoms that many people—in fact, the majority of people—have no idea that they are caused by catarrh.

A great proportion of women have some catarrhal weakness which has been called by the various doctors who have consulted by as many different names. These women have been treated and have taken medicines, with no relief, simply because the remedies are not adapted to catarrh. It is through a mistake on the part of the real nature of the diseases that these medicines have been recommended to them.

It is all the women who are suffering with any form of female weakness would write to Dr. Hartman, Columbus, Ohio, and give him a complete description of their symptoms and the peculiarities of their troubles, he will immediately reply, with complete directions for treatment, free of charge. "Health and Beauty," a book written especially for women, sent free by Dr. Hartman, Columbus, Ohio.

Miss Alice Dressler, of No. 1813 North Bryant Ave., Minneapolis, Minn., writes as follows concerning Peruna:

"I was suffering from catarrh of the throat and head. One of my college friends, who was visiting me, asked me to try Peruna and I did so and found it all and more than I had expected. It not only cured me of the catarrh, but restored me to perfect health."—Alice Dressler.

Miss Mamie Groth, Plattville, Wis., writes:

"I have for several years suffered with frequent backache and would for several years have spitting headaches. Several of my friends advised me to take Peruna and I asked my physician what he thought of it. He recommended it and so I took it and am entirely without pain of any kind now."—Mamie Groth.

In a recent letter from No. 2 Grant Ave., Denver, Col., Mrs. Ida L. Gregory writes:

"Some six years ago my husband suffered with nervous prostration, and advising with a friendly druggist he brought home a bottle of Peruna. His health was restored from its use, his appetite was increased and restful sleep came to him."—Ida L. Gregory.

Miss Florence Murphy, No. 2703 Second Ave., Seattle, Wash., writes:

"I suffered for over a year with female troubles, and although I tried several physicians none of them seemed to be able to help me permanently. 'It only took a little over three bottles of Peruna to make me well and strong. I never have backache, headache or bearing down pains any more.'—Florence Murphy.

Deputy of Detroit Independent Order of Good Templars, writes as follows:

"Peruna has been a blessing to me and gladly do I endorse it. For two years I suffered with catarrh of the stomach. I lost flesh and grew thin and emaciated, nervous and exhausted, so that I could neither work or enjoy life. I began taking Peruna and can now eat and enjoy everything I eat. I have been well over a year now."—Miss Jessieene Westland.

antipate difficulty in the company repaying the advances.

The amount of the loan is exclusive of subsidies and the guarantee of bonds.

The rolling stock and value as of the 31st December, 1904, is given as follows:

4 locomotives—3 at \$5,000, 1 at \$2,500.....	\$17,500
3 passenger cars—2 at \$2,500 each, 1 at \$1,500.....	6,500
40 flat and 5 box cars, new.....	22,800
14 old flat cars.....	3,500
2 snow plows—1 at \$1,000 (new), 1 at \$500 (old).....	2,500
1 flanger.....	800
1 tool car.....	600
1 gasoline car.....	350
Hand cars.....	450

According to latest information the attack on Baron Von Nolken was the result of an elaborate conspiracy of the revolutionary party. Shortly before 8 o'clock this evening an elegantly dressed man went to the police station at Praga, a large suburb of Warsaw, on the other side of the Vistula, and threw a bomb into the courtyard of the station, wounding seven persons, two of them dangerously. The man started to run away, but was caught by the captain of the station. He was found to be a Jew, but his identity has not yet been discovered. A telephone message was immediately sent to Baron Von Nolken at the city hall informing him of the outrage. Baron Von Nolken, accompanied by a police officer, a carriage and an elegantly dressed man went to the police station at Praga, where the governor resides, a man standing on the pavement threw a bomb at the carriage. Baron Von Nolken, who was sitting on the side nearest the assailant, received the full charge of the bomb, while his companion escaped unhurt. The coachman was thrown from the box and the carriage was smashed.

Baron Von Nolken was removed to the city hall and doctors were summoned. They found he had received injuries on the head, neck, arm and leg, which are believed to be serious.

Meanwhile the police officials accompanying Baron Von Nolken saw the bomb thrower fleeing and pursued and caught up with him, but the criminal proved the stronger and tore himself away.

Another policeman fired twice after him without result. Half an hour later a man was found dead in Sowia street, whom the police believe to be the bomb thrower. The police think the man shot himself to avoid arrest.

According to the story of the police the revolutionists calculated upon the anniversary of the explosion of the bomb at the station there, and knew he must pass the Castle, that being the only road by which he could reach the city hall.

A popular rumor says the revolutionaries adopted this course of informing the police that they have more bombs beside those discovered in the Powinski cemetery Saturday.

Baron Von Nolken is very unpopular. He is hated by the masses of the Polish population, who hold him responsible for the sanguinary suppression of the disturbances here at the end of January. He had been here only a year, having come from St. Petersburg, where he was chief of the mounted division of the police.

According to later information the bomb which exploded at the Praga police station was consumed in discussing the Ottawa Electric Company, which was backed by Laurier and all the grip whips. It practically hands over the electric power in Ottawa to a monopoly.

Wash greasy dishes, pots or pans with Lever's Dry Soap a powder. It will remove the grease with the greatest ease. 36

## ANOTHER BOMB.

Seriously Injured Warsaw's Chief of Police.

WARSAW, March 26.—A bomb was thrown into the carriage of Baron Von Nolken, chief of police of Warsaw, at 8 o'clock this morning. It was reported that the baron was severely wounded.

According to latest information the attack on Baron Von Nolken was the result of an elaborate conspiracy of the revolutionary party. Shortly before 8 o'clock this evening an elegantly dressed man went to the police station at Praga, a large suburb of Warsaw, on the other side of the Vistula, and threw a bomb into the courtyard of the station, wounding seven persons, two of them dangerously. The man started to run away, but was caught by the captain of the station. He was found to be a Jew, but his identity has not yet been discovered. A telephone message was immediately sent to Baron Von Nolken at the city hall informing him of the outrage. Baron Von Nolken, accompanied by a police officer, a carriage and an elegantly dressed man went to the police station at Praga, where the governor resides, a man standing on the pavement threw a bomb at the carriage. Baron Von Nolken, who was sitting on the side nearest the assailant, received the full charge of the bomb, while his companion escaped unhurt. The coachman was thrown from the box and the carriage was smashed.

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lice station was not thrown into the courtyard, but into a room of the station where the men assembled before going on duty. Six policemen were wounded, and all the furniture and one of the walls was destroyed. The bomb thrower in trying to escape met a policeman and shot twice, wounding the officer in the stomach. The prisoner himself was wounded and has been placed in the hospital.

The man found in Sowia proves to be a plain clothes policeman, who was seen pursuing Baron Von Nolken's assailant. The man was shot by the latter turned on the policeman and shot him dead.

Baron Von Nolken's injuries are serious, but it is thought that he will recover.

THERE'S MANY A SLIP ON icy roads and sidewalks in the winter. Sprains and bruises follow. That is the time when Perry Davis' Painkiller vindicates its right to the confidence it has retained for sixty years.

HOPEWELL HILL.

HOPEWELL HILL, March 24.—The present month has made a wonderful record for fine weather, which has been almost unbroken since the opening of the month, and furnish a great contrast to February. The spring has settled fast, but there is still a great quantity to go off in this section. The S. and H. railway management began clearing the lower end of the line, between Hillsboro and Albert, yesterday morning, and it is probable trains will be running over the whole route in a few days.

Harry G. Reid, of Boston, made a brief visit to relatives here this week. Mrs. Reid, who has been here for some time, was in the city on Sunday for a few days' visit with friends at the Hill.

Dr. Marvin of Hillsboro visited the village yesterday. He was accompanied by Robert Newcomb, an old and much respected resident, is confined to his bed with gripe.

Mrs. Capt. Jos. A. Reade and her daughter, Miss Fanny Reade of Hopewell Cape, have returned from Fredericton, where they spent the winter.

A. C. M. Lawson of Salisbury addressed the Baptist Sunday school on Sunday afternoon on the evils of the cigarette habit.

McClellan's steam mill was moved to Brook Brook this week to saw the firm's cut of logs there.

CURED KIDNEY DISEASE.

Mrs. Fred Mills, Walton street, Port Hope, Ont., states: "I was troubled for some time with kidney disease, and though I tried a great many different medicines never succeeded in obtaining relief until I began the use of Dr. Chase's Kidney-Liver Pills. By the regular use of this preparation for a time I was completely cured of kidney disease."

FORMER ST. JOHN LADY DEAD IN KINGSTON.

(Special to the Sun.)

KINGSTON, March 27.—The death occurred today at "Heathcote" of Harriet Howard, widow of the late Dr. William S. Humphrey of St. John, N. B., and sister of the late Robert Sears of "Heathcote." Mrs. Humphrey was 85 years of age, and had been for a long period in failing health.

## CITY

Recent Events