

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 22, 1903.

THE SEMI-WEEKLY TELEGRAPH.

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Semi-Weekly Telegraph
ST. JOHN, N. B., AUGUST 22, 1903.

"SINGULARLY ABLE AND COURAGEOUS"

The Toronto Globe, while it reiterates the opinion that the proposed Eastern section of the Grand Trunk Pacific will not injure the I. C. R.—a view which The Telegraph does not share—points out that the country and the railway party are deeply in the hands of Mr. Blair's debt because of his "singularly able, courageous and far-seeing" management of the Intercolonial system. The chief government newspaper, which is also the leading advocate of the G. T. Pacific scheme, uses the following language in dealing with the J. C. R., and Hon. Mr. Blair's great public service in connection therewith—

"The discussion of the Grand Trunk Pacific scheme, and especially the promises growing out of Mr. Blair's resignation of the government railway portfolio, have concentrated public attention to an unprecedented extent on the great Intercolonial system. Original terms of the Grand Trunk at Riviere du Loup to Halifax along the northern and eastern shores of New Brunswick, with a branch southward extending to Sydney, Cape Breton, and by the purchase of a portion of the Canadian Pacific, to Quebec, where Mr. Blair took office he introduced his colleagues in the House in an extension of the system to Montreal, which is now its western terminus.

Recently published statistics show that during the financial year ending on the 31st of June last, the Intercolonial system had a surplus of \$1,251,177. Considering the enormous amount of working expenses amounting to \$12,517,700, the surplus of \$1,251,177 is an excellent showing, coming as it does after the last costly extension, the full of which we look at the total of revenue and expenditure, the former was \$6,254,227, and the latter \$7,505,100. It is a fact that the Intercolonial system has been managed by Mr. Blair's system of accounting by which he was constantly charging to working expenses, which were not to be charged to the Intercolonial system, but to the general account of the material and other contingencies, in which he reported the various attacks of those who are now so ready to applaud his utterances.

Readers will see in this language of the Globe a frank and candid admission of the fact, recognized throughout Canada that Hon. Mr. Blair's reputation as a railway administrator is very great and that his achievements have fully justified that reputation. This being true, Hon. Mr. Blair's opinion regarding the whole rail road project, and particularly the Eastern section, is clearly entitled to command an equal degree of consideration. Mr. Blair was the Minister of Railways. He tells us the Eastern section of the new road, in fact, will duplicate the I. C. R. and reduce it to the status of a local road. Copying much of the territory which the new transcontinental will traverse he says there is nothing like sufficient information at hand to warrant the government in seeking to commit the country to the project in this form today.

In some respects, if tardily, the Globe speaks fairly of the former Minister of Railways. But it approaches the subject of the railway scheme with less justice and scant argument, content to avoid the practical questions he raises and exalt other features of the plan, which feature would be quite as attractive next year as now if surveys and inquiry in the interim proved that they were in reality as admirable as they now appear to the Globe and that short delay would enable Canada to decide, not by hearing eloquent speeches but by weighing the facts for themselves, what railroad plan is best to the country. What form of railway extension would the people of Canada favor, if for the next year the transportation question were discussed in all its phases and in the light of constantly increasing and reliable information concerning vital points?

Considering the certificate of ability which the Globe gives to Mr. Blair it would be willing to admit that earnest protest from so good a judge, backed as it is by a formidable array of facts, and advanced in the best interests of country and party, should tip the scales toward the policy of reason which the former Minister of Railways has outlined.

A SPECTRE.
Chamberlain is becoming a spectre which American writers begin to view with a keener eye. The Washington correspondent of the Boston Transcript expresses the opinion that the future of the

United States if the Imperial preference carries. To quote:

How America can look upon the growth of such a feeling with anything but apprehension is hard to understand. . . . What would America do with her surplus products of wheat and other farm products if England stops taking them? She is our pre-eminence customer and farmer. She is not long in feeling severely her loss. But we cannot lose her! Our western agriculturists, the moment this tremendous outlet for their products was cut off, would come to Washington in force to demand that some arrangement be entered into for restoring to them the British market. What could Washington do? England would be in a position to name the terms of trade upon which we might continue upon the same old basis of free access to her markets. These terms of reciprocity would be very likely to hit the manufacturing interests of the East, and then we would have the Western farmers on one side and the Eastern manufacturers on the other, with a very practical protective discussion before them. When it is recalled that Western farmers have given the most ungrudging support to the protective system, relying on the improved home market for their profit, although their own products had to go out to the free markets of the world, it will be seen that the protective cause, rightly holding aloof from reciprocity, would have by no means the smooth sailing that it does today.

The Transcript man asks for mercy rather early in the contest, but these plain symptoms of alarm are welcome here.

WHITE OF SALEM.

The "wreck of the schooner Hesperus on the reef of Norman's Woe" came to grief yesterday on the reef of history. The wrecker was the Hon. A. P. White of Salem, and he did the wrecking at a field meeting of the Essex Institute of Salem, held at York's point, Manchester-by-the-Sea. Mr. White showed by the newspapers of the day that no schooner Hesperus was wrecked off the Cape Ann coast in December 1839, as described in Longfellow's beautiful ballad, entitled "The Wreck of the Hesperus."—Boston Herald.

"The Hon. A. P. White of Salem" should be chased out of that town by a committee of grown men who recall the vigor and feeling and satisfaction with which in their younger days they recited The Wreck of the Hesperus. What business has this man White, wretch and vandal as he is, to lay axe to the root of any "old favorite" by digging into old newspapers and telling us the Hesperus was not wrecked and that the records of 1839 prove his words? Everybody knows better. It is written indelibly in every mind that the "skipper had taken his little daughter to beer-him-compared," that she was lashed to the mast and subsequently found in the shore.

It is as likely as not that man White does not believe in Santa Claus! He is a "practical" citizen, and doubtless he refuses to read any post whose works are not accompanied by affidavits proving that every word is founded on fact. And it is his great American privilege to maintain this attitude and turn a deaf ear to all who write of falsehoods unless they produce the order and the manifest. But he should consider the feelings of the millions who are so likely to permit The Hesperus to be cuttled by any "honorable" man from the Belt without emphatic protest.

IN THE YEAR 1906.

Some of the arguments advanced at the Montreal Congress yesterday against the reference were not entirely sound. The British market, even if Mr. Chamberlain's preference plan were adopted, would still be by far the most open market, and other countries with surplus wheat to dispose of would be forced to sell to Britain. The London Daily Telegraph agrees with this and other important statements that the preference would have a tendency to lower instead of raise food prices in Great Britain. To compete with Colonial wheat the United States would be forced to reduce immensely the cost of carriage on railroads, akes and canals from Minnesota to the sea. The Telegraph insists that the reference would stop the long continued competition that has been going on between the new and old wheat, and that it would bring no play new and more powerful forces of competition than were previously acting upon the market.

The London journal tells how it believes the preference would operate: "The rationale of the process," as Cobden used to say, would be this: Suppose the General Election took place near March, and the principle of preference were carried. All the details would remain to be arranged. Mr. Chamberlain would have to negotiate with the Colonies, and the Commonwealth. The Tariff Bill could not be drafted until his return, and it would require a full session of Parliament to discuss it. Thus, before preference actually came into force as a fiscal policy, at least two years would elapse. But once the principle had been carried at a General Election, the Colonies would be certain of their agricultural future, and he great development would begin in advance of the date at which the great policy would take legislative force. That the supply would be stimulated, and the effect in checking the rise in prices would undoubtedly be felt before one farthing of the duties had been levied upon this side. Estimate our total wheat demand at 140,000,000 cwt. in 1906. Canada by that time, with preference in sight, will have doubled her present wheat area as she has doubled her production in the last few years. Australia and New Zealand would be ready to send considerably increased shipments. India seems to be happily at the beginning of a cycle of good rains. The home farmer would be encouraged, to try wheat again, though his real prospects under the tariff will be in the future of the

dry produce and stock. Russia, Argentina, and Roumania would, in order to dispose fully of their surplus, have to send a proportion of it here—still, remember, by far the most open market, even under preference—precisely as they do now. Upon the hypothesis of preference coming into force on Jan. 1, 1906, the following estimate of supply and demand will appear, we think, not unfairly reckoned by those who have looked into the details of the subject:

Table with 2 columns: Commodity and Quantity. Includes British wheat-Demand, Home-grown wheat, Canadian wheat, Australian wheat, Indian, etc.

British wheat—Demand . . . 140,000,000 cwt. Supply . . . 30,000,000 cwt. Home-grown wheat . . . 30,000,000 cwt. Canadian wheat . . . 30,000,000 cwt. Australian wheat . . . 12,000,000 cwt. Indian, etc. . . . 13,000,000 cwt.

Total Imperial supply 85,000,000 cwt. Sundry foreign supplies 15,000,000 cwt. American surplus . . . 60,000,000 cwt. Total supply . . . 100,000,000 cwt. Preference would again put the supply ahead of the demand, and make prices lower than otherwise would be.

Mr. Chamberlain, like the London-Telegraph, has said emphatically that there is nothing in his plan which need increase the cost of food, but he has yet to convince a great portion of the British public that he is correct in saying so. If the election come as early as March the preference may then become a factor of no little importance in the Presidential campaign in the United States next fall. To Canada the matter is one of intense interest and the campaign in Britain will be watched more closely than any within a generation. The London Telegraph, by the way, warns the Colonies that even with a preference they will by no means have an easy monopoly of the British market, as the United States will make tremendous efforts to overcome the barrier of perhaps three shillings a quarter upon wheat.

SOME BOSTON THOUGHTS ON US.

And right here the thought occurs that on this issue of reciprocity with Canada there is an opportunity for some astute American statesman to float magnificently and very likely successfully into the presidency—Boston Globe.

If the astute gentleman referred to "floated in" magnificently, surely it would be conceded that he is also "floated in" successfully. The Globe in attempting to tell its readers how important the Montreal Congress is, makes two errors which prove its ignorance of the subject. The first is its statement that the Congress represents Canada alone. The Globe should know that the Empire's representatives make up the Congress. In the second place the Globe hints that annexation will follow reciprocity, and Mr. Eugene N. Fox has just informed the American public that any association of the two ideas would be absolutely fatal to negotiations for reciprocal trade.

The Boston Herald (they are very busy with our affairs in Boston just now) sees farther than his neighbor, the Globe, and raises an alarm over the prospect of Mr. Chamberlain's success. The United States exports to Canada last year amounted to \$123,472,000, an increase of \$14,000,000 for the year. The Herald is frankly gloomy. It says: "Canada is fast advancing to a position where she may have great possibilities for bringing harm to our country. It is her great Northwest sea is developing one of the most extensive wheat growing regions on earth, whence she might supply the British market to the exclusion of our own products. Under the dominance of Chamberlainism in the British Empire this result might easily be brought about by our national prosperity. Yet American protectionists appear immensely tickled over the development of this sentiment in England. As 'Lincoln' puts it in a letter to the Transcript, 'they are as delighted with the progress of Chamberlainism as a Methodist either would be to see that Russia was turning Methodist.' It might be supposed that naturally they would view the situation with some akin to those with which which an enterprising manufacturer would regard a big rival imitating his own methods and processes in ways sure to encroach upon his field and deprive him of a large proportion of his trade. The rascious utterance of McKinley, to the effect that we could not indefinitely expect to keep on selling everything and buying nothing in return—though strangely credited in the house of his friends—is daily witnessing its justification in the course of events.

As the proposed preference threatens the United States with the loss of immense advantages in both the British and Canadian markets, the success of Mr. Chamberlain at the polls next spring, or even an approach to success such as would indicate the adoption of his plan a little later, would result in revolutionizing political conditions in the United States before the presidential election of next fall. Tariff reform would be made the leading issue and the Democrats with Cleveland led them might swing into power.

The American editors, in many instances, appear convinced that "something will happen" to shield them from the blow which the Colonial Secretary's success would deal.

CONGRESS AND IMPERIAL UNITY.

Although the terms of the preference resolution adopted by the Montreal Congress Thursday are very general, the Congress, now the law, goes on record as endorsing the Colonial Secretary. The language employed might have been more definite but Mr. Chamberlain has not yet defined his own proposals, and the Toronto and British leaders in the discussion did not see eye to eye in the matter and it became necessary to split the difference.

Lord Brassey proved a most resourceful chairman when the difference of opinion threatened to prevent action of any kind in regard to the most important subject debated. By asking Lord Strathcona to mediate, the chairman paved the way for the compromise motion which was passed. This resolution expresses the opinion that the bonds of the Empire would be materially strengthened and the British union consolidated by a commercial policy based on mutual benefits, each member of the family to receive substantial advantages as a result of the common relationship. The Congress upon the appointment of a special commission, representing Britain, the Colonies, and India, to inquire into the fiscal and industrial needs of the Empire.

Such an inquiry would be of tremendous importance for by its results, in no small degree, would the terms of the preference be fixed. To secure a general mandate for some sort of preferential arrangement is one thing. It is a very different matter to secure the agreement of all parties to a specific scheme for a stated period. When any such scheme is put forward for ratification grave differences of opinion are not unlikely to occur. Then, for the benefit of all, concessions from all will be in order. And, first of all, we must see what the British taxpayers reply to Mr. Chamberlain. No doubt those taxpayers will be told, as a result of the Montreal Congress, that Canada is willing in favor of an Imperial mood which, if Mr. Chamberlain's plans be wise, they will not temper. We know, too, that he has before him the task of correcting much British misconception of Canada.

POACHING AND SHOOTING AT POACHERS.

The story that a Canadian fishery cruiser struck an American fishing boat with ten projectiles has not yet been confirmed by the department at Ottawa and it is not likely to be confirmed. The Detroit Journal wants to know what the result would have been if six or seven Americans had been killed. That is a hard one. In the first place Canadians would have been filled with regret and horror and Americans with sudden and violent resentment. But we need not dwell upon the consequences following an act which may prove wholly imaginary. Had ten shots struck the fishing boat she would have been sunk or captured. If the Petrel fired across her bow repeatedly the fishermen on board would have been so terrified that they afterwards related stories of awful perils. Yet, aside from the complications which might follow, no good Canadian believes that the cruiser should fire upon and kill the crew of the unarmed vessel of a peaceful neighbor, even if the firing promised to prevent her escape. The Journal is right in saying that six dead men would have been a sorrowful prize.

The remedy for the awkward conditions prevailing is not far to seek. The government cruisers must be swifter than the poachers.

FEAR BAD IMMIGRANTS.

There are seventeen reasons for any one of which immigrants may be rejected by the United States. The laws forbid the landing of convicts, idiots, helpless folk, beggars, polygamists, anarchists, persons suffering from serious diseases, assisted immigrants and contract laborers, and some others, yet a determined effort is being made to have additional restrictions imposed. The Immigration Restriction League quotes from the report of the Immigration Commissioner at the port of New York for last year: "More than 2,000 cases of aliens who had arrived within the past twelve months and in the meantime become destitute were reported to the outdoor poor department of the city of New York. From my own observation while traveling abroad, as well as from information received, I am satisfied that much of the present immigration is not spontaneous,

but assisted or encouraged. . . .

It must be clear to all that had our early immigration proceeded from those portions of eastern and southern Europe which are now sending us such large numbers of aliens, this country would not enjoy its present civilization. The constantly deteriorating quality of the recent immigration is a well-established fact, and calls for the execution of existing laws in the most stringent manner. . . . The effect, if unchecked, will be to dilute and debase the elements which in the past have made this country great."

PERSONAL INTELLIGENCE.

Miss Maud Cline came home from the River (Mass.) by steamer Calvin Austin yesterday on a visit to her parents, Mr. and Mrs. Richard Cline, Prince William Street. Mrs. J. B. Crawford and Harold S. Crawford, of Boston, are visiting at Roger Hunter's, Sydney street.

Miss Thos. J. Dean has returned home, having enjoyed a pleasant trip to her sister's, Mrs. John MacKenzie, of Gloucester. Mrs. Annie M. Lawton, of Fitchburg, (Mass.), is visiting Mrs. J. W. McKean, Richmond street.

Mrs. George E. King, of Ottawa, widow of Judge King, Mrs. H. A. Austin and Miss Eaton, of St. John, are to be in Woodstock next week visiting their sister, Mrs. J. T. Smith, of Cedar street.—Dorchester.

Wm. P. Connors, son of Patrick Connors, of Chatham, who has been for some time assistant-storkeeper on the C. P. R. at Fort William, has been promoted to the responsible post of storkeeper at Brandon.

Parabrotherhood: "Miss McMurray, of the teaching staff of St. Malachi's hall, St. John, is the guest of Mrs. M. D. Walsh, Mrs. Rivers, who has her with her daughter, Mrs. C. E. Day, for some time, went to St. John on Monday. Miss Nellie Collins and Miss Evelyn Keiryn, of St. John, are spending a few weeks in town with Mrs. Wm. Gillespie."

Mrs. M. S. Hocken and Edward Johnson and Mrs. Hosken, of Chatham, and Miss Wright, of St. John, had an outing on the N. W. Miramichi last week, with headquarters at Colonel Gall's salmon pool. They killed a number of salmon and a few ducks.

Roy Muirhead, late of the Bank of Nova Scotia, St. John, and Lester Chisman, late of the Canada Eastern Railway, are having severed their connection with those big institutions, are to leave at once for Manitoba, with the intention, we believe, of growing up with that great country.—Chatham Advance.

Miss Lucy Vanwart, of St. John, is visiting her cousin, Miss Anna Vanwart, Fredericton. Dr. William Bayard was 90 years of age Friday, and is still in active practice. Mr. C. R. Roop and daughter, Miss Lucy, and Mrs. J. W. McMillan, of St. John, B. I. street.

Miss Margaret Taylor, of Pitt street, has returned from Montreal and Quebec. Miss May Tyldesley, of Windsor Mills (P. Q.) accompanied Miss Taylor for a short visit. D. F. Maxwell, formerly of St. Stephen, has been appointed government superintendent of the construction of the Halifax & Southwestern Railway.

Mrs. J. W. Maxwell, formerly of St. Stephen, is visiting her aunt, Mrs. J. W. McMillan, Carleton Place. Miss Jennita V. Weyman left Friday for Vancouver. Miss Nellie Doherty, of Fredericton, is visiting friends in the West End. James Lawson and bride, of Moncton, are in the city on their wedding trip. Mr. Lawson is a Charlottetown boy.

The marriages of Miss Florence Mitchell to Gordon McGregor-Graham, of Sydney, and Miss Constance Chipman to J. Royden Thomson, of St. John, will take place about the middle of September.—St. John Star.

Miss Belle Cameron, after a pleasant visit of two weeks at the home of Miss Eva Fraser, went to St. John on Saturday and will be a guest of her sister, Mrs. E. R. Chapman, for several weeks, at her summer home on the Kennebecagus—Courier.

Suits Sure to Suit You.

Big Cutting in Suit Prices.

The big reduction on the Suit Prices advertised a week ago has met with great success. The people have been moving inward, and the Suits have been moving outward. Read a few of the new Prices. \$7.50 Suits NOW \$5.00. \$7.00 Suits NOW \$3.50. \$6.50 Suits NOW \$3.00. \$6.00 Suits NOW \$2.50. \$5.50 Suits NOW \$2.00. \$5.00 Suits NOW \$1.50. \$4.50 Suits NOW \$1.00. \$4.00 Suits NOW \$0.50. \$3.50 Suits NOW \$0.25. \$3.00 Suits NOW \$0.10. \$2.50 Suits NOW \$0.05. \$2.00 Suits NOW \$0.02. \$1.50 Suits NOW \$0.01. \$1.00 Suits NOW \$0.00. \$0.50 Suits NOW \$0.00. \$0.25 Suits NOW \$0.00. \$0.10 Suits NOW \$0.00. \$0.05 Suits NOW \$0.00. \$0.02 Suits NOW \$0.00. \$0.01 Suits NOW \$0.00.

J. N. HARVEY, Men's and Boys' Clothier.

199 and 201 Union Street.

Haying Season Will soon be here and our stock of Waterville Brand Haying Tools is large and complete.

We have found that the farmers like this brand of tools better than any other on the market. They are all made of the very best materials.

IN SCYTHES WE HAVE "Sibley" Pattern, "York's Special," "Cornwall's Choice," "King's Own." Send for our new Price List.

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Competition helps to sell the Famous "Headlight" Watch.

The safest watch is The E. B. Eddy Co's CAPITAL SAFETY. Only strike on the box. Ask your grocer for them. Many will use a cheaper article once and return to "The Headlight" for all time.

DR. TROTTER WILL RESUME CANVAS FOR ACADIA FUND AFTER CONVENTION.

\$30,000 Pledged Towards Securing Rockefeller's \$100,000, When Ill Health Compelled Him to Give Up the Work for a Time—Now He's Strong and Vigorous—Board of Governors Met Here Last Night.

Among the delegates from various churches are: Rev. H. P. Adams, Yarmouth. Rev. W. L. Archibald, Lunenburg. Rev. A. J. Archibald, Digby. Rev. C. Archibald, Miskitoun. Rev. Dr. W. B. Bogg, returned missionary, Wolfville. Rev. J. W. Brown, Havelock. Rev. J. Blackader, Lower Granville. Rev. F. H. Beak, Digby. H. C. Creed (convention secretary), Fredericton. Rev. John Coombs, Cumberland Bay. Miss Martha Clark, Bayview (P. E. I.). Rev. E. P. Calder, Summerside. Rev. O. N. Chipman, Berwick. Rev. C. H. Driscoll, Windsor. Rev. Dr. B. H. Eaton, Halifax. Ward Fisher, Clementsport. Mrs. David Freeman, Halifax. Rev. Charles H. Freeman, Bridgewater. Rev. Z. L. Furb, Woodstock. Miss W. Fowler, Hammond Vale. Rev. W. C. Goucher, Digby. Rev. J. E. Goucher, Digby. J. A. Gates and wife, Wilnot. Rev. E. J. Grant, Acadia, Yarmouth. Rev. W. T. Hutchins, Truro. Rev. H. S. Hall, Smithville Cove. Rev. H. R. Hatch, Wolfville. Rev. Dr. S. B. Kempton, Dartmouth. E. D. King, Halifax. Rev. A. L. Lewis, Aylesford. Deacon John Mosher, Havelock. Rev. R. O. Mosey, Chester. G. F. McDonald, Cornwallis. Rev. David B. Price, Yarmouth. J. F. L. Parsons, Halifax. Rev. G. P. Raymond, Charlottetown. Rev. H. B. Smith, New Germany. Rev. W. M. Smallman, New Glasgow. Rev. H. F. Waring, Halifax. Rev. H. C. Velder, Crozier Theological Seminary, United States. Rev. J. B. Slocum, State of Maine. Rev. J. C. Spurr, Summerside. Rev. Dr. Thos. Trotter, Wolfville. Arthur Whitman, Sydney Mines. Rev. Howard Barrs, Yarmouth. G. E. C. Burton, Wolfville. Rev. Dr. Steels, Deacons Christie, Deacons Black, Mrs. R. G. Smith, Rev. E. Bates and wife, of the Amherst church.

After the Maritime Baptist convention, which will open in Leinster street church here at 10 o'clock Saturday morning, Rev. Dr. Trotter, president of Acadia College, will resume his canvas for subscriptions to enable the college to secure the \$100,000 conditionally promised by J. D. Rockefeller, the oil magnate of the United States.

The board of governors of Acadia held a meeting, preparatory to the convention, in Leinster street church last evening. They were considering their report to be submitted to the convention and adjourned to complete their work this morning. Speaking to a Telegraph reporter, Rev. Dr. Trotter said that at the beginning of June upwards of \$30,000 had been pledged by just a few people. He had intended to further prosecute the canvas but unfortunately he had been ill during the summer and only recently regained his health. Now he is strong and vigorous and expects after the convention to resume the canvas among the wealthier individuals and is filled with hopes of success in attaining his object.

Those who attended last evening's meeting of the board of governors are: B. H. Eaton, of Halifax (chairman); Rev. Dr. Trotter, Rev. A. Colton, and C. H. R. Starr, of Wolfville; E. D. King and Dr. E. J. Saunders, of Halifax; Rev. Dr. J. A. Manning and R. G. Halsey, of St. John; Dr. S. B. Kempton, of Dartmouth; H. C. Creed, of Fredericton; Hon. T. R. Black, of Amherst; William Cummings, of St. John; A. S. McDonald, of Cornwallis; Rev. F. M. Young, of North Sydney; Rev. J. C. Spurr, of P. E. I. The meeting will meet at 10:30 o'clock, and in the afternoon at 2:30. The evening session will commence at 8. Among the papers to be read will be: The Prophet Amos as a Preacher—Rev. William Smallman, New Glasgow. The Laws of Jesus Compared with Those of Moses—Rev. A. S. Greene, of the United States.

A Review of Dr. Denny's book on The Death of Christ—Rev. W. N. Hutchings, of Moncton. Christ and Him Crucified—Rev. H. F. Waring, Halifax. Sermon—Rev. J. B. Sheum, Concord (N. H.).

Germany Has Nothing to Fear from the United States.

Berlin, Aug. 20.—James Speyer, the New York banker, at the conclusion of a two column interview on American financial conditions, published by the Frankfort Zeitung, is quoted as saying: "Germany has nothing to fear from American competition so long as the United States is prosperous. America's prosperity means Germany's success in selling abroad. Therefore there is every reason for the Germans to wish the Americans good luck and to cultivate their good will."

To dock, scrape and paint one of the British ironclads costs on an average of \$24,000, and it is estimated that twice a year.

THE DAY OF MIRACLES NOT PAST.

A Toronto Star reporter investigated the case of Mr. George Carter, a deaf-mute, who had been blind since birth. He had been cured by the use of the Pilsner Cure. This cure is a simple, natural, and safe remedy, and is guaranteed to give relief, and is warranted to give lasting satisfaction. All sufferers from impaired hearing, deafness, and ringing in the ears are advised to inhale the Pilsner Cure and derive the great benefits it is capable of affording. Price, \$1.00, small size, 50c. Druggists, or N. C. Pilsner & Co., Kingston, Ont. Dr. Hamilton's Pilsner Cure Constipation.

The best hogs of Ireland could give an annual output of 100,000 electric horses a year.

Nature's Cure. Fuller's Blackberry. 25 cents at all Druggists. THE BAIRD CO., Limited, Proprietors, WOODSTOCK, P. E. I.

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