

r to pay expenses, and each addi-al pig represents a profit. There however, a limit to the number of s in a profitable litter; very lers are apt to be weak and jun quality. Few rish more than fourteen pigs, an even litter of from eight to twelve e, strong lusty fellows is much e profitable than a litter of sir-lor eighteen weak, flabby, and illshed pigs. A. CLEMONS, Publication Clerk,

e Hugh H. Robertson of Joggins Raft Fame, 1841

s a Big Drift into the Port of San Francisco to the Terror of

22.—The monster for raft, the set ever constructed on this coast, ed in the harbor intact today, and ping men breathe easier for it. The was towed from Astoria by the mer Frances Leggett Without a e stop. Favorable weather was intered on the entire trip and the intered on the entire trip and the ett came down the coast in five and tweaty hours, averaging than four knots on the voyage entering the harbor three tugs assisted the steamer ering the harbor three red-is assisted the steamer and huge raft up Cakland creek san Antonic estrary.
raff, which is composed entirefelexaph poles, freasures 720
n length and has a maximum
of 85 feet. It contains 2,000,000 of lumber, which is sufficient to sight large lumber carriers. The was built at Stella Wash, for the

was built at Stella, Wash. for the mond Lumber Company of this After being launched the naft towed to Astoria, where it went to during a southwest gale. The chains which held the logs kept aft intact and it was finally feat-

You Have Always Boug

BALLADE OF BUSTEDNESS.
D. Nesbit in Chicago Tribune.

L'ENVOI. would I had the gift of Puck, da pathway round this ball in we're on! But drat the luck, t go anywhere at all! MOSS GLEN.

Nina Rodgerson, now of Bath s visiting her mother. Hudson sen made 2 short visit to his home. Miss Ina DeLong will at on early date to St. John to her duties. social held in the school Sept. 25th was a success.
of Hampton's sportsmen were
ately looking for moose, but did

ase's Qint

OTTAWA LETTER INCOMES OF the house

Has Taken Foremost Rank This Session as One of the Best Debaters on the Conservative Side of the

Sir Wilfrid Laurier Forced to Make Some Important Changes in the Redistribution Bill So Far as It Relates to the Province of Ontario

(Special Cor. of the Sun.) OTTAWA, Sept. 26 .- The house of commons disposed of a lot of business during the past week. The G. T. Pa-cite deal and the redistribution bill have passed through the critical stage in committee, and the latter has been given a third reading. This means of the liberal organs opposed to him that the two most contentious meas-ures introduced by the government been accused of referring to Mr. Povice have practically been disposed of. There remains for consideration the hill to amend the Audit Act, a portion of the main estimates, further supple-mentary estimates, and the railway subsidies. If rumor is to be credited, the estimates and railway subsid will amount to \$40,000,000, which will mean that Canada will be saddled with an expenditure for the year 1903-04 of omething like one hundred million dollars. Coming from a government who staked its life on its thorough belief in economy, this will be rather a taggerer to the electorate. "Staggering humanity" seems to be a pastime with Sir Wilfrid Laurier, who has hrown into the political arena within the past three months, without consideration, some of the wildest schemes that have ever been broached in this country. The opposition, however, rumors proving true to restrain the from the imposition of such magnifi-

Hon. W. S. Fielding was most humorous the other day when he ventured the observation that in the matter of provincial autonomy for the Northwest Territories the government desired to proceed with caution. The finance minister assured the commons that the wise administration now ruling at the capital invariably handles large questions in a most deliberative manner. Well, the Grand Trunk Pacific scheme has been rather hurled at the public. "Time cannot wait," was the predominating argument offered by Wilfrid Laurier in support of the scheme. "Heaven grant that we may not be too late," was a useful auxiltary advanced in support of the "Time cannot wait" feature of the premier's surprise, therefore, that a broad smile eted Mr. Fielding's rather inconsisgreeted Mr. Freinings rather inconsis-tent venture that the government al-ways proceeds with due caution in matters which involve a drastic change in the fixed policy of the country. The page boys almost saw the joke. Protion of the letter carriers, the rural viewed the situation with amusement; wishes to avoid, inasmuch as it would mean an end to political influence in that section of Canada of the fine Italiah hand of Hon. Clifford Sifton; and so in this instance deliberation is the customs and inland revenue employes in the principal cities and towns of Canada are provided for Mr. Bir. It is rather painful for some gentleman who has spoken long and energetically in favor of the deal to find his constituents protesting against it. Manitoba, Ontario, Quebec, predominating feature of the governthe Grand Trunk Pacific, involving an expenditure of \$100,000,000, deliberation swept aside, but it is hard to reconcile oneself to the inconsist

But the question of the progress of sideration and must not be lost sight of. The present indications are that prorogation will come somewhere heen October 15th and 22nd. will mean that parliament will have sat a few days over seven months, and It is unlikely that any such session will be seen for some time to come. The conservative opposition, which has been ridiculed by the liberal press as a weak one, has succeeded in holding up the "strongest business cabinet ever assembled in any country" for a rather embarrassing period. If the liberal press persists in referring to the opn as a weak aggregation, it can hardly hope to impress the electorat with the tremendous debating powers on the government side of the house The Grand Trunk Pacific debate has not strengthened the argument that the ministerial benches are occupied by such renowned debaters that the public have been led to believe, and if Hansard is used on the hustings the vanced in favor of the large government policy is bound to come put at the small end of the board.

In the matter of the redistribution forced to consent to changes in the constituencies of Waterloo and Hastings, which are virtually a confession weakness of the committee which he proposed should deal with the much-vexed question of arranging the electoral changes throughout the country. The prime minister, at one of the sittings on the bill, held up a map illustrating his view of the case and another setting forth the proposalis made by the opposition. He pointed with a certain amount of pride to the liberal scheme and defended it in a most vigorous manner. There was nothing for the people of Waterloo to complain of. The government was

The chaces of the opposition in On-tea por holding their large majority at the next election are brighter as a result of the premier's decision. Water-loo under the liberal proposals would have elected a conservative and a lib-eral. It will now return two conserv-atives: Hastings would have atives; Hastings would have gone one liberal and one conservative if the government's proposition had been unchanged. Like Waterloo, it will be strongly conservative in both divisions at the next election. This reduces the effect of the liberal gerrymander by four votes, and it is more than probable, that some of the disgraceful changes which have been made in other ridings will prove a boomerar to those responsible for them. Ontario, judging by the number of protests it has filed against the Grand Trunk Pacific deal, will need something mor than a gerrymander to bring it to sup-port Sir Wilfrid in the next compaign, and Mr. Borden will undoubtedly re-ceive a good "leg-up" to the premier-

ship from the real victim of the pre-sent redistribution bill. George Fowler has been receiving some flattering bouquets from those who have heard him during his speeches on the Grand Trunk Pacific bill: The member for Kings, N. B., has come to the front with a rush during the past few weeks and is ac-knowledged to be one of the best de-baters on the conservative side of the house. Although a hard hitter, Mr Fowler invariably strukes above the been accused of referring to Mr. Davis, the member for Saskatchewan, as one of the representatives of the "greasy west." Mr. Fowler never made such a statement in the commons. No remark is reported by Hansard. Mr. Fowler did ask, in the course of a few innoying interruptions by Mr. Davis, what the member for the "breezy west" was saying. As Mr. Davis has frequently been sat on by his own political friends during the present session, Mr. Fowler may be excused for demanding from that quarter an explanation of an interjection which was not germain to the question. If Mr. Davis' defenders wish to get a fair line on the reputation of that gentleman, it would be well for them to devote a short time to a perusal of the remarks made concerning the repre-sentative of Saskatchewan by Mr. Mc-Creary, the liberal member for Winnipeg. Mr. McCreary knows Mr. Davis, and the epithet "representative of the greasy west," does not cover a hundredth part of the attack made on Mr. Davis by his colleagues.

Sir William Mulock a few weeks ago, ntroduced a bill to provide for an increase in the salaries of certain persons in the civil service. The post-master general selected as the object of his generosity the deputy heads of departments, chief clerks and first-class clerks. The rank and file of the service, who needed additional salries, were given the go-by. Thomas underpaid, as a whole, moved an amendment which provided for an increase all round. The government was thus forced to withdraw its original proposal and accept Mr. Birkett's proposition, with this exception that the maximum salaries suggested by him were reduced \$100. Mr. Birkett has in but has forced the government to conmail contractors and the rural post-are beginning to take a more serious wishes to avoid, inasmuch as it would masters. Sir William Mulock posiof Canada are provided for, Mr. Birkett's amendment will be generally

Mr. Fowler made a strong appeal for an increase in the salaries of country postmasters, rural mail contractors and letter carriers. Throughout Mr. Fowler's remark Sir William Mulock was engaged in conversation with Hon.

Jame: Sutherland. Evidently he thought that the class of employes whose salaries were under consideration at the time were unworthy of attention. It was not until Mr. Fowler called attention to this lethargy on the part of Sir William that the postmas-ter general condescended to listen to him. The latter, while appreciating the fact that Sir William was a millionaire, who could not be expected to sympathize with the needs of the later to the voice of the electorate that workingmen, suggested that it was he positively refuses to stay his hand only ordinary courtesy to listen to a member of the house when matters well as conservatives who have concerning the minister's particular ed the hundreds of petitions placed on department were being discussed.

when he stated that Sir William is in als department. Sir William, load-from the public treasury. ed down with money, can take a trip to Australia or England or some other ates with an iron heel. When it was suggested that he should take over the portfolios of railways and canais, the employes of the post office department held a love feast, while those in the department of railways and canais were in mortal terror of the readjust-ment of the cabinet positions. We ment of the cabinet positions. We man the consideration yesterday. From the amother transcontinental railway shall be built, and after signing a contract authorizing the commencement of work he proposes to ask the people what they think of his action.

government will be appreciated. Money is needed to make the wheels go round, and in order to get as much of the wherewithal as possible the house took up non-contentious items over which Mr. Fielding has control. The Intercolonial railway items were allowed to go through without much criticism, partly because the minister of finance is not over familiar with the details of the department of rail-ways and canais, and partly because the winding the whereas the present government was the votes were nearly all intended for improvements along the main line and the second of when the supplementary estimates are submitted at a later stage.

The finance minister and acting minister of railways was in a particularly god humor. It is selden that the government will condescend to make a formal promise that improvements will be carried on in the constituency Truro, better known as the Esplanade, pensed with in the post office dep repaired at the expense of the Intery government employes. Mr. Gourley nsidered that as the I. C. R. practically assumed responsibility for the upkeep of the Esplanade, the manageprobably come at no distant time under the Intercolonial railway an ocean to ocean line instead of one which is compelled to take what it gets in the way of traffic at Montreal.

An interesting and amusing situation was developed by a discussion as

One discordant note was struck wher an item of \$1,150 for a circular saw was reached. This is to be charged up to capital account. The opposition protested against this on principle. It seemed to Mr. Barker that the next thing that would appear in capital account would be a charge for a buck saw. Mr. Fielding thought this possible if the bucksaw were new. considers that if the Intercolonial buys a new bucket to put where there had been no bucket previously, capital ac-count should receive the benefit of the item. Then someone suggested that at a station somewhere on the Intercol-onial, for which a chair had been purchased and paid for out of capital ac count, the station master must have been compelled to stand for some years.

If we may take Mr. Fielding's assurrance in re the bucket as sincere, capital account of the interocionial will grow rather rapidly if the finance minister is continued in the department of ailways and canals. That would be unfortunate, because at the presen time capital account is made responsible for too many items which should properly appear in the working expenses column.

viewed the situation with amusement, interest in it. It is rather painful for New Brunswick, Nova Scotia and Prince Edward Island have all been heard from, and in every case it is the same story. The electors demand that Cox shall wait, despite the fact that "Cox can't wait." The government is requested to inform itself more fully as to the routes through which the G. railway company would obtain before committing itself to such a vast project. If this were done, the credit of Canada would not be pledged for \$100,-000,000 for the benefit of private persons until after the next general election. And there is no knowing what might happen if the people were allowed to pronounce on the bargain which Sir Wilfrid Laurier has made with Mr. Hays. So indifferent is the prime minwell as conservatives, who have sign-Mr. Fowler hit the nail on the head words told to mind their own busi-

nothing for the people of Waterloo to complain of. The government was simply remedying the injustice done to that county by the gerrymander of the head of two of the most important departments in the public service.

1882. In regard to Hastings Sir Wilfrid used the same line of argument. But when the independent press of Canada took up the cudgels and demanded fair play for the opposition in those two ridings Sir Wilfrid was forced to substantiate, in a small measure, his promise made on March flist, that the object of the government

1882. The position of the most important departments in the public service.

2983. The position of the most important departments in the public service.

2984. The head of two of the most important departments in the public service.

2985. The head of two of the most important departments in the public service.

2986. The dearer, and as is usual during a period of prosperity, a certain style has to be maintained which is not looked for during times of depression. The presentatives, and the documents of the period of prosperity, a certain style has to be maintained which is not looked for during times of depression. The presentatives, and the documents of the period of prosperity, a certain style has to be maintained which is not looked for during times of depression. The presentatives, and the for during times of depression. The presentatives, and the history of Canada. However, they have on many occasions felt free to spend millions of Canada. However, they have on many occasions felt free to spend millions of Canada. However, they have on many occasions felt free to spend millions of Canada. However, they have on many occasions felt free to spend millions of Canada. However, they have on many occasions felt free to spend millions of Canada. However, they have on many occasions felt free to spend millions of Canada. However, they have on many occasions felt free to spend millions of Canada. However, they have on many occasions felt free to spend millions of Canada. However, they

great depresson which affected the ly refused to insert in the contract any

which will probably be followed by a faithful body of men. He was appealmore vigorous campaign against the great increase in public expenditure then as minister of labor. Both advances were equally futile, Sir William contenting himself with flippantly promising the house to have the minister of labor present the case of the letter carriers to the postmaster gen-

The postmaster general was given rather a warm reception all through the discussion. He was cholled to hame a single person in his employ of an opposition member Notwith standing this hard so induced Mr. Gaorge Fowler of Kings induced Mr. Pielding to piedge himself to the constituetion of a new refigure living a struction of a new refigure living a make but Sir William could of the claims of bantown for a new tion to make, but Sir William could station house. Mr. Gourley was also not refute it. It was also shown that in luck. He wants a mud hole in men whose services have been disment were persons in receipt of small regarded at the expense of the Intercolonial railway. The spot has been
an eyesore for some time, and when
the people of Truro undertook to improve it they were ordered to desist post office department dealing with their cases as he has dealt with those of their underpaid fellow officials. Sir William has no patience with those in a presentable condition Again supply of this world's goods, and while Mr. Fielding's heart warmed up to the occasion, and he promised that out of the \$233,000 to be expended at Truro his subordinates as postmaster genbe would try to find sufficient money eral. His regime does not give prohe would try to find sumcient money to do the grading. He would not promise of many good things for men of and canals in regard to the grading. He would not promise the people of Trure, however, to low salary. But a brighter day will No minister of the crown has ventured to salary and the eastern section of another government, which will make under the coming new conservative advanced in support of the measure

tion was developed by a discussion as to the respective salaries of the employes on the senate and con sides of the Parliament buildings, Since the senate has been reformed, it has had associated with it Senator Landerkin, Selator McMullen and others of their stamp, who, when members the house of commons, never lost an opportunity of criticizing the extravagance of the liberal conservative party and calling for retrenchment. They made a dead set on the civil service and declared that hundreds of depart mental employes were overpaid. They not only favored a reduction in the number of officials, but insisted that their pay should be decreased in many instances. With the change in the political makeup of the senate, the officials of that august body have not easy been granted increases far in ex-cess of those extended to the officers of the commons, but there is a move-ment now on foot to deal even more generously with those engaged in the Red Chamber. The opposition in the commons held that if the senate employes are to receive increases, the same treatment should be meted out to those whose services are given to the commons. Hon, W. S. Fislding explained that the action of the senate The petitions against the G. T. P. was due to the increase in dignity which manifested itself on that side of the house during the past session. That this so-called dignity exists, is beyond dispute. There was a time when the ordinary citizen of Canada was allowed to enter the senate by the same doo the liberal majority was assured at the beginning of the present session, a bold sign notified the common people that the main door was good enough for them. Still this does not explain the violent change of the opinions of the liberal party has been unable to observe a single pledge made in the

days of opposition. J. D. McKENNA. OTTAWA, Oct. 1 .- The nations transcontinental bill has been disposed of by the commons. It now remains for the senate to say whether the huge job which is intended to place \$100,000,-000 worth of property under the control of Senator George Cox and others shall be consummated. If the senate endorses the deal the final decision will be left to the people, who are vigorously but vainly protesting against the government's policy. Already some 50,000 electors have declared against it, but the liberal party refuses to listen to the still small voice, and it will be at the next election that they must learn that the people and not the people's representiives are real power in Canada. In passing the transcontinental railway bill, without first appealwhen he stated that Sir William is too wealthy to appreciate the trials and tribulations of the ordinary workingman. Time and again during the present session he has absolutely retrieved to listen to any arguments advanced in favor of the large number wanced in favor of the large number which he has a power above and beyond men who draw large salaries.

In east, That may be good policy to Sir Willfirld Laurier's mind, but there is an in end to all such autocratic government, and when the polls are next opened it will be the duty of the people of Canada has a project of the magnitude of the Grand Trunk Pacific scheme been put through parliament without first placing it before the country. The proposition to construct the Canadian Pacific was debated on the hustings of the country. ing to the country, Sir Wilfrid Lauduring an entire election campaign and the people pronounced in its favo matter of the redistribution Wilfrid Laurier has been Wilfrid Laurier has been ada, but he grinds down his subordinates of Waterloo and Hast-

improvements along the main line and at principal points in the different provinces. The criticism of the contemplated expenditure was not very vigorous, and after the red-hot debates which have characterized the proceedings of the house since July sist it almost looked as if an armistice had been arranged between the two parties. It was a sort of breathing small a second lien on five million dollars worth of rolling stock. The G. T. P. for forty years after the period of conof the eastern section will be permitted to import all supplies for betterments free of duty, and so on to the end of the chapter, the Grand is how it would stand :

> The Grand Trunk Pacific scheme marks an epoch in Canadian history, since it became a government mea-sure, for the first time since confederation a minister of railways resigned his portfolio, rather than accept a policy which was wholly concerned with the development of the railway system of the country Mr. Blair's resignation is now several months old, but the interest in it has not yet subsided. He has left behind him an arraignment of the government which no minister of the crown has been able to answer. The objections raised by Mr. Blair to the policy of constructing a trans-continental railway at the pub lic expense for the benefit of favored exploiters are as sound today as they were when the ex-minister of railways and canals advanced them on August 11th. The scheme is as inde-fensible now as then. There is the same absence of information in regard to the route of the road. The government has not yet consulted its own of penses are so systematically curtailed what the cost of the eastern section of by the knight of North York, and the road will be. Nothing has been which suggests that the country is clamouring for a new railway of the character that Sir Wilfrid Laurier pro poses. The transportation commission which at the opening of the session was to be consulted as to the feasibility of successfully solving the trans ed. Everything is topsy turvy, and yet the prime minister has had the audac-ity to force through the commons a question which has never been pr nounced upon at the polls.

One noticeable change in the arguents in support of the government's railway policy is to be found in the abandonment of the claim that a rail-way line, modern in every respect, can be constructed from Moncton to Por 000,000. It was Hon. W. S. Fielding who first made that remarkable state ment, but so loudly was it ridiculed from one end of the country to the other, that the Rherals became ashamed of it and allowed it to drop into the ackground. In suggesting that 1,800 miles of railway can be built through a wilderness, and that the bonds of another 1,800 miles of road can be guar anteed at a cost of \$13,000,000, Mr. Fielding became responsible for an assertion which would hardly do credit Sir William Mulock and others to prove the practicability of the country beof over one hundred million dollars, and the impracticability of Canada shouldering the burdens of an alternative railway system, which has been estimated by competent railway exerts to involve an outlay of les half of the prospective cost of the national trans-continental railway

R. L. Borden simply riddled this al ready thoroughly exposed fallacy in his closing remarks on the national McMullen et al. Even in the senate trans-continental railway bill. Speaking of his own scheme which involve the extension of the Intercolonial railway to Winnipeg, and in due time to the Pacific coast, the leader of the opposition pointed out that Sir William Mulock fixed the cost of a road from Levis to Moncton at ten million dollars "Let us bear in mind just this," said Mr. Borden. "The whole enterpris the government is to cost \$13,000,000: that whole enterprise of the government includes this line, which, according to the postmaster general, is cost \$10,000,000 in my proposal; therefore, if you eliminate this ten million dollars you have \$3,000,000 left for the construction of all the other lines pro posed by the government. That is fair argument, is it not? This section is included in the estimate of the postmaster general which is to cost \$13,-000,000; this section, according to him. is to cost \$10,000,000, and therefore there is \$3,000,000 left for all the rest of the government's proposal. Let us see what this wonderful government and this wonderful postmaster general are going to do with that \$3,000,000. I will give here an estimate, according to the finance minister, of the rest of the pro-

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posal and I will give my own estim

according to Mr. Fielding's estimate, will cost \$41,000,000, but according to the postmaster general's estimate of \$40,000 a mile for a line from Scotla Junction to Sudbury, which I adopt as fairer, it will cost \$59,000,000. The loss of rental and interest, according to the inister of finance, would amount to \$11,468,030, and according to my estimate it would be \$17,176,038. The mountain section, according to the proposa of the minister of finance, and which adopt for this purpose, would cost \$2,924,000. The Quebec ing to the proposal of the minister finance, and I accept his figures for the purpose of this part of the argument, would cost \$2,000,000. Therefore, you have a total estimate of the cos the balance of the undertaking, according to the estimate of the minister of finance of \$57,692,030, and according to my estimate of \$81,100,083. This

get everything and the Grand Trunk

Get everything and the country reLine from Quebec to Winning Winning Country Retimate. \$57,692,030 \$81,100,033

"But the postmaster general is so much of a born financial gentus that he is going to accomplish all this for \$3,000,000. The fairness of his proposal is so obvious, from considerations of that kind, that perhaps I might almost be inclined to leave it here. I might think, however, right honorable friend, the prime minister should ever have occasion to select a new minister of finance, there cannot be the slightest doubt as to where the choice should lie."

This was one silly argument disposed of in masterly fashion by the leader of the opposition.. But it remains for Sir Wilfrid Laurier, who followed Mr. Borden, to adwance one equally absurd and untenable. prime minister ridiculed the proposal to extend the Intercolonial to Georgian Bay, inasmuch as it would necessitate the upkeep by the Canadian government of a line of American steamers This would be necessary because none other than United States bottoms can carry grain from an American port to a Canadian port. As a considerable portion of the wheat carried over the Canada Atlantic comes from Duluth and Chicago, the prime minister insisted that the possible purchase of United States registered shipping with public funds is an insurmountable barrier to government ownership of a railway to the great west. But as there might be some doubt as to Sir Wilfrid ever having made such a preposterous statement, it will be just as well to quote his own words: "You cannot take freight at Duluth, Chicago or Milwaukee or any of the western ports and bring it to Depot Harbor except in American bottoms.' To the mar who knows anything about the laws of navigation, this assertion caps the climax so far as the silly argun vanced in favor of the Grand Trunk Pacific scheme are concerned. Sir Wilfrid had reference to American coasting laws, but he knew so the subject, that he interpreted them as being applicable to international shipping. This much can be said of his line of reasoning that it is sound as any advanced by him during the course of the debate on the Gran Trunk Pacific scheme. Yet it can only encourage the ridicule which ha been heaped upon the government's policy. J. D. McKENNA

ENORMOUS GROWTH.

Ever since Dr. Chase's Kidney-Liver Pills were first introduced to the public the sales have steadily increased, each year being larger than the year preceding. This is probably the best evidence of their remarkable efficiency as a treatment for derangements of the kidneys, liver and bowels. The invaluable as a family medicine.

FARMERS' MEETING.

KESWICK STATION, York Co., Oct. The farmers' institute speakers,
 Duncan Anderson of Rugby, Ontario, and F. E. Sharp of Midland, Kings Co addressed a well attended meeting in the agricultural hall at this place last ing. The chair was occupied by Geo. J. Taylor, president of the institute. Mr. Sharp spoke on the breeding and feeding of swine; Mr. Anderson on cattle raising, illustrating his

remarks on a chart. The delegates report a very successful meeting at Scotch Lake, on the evening of the 29th; also on at Prince William the evening before. They left by train today for Millville where they are to address two meet-ings, one at Upper Hainsville, and the other at Millville proper. Farmers are wise who attend the meetings. They should avail themselves of every pportunity to learn more of their business.

WANTED-A case of Headache that KUMFORT Powders will not cure in rom ten to twenty minutes.

CORNWALLIS NEWS.

CORNWALLIS, N. S., Oct. 2.-Capt. Blair of the 78th, while riding the review on the last day of the drill at Aldershot, broke one of his ankles. The annual drill held on the new campus at Aldershot this year was otherwise successful in every way. The sudden death of Laura, daughter of the late Fred Chipman, of Kentville, which occurred from a hemorrhage while the deceased was visiting in Wolfville, has cast a gloom

Yarmouth. . . . over many. The deceased was twenty- Ottawa, French's mills.. .... six years of age and was the only daughter of a widowed mother. She Almonte, Wylie and Shaw's..... leaves one brother.

her little nephew, a son of Mrs. Tay-lor of New York, whose mother died recently of heart failure. new Baptist church at Billtown is to be dedicated on Sunday, Oct. 11th.

ST. MARTINS. On Tuesday Mrs. Elizabeth Snow, aged 82, died very suddenly at the re-sidence of Michael Kelly. She has for sidence of Michael Kelly. She has for Weston... 10
many years been a resident of this Lambton mills... 5 who knew her. who knew her.

Mr. and Mrs. J. Roche of St. John Peterboro, Auburn mills..... spent Sunday here, the guests of Mr. Wingham, Inglis and Armstrong.

and Mrs. John Brown.

Rev. Mr. Townsend delivered his Vest Quaco, on Thursday nght,

WEDDING BELLS.

(From Soturday's Daily Sun.)
HAYES-BRANDY. At the home of Heary Brandy of St. James street, yesterday morning, the Rev. Mr. Coffin united in marriage Hiram Hayes of Fairville and Miss Sarah Brandy. The bride was given away by her father, and charming in a blue travelling suit. After the ceremony a wedding fast was served and the happy couple left on the State of Maine for a short wedding tour to Boston, after they will reside in Fairville. Among guests were W. Richardson an Mr. and Mrs. Brackett

RAMSAY-STAGG An interesting event took place Tuesday evening at the residence of Mr. Stagg, Pokiok Road, when his eldest daughter, Clara Hannah, was united in marriage to W. J. Ramsay, in the employ of Chas. F. Francis & Co.

The bride was dressed in a blue travelling suit with hat to match, and was attended by her sister, Miss S. C. Stagg, dressed in white meriawn. Chas. Dykeman supported the groom. The groom's present to the bride was a gold brooch with opal and pearl settings, and to the bridesmaid a diamond

Many beautiful and costly presents were received, including a dinner service from C. F. Francis, and from the employes of that firm a willow rocker. The bride also received many handsome presents from England

Mr. and Mrs. Ramsay left per str. Prince Rupert yesterday morning short tour through Nova Scotia. On their return they will reside with the bride's parents, Pokiok Road. ceremony was performed by the Rev. J. A. Richardson.

FRASER-CLARK

At the residence of the bride's mother, Mrs. R. A. Clark, Alberton, P. E. I., on Wednesday last, Miss J. Isabel Clark was united in marriage to the Rev. J. Kier G. Fraser, former pastor of the Alberton Presbyterian hurch, but now of the Second Presbyterian church, Charleston, S. C. The remony was performed by the Rev. D. J. Fraser, brother of the groom, assisted by Rev. W. T. D. Moss of Pictou and Rev. H. G. Gratz, in the presence of immediate relatives.

CURRAN-BUTTIMER. BATHURST, N. B., Sept. 30 .- A very pretty wedding took place in the Methodist church, Bathurst, this mornmethodist church, Bathurst, this morning at 9 o'clock, when Miss Jessie H. Buttimer, daughter of James Buttimer, D. L. S., of Bathurst, was united in marriage to T. Herbert Curran, foreman of Messrs, Summer Co.'s mill. The bride looked charming in a broadcloth suit of navy blue with white trimmings, and white camel's hair hat, and carrying a bouquet of bride's roses. Miss Kathleen Johnson, cousin of the bride, acted as bridesmaid, and was handsomely gowned in fawn broadcloth and carried a bouquet of pink carnations. Harry B. Curran of the People's Bank of Halifax, Shediac, supported his brother. The wedding cereony was performed by the Rey Goldsmith, and Miss Maud Kyle played the wedding march. The church, which was tastefully decorated with cut flowers and autumn leaves, was filled with friends of the young couple. The wedding presents were numerous and handsome, testifying to the popularity of the contracting parties, who left on the day express for Halifax amid showers of rice and bearing the good

wishes of hosts of friends. FREEMAN-FREEMAN. Samuel Freeman, a young business nan of Wolfville, was united in marman of Wolfville, was united in mar-riage last Wednesday to Miss Eleanor Freeman, at the home of her mother Mrs. Allan Freeman, at Milton.

McINTOSH-TUPPER. A pretty wedding took place at the home of Mr. Tupper of Milltown, Me., on Wednesday evening, the 23rd inst. when his daughter Marietta was united in marriage to Jas. Lewis McIntosh of that place. The nuptial knot was tied by Rev. W. J. Buchanan, in the pre-sence of friends and relatives.

MANY WOOLLEN MILLS Stand Idle-Trade in This Industry

Very Bad. (Toronto Star.) The Canadian woollen manufacture

ing trade is in a very bad state at pre-It was estimated by an authority on the subject, this morning, that no less

than 26 mills are now standing idle. The machinery of these milsl comprise 111 sets of cards. Miling men calculate that each set of cards should be equal to an ouput of \$20,000 worth cloth per annum. Thus, the capacity of the woollen

approximates \$2,220,000 per annum. This estimate includes half a dozen or less, which, though idle at the moment, are not closed down p ly, but which run occasion

be necessary to fill orders. It is stated on good authority that practically all the above mills were in operation a dozen years ago.

They have been compelled to close their doors because of their inability to manufacture at sufficiently low prices. Cheap goods from outside mar-kets have been unloaded in Canada at prices with which the home factories were unable to compete, the result being the wholesale closing down of nills which should now be in operation and turning out annually almost million, and a quarter. dollars worth of products.

Following is a list of the mills, of which almost all are permanently closed down, the remainder, amounting to perhaps half a dozen, being next

Almonte, Cannon's .. .. .. .. Campbellford, Senior's.. .. .. .. Streetsville .. .. .. .. ... Galt, Geo. Godfrey ... ... ... and was much respected by all Peterboro, Blyth mills .. .. ...... Wingham, Inglis and Armstrong. .. Carlton Place, Hawthorne; McGillies, total for two mills .. .. .....

Total, mills, 26; cards.... .. ......111