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NOTICE

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NOTICE.

$1.00 per inch for ordinary transient advertising.

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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., OCTOBER 7, 1905.

G. T. P. EXPORT BUSINESS.

The business of the Grand Trunk Pacific commissioners is to construct the eastern half of the new transcontinental line. They will not be concerned in the operation of the railway when it is completed, or in the routing of traffic. Their immediate affair, and the duty now occupying their attention, is to determine the route of this railway through New Brunswick. Any opinion which they may express on traffic problems has the weight that their knowledge and experience gives. It does not grow out of their position.

Commissioner Young is a western grain dealer who speaks with some authority on transportation problems as they affect one commodity. What he says as to the direction of the grain traffic in the future has value. Mr. Young was quite frank in his discussion of the question proposed by Mr. McKeown. He said that the Grand Trunk Pacific system would include two routes with different outlets. One leads to Fort William, where the control of the traffic passes to other organizations. The other is the all-land route to the Canadian Atlantic pohts. Mr. Young made it clear that in his opinion the Fort William route would be the chief grain channel, and in summer the only one. He said frankly that when the grain was delivered at Fort William it would go to the sea by the cheapest and most convenient route. "Our patriotism in this matter does not amount to half a cent per bushel," said he, speaking for the western shipper.

This statement of the case is candid and correct. Over and over again the Sun has shown that the chief Grand Trunk Pacific route for export traffic is the one leading to Lake Superior, and the next is the one leading to Grand Trunk points in Ontario by way of the branch to North Bay. Mr. Young did not mention this outlet, though it is an essential feature in the programme of the Grand Trunk Pacific Company. East of the junction with the line to the Ontario Grand Trunk system, the Grand Trunk Company, and the Grand Trunk Pacific Company, have not as yet displayed the slightest interest in the proposed railway.

Concerning the all-rail haul, Mr. Young has hopes that the Grand Trunk Pacific will be able to bring grain and other freight to the seaboard at cheaper rates than the Canadian Pacific. This may prove to be true, but the reasons which Mr. Young gives are not convincing. He says that to the best of his knowledge the Canadian Pacific has been hauling grain to this winter port at a loss, meaning that the receipts do not pay the cost of handling. His expectation that the Grand Trunk will do better is based on the supposed fact that the fixed charges are expected to be less. By fixed charges he means the interest on bonds, the rentals, and perhaps the stock dividends. But how can the lighter fixed charges make it possible to carry freight below the cost of hauling? If the winter export grain business does not now pay the cost of carriage, it does not contribute anything to the fixed charges, and therefore it is not affected by the amount of these charges. The only way in which the new railway can haul freight cheaper than the Canadian Pacific, if the latter does not get the cost of the haul, is to do the actual work of handling at less cost, and Mr. Young has not yet shown how this will be done.

Nor for that matter has Mr. Young made good the statement that the fixed charges of the Grand Trunk Pacific will be less than those of the Canadian Pacific. The fixed charges will be three per cent. on the cost of the whole road from Winnipeg to Moncton, together with the interest on the cost of the equipment of the whole railway; also three per cent. on three quarters and four or five per cent. on the other quarter of the cost of the road west of Winnipeg. If stock dividends are included, as Commissioner Young seems to suggest, it will be remembered that the Grand Trunk Pacific common stock is largely if not wholly water, an immense block going to the old Grand Trunk railway as compensation for its sympathetic interest in the transaction.

While the fixed charges of the Canadian Pacific are down in the returns as between $7,000,000 and $8,000,000, it must be considered that the half, or nearly half, of this sum does not belong to the main line of that railway. There are many branches and subsidiary or allied lines which have debentures or rentals attached to them. There are Atlantic, Pacific, and Lake steamships. We cannot speak of the burden of these securities as affecting the cost of through export traffic on the C. P. R. main line.

The fixed charges of those Canadian Pacific lines which correspond to the Grand Trunk Pacific lines are somewhere between $4,000,000 and $5,00,000. It seems certain that the fixed charges of the Grand Trunk Pacific will be more than this sum.

The rental payable to the government in respect to the eastern section alone will probably be $2,500,000. There will be an annual charge of $250,000 on the Quebec bridge. Three per cent. interest on $13,000 guarantee per mile of the prairie section will be $390,000. The estimated annual charge on the government guaranteed bonds of the Mountain Section is over $600,000 a year. These two last mentioned sums are supposed to represent the charge on three-fourths of the cost of the prairie and mountain section. The other fourth, covered by Grand Trunk guaranteed debentures at a larger rate of interest, involves a charge of $450,000. Add these together and we have fixed charges about equal to those attached to the corresponding transcontinental line of the Grand Trunk Pacific. Yet no provision is made for rolling stock or other equipment. There is no allowance for sale of bonds below par, nothing for the cost of the railway above the estimate.

It is not, therefore, easy to see how transportation may be made cheaper by reason of reduced bond and debenture charges on the new road. If the construction of this road does reduce the cost the change will be effected by competition, or by the superior management of the new railway.

THE ROUTES.

Mr. Parent quotes the clause in the contract between the government and the Grand Trunk Pacific, setting forth that the line between Quebec and Moncton must proceed by the best available route, having respect to length, gradients and curves. It is a matter for the district engineers to determine what the distances, the curves and the gradients are by each or all the competitive routes. After that it is a question of practical railroading to balance these advantages and disadvantages against each other. To determine how much additional length of track is equivalent to a certain increase in the gradient, and how much of either disadvantage atones for a sharp curve, is a question of railway adjustment which contains many elements of possible controversy. Yet if one knew all the elements, such as the capacity of the engines, the weight of the average load, the speed of the freight trains, and the urgency of the traffic, he could perhaps reduce the whole matter to an equation. But these and other elements seem to be so variable and speculative that any decision might be open to doubt.

Meanwhile it seems certain that the surveys are not adequate. The chief commissioner has intimated that another survey may be necessary. Undoubtedly it will be necessary to know the exact mileage by each route, and to have a complete record of all the grades and curves. This record is evidently not yet available, and until it is all controversy on the merits of the respective routes is premature.

NO CONTROL OVER IT.

Commissioner Young of the Grand Trunk Pacific railway was exceedingly emphatic in his statement to the Board of Trade here that the transcontinental line and the government would lose control of the Grand Trunk Pacific traffic from the west as soon as the freight reached Fort William. At that point the freight is equally available for transportation agencies, whether they are connected with Canadian or foreign ports. Western patriotism, Mr. Young declares, is not worth half a cent per bushel. So the western shippers, of whom Mr. Young is one, will not keep this traffic on Canadian routes. The Grand Trunk Pacific Company, which has been so magnificently subsidized as an all-Canadian road, is arranging to take the traffic out of the way of Canadian routes. It intends to dump all its summer traffic at the neutral port and allow it to go to Canadian or foreign ports according to chance. Sir Wilfrid Laurier, who declared in this city that he would never be satisfied until every pound of Canadian export freight was shipped through Canadian channels, was the man who turned the first sod of the branch line to Fort William from the main transcontinental. This is the branch which takes the grain out of the control of every one who could turn it toward a Canadian port.

The statement made by Mr. Young has often been made before in this city. But it was never before made by a public officer, and never by an ardent supporter of the Laurier government.

President Schurman of Cornell has advanced the clever proposition that the current financial exposures and scandals are due to the fact that the accumulations of wealth on this continent have outgrown the development of common sense.

The two proposed new Allan line turbine ships are estimated to cost more than $2,000,000. But the Canadian Pacific railway report submitted the other day asked for £800,000 for two new steamships. This seems to be $2,000,000 for each ship.

MR. LABILLOIS AND THE SENATORSHIP.

The Sun recently offered the novel suggestion that in making appointments to the senate the government might give as a sort of experiment some attention to the element of capacity, merit and possible usefulness of the candidates. This idea seems to have struck several politicians as not wholly unreasonable. It would appear, however, that Mr. Labillois in considering his own qualifications is too modest to dwell upon these elements in the case. He apparently depends upon the claims of his race, of the locality from which he comes and his services to his party. In respect to the last mentioned qualification it may be said that in the Parliamentary Companion issued this year Mr. Labillois is described as "A conservative. A Roman Catholic. A Ministerialist." Mr. LeBlanc, the chief Acadian competitor of Mr. Labillois, who was recorded as a conservative in former Companions, has changed his declaration and appears in this number as a liberal. It is safe to say that Mr. Labillois will be found willing to do the same if the name is all that stands between him and the senatorship.

Mr. Labillois is a man who has made his way steadily in public life. He certainly did not make an auspicious beginning, but it is believed that he has tried to live down the unhappy transaction connected with his first sudden change of sides in local politics. It is fair to say that he has been a better chief commissioner than his predecessor, the present minister of railways, whose two-price bridge policy was discarded by the next head of the department. But we cannot congratulate the chief commissioner on his highway act, which is, perhaps, the most unpopular measure ever enacted in this province. It is also singularly ineffective in regard to its alleged purpose of improving the roads, which certainly were never worse within the memory of this generation. In fact, it is commonly believed that the desire of Mr. Labillois for the shelter of the senate chamber is greatly strengthened by popular resentment over this extraordinary measure. This condition of public sentiment may also account for the willingness of the other provincial ministers to part with the chief commissioner. It is probable that they may conclude to part with the highway act soon after.

THE SLOW CENSUS.

Volume three of the reports of the Dominion census of 1901 has just appeared. The statements contained in it are made up from the information gathered by the census enumerators in the early spring of 1901, four and a half years ago. The tardy appearance of this volume, which is not yet the last of the series, is a sufficient comment on the boast of the minister of agriculture that he would reform the art of census taking in Canada. Mr. Fisher charged that the census of 1891, taken by Dr. George Johnson, was a costly production. He also said that the late government was too long completing the work, and that it contained many errors. Now we are partly able to compare the work of Dr. Johnson with that of his successors. The census of 1901 has been much longer in preparation. Two years ago the cost of the census of 1901 was more than double that of any previous census taken in Canada. Since then the cost has gone on increasing. Lastly, there is no manner of doubt that the census of 1901 is the least accurate of the four Dominion censuses.

CONSUMPTION IS NOT HEREDITARY

That is the Conclusion Arrived at by Tubercolosis Congress.

PARIS, Oct. 5.—The third section of the tuberculosis convention now in session in Paris is devoted specially to the question of the protection of children against infection. It is considered that it has been demonstrated beyond the possibility of doubt that the disease is not hereditary, as many have regarded it heretofore.

Professor Broncher, the authority on the disease, of the University of Paris, who is president of the session, after pointing out the various proofs that consumption cannot be inherited, these proofs being accepted by the congress as perfectly satisfactory, expressed the belief that the state has the right to separate children from families, any of whose members is affected with the disease at any stage.

The fourth section of the congress, which is devoted to the consideration of the "social consequence" of tuberculosis, promptly gave its adherence to the plan suggested by rof. Broncher. It appointed a committee to draw up a bill for the protection of children in the manner recommended, the intention being to have it made the subject of legislation.

These are the most striking developments of the sessions, although other practical results are likely to follow from the deliberations. Among the addresses announced is one by Dr. Marmorek of the Pasteur Institute, which is designed to prove the efficacy of his tuberculosis serum, which, though it failed some months ago to secure the approval of the Academy of Medicine, is now reported to have accomplished marvels in London and Vienna hospitals. Dr. Marmorek believes that he has statistics and details to prove the importance of the discovery.

Meantime the question of the place for the next meeting of the congress is agitating many of its members. The thirty-three strong American delegations will present a petition that an American city be selected. Both Vienna and Milan may be considered rivals, but in all probability Chicago will be selected.

FOUND SHARK IN FISH WEIR.

The Steamer Aurora To Undergo Repairs.

Annual Harvest Services—New Skating Rink at St. Stephen—Charlotte Co. News.

ST. STEPHEN, Oct. 5.—Miss Hilda Marshall, daughter of Rev. Thomas Marshall of St. John, is visiting Miss Elsie Sullivan.

Misses Edith Newnham and Beatrice Smith are preparing for the trained nurse profession at the general hospital in Newport, R. I.

Mrs. A. B. Spence is spending a few days with friends here preparatory to her departure for Minneapolis.

Mr. and Mrs. Fred E. Sawyer have returned from Montreal and will make their home here, Mr. Sawyer having been transferred to the St. Stephen, Presque Isle run of the Dominion Express service.

Mrs. C. A. Lindow is visiting in Woodstock.

Miss Alice Love is at home from New York for a visit.

Miss Jean Haley, Miss Cecil Kierstead, Fred Goucher, Wm. Kierstead and Edward Kierstead are attending Acadia College and Seminary this term.

The Grand Manan steamer Aurora has entered on her winter time table and now arrives here each Thursday and departs on Friday. The Latour is to replace the Aurora for a few weeks while she is receiving annual repairs.

The annual harvest services will be held in Christ church on Sunday next.

Town council meets on Tuesday evening next.

Frontier Co., U. R., K. of P., will hold one of its popular dances in the curling rink on Thursday evening of next week.

The Thistle Athletic Association is about ready to proceed with the erection of a new skating rink, but is awaiting a proposition from the owners of the skating rink to rent or sell their property. It is expected that a decision will be reached on Tuesday evening.

Geo. J. Clarke, M. P. P., has been appointed deputy for this district of the Masonic grand master.

The pier under the Canadian end of Ferry Point bridge has taken a considerable list off shore and is in need of immediate attention.

Rev. Chas. Legal will preach at Moore's Mills on Sunday afternoon.

Rev. Geo. M. Young will exchange pulpits with Rev. Norman LaMarsh of Calais on Sunday morning next.

The street railway company is installing a new system of power connection between the rails over its entire system.

The ladies of Trinity church are preparing for a sale and supper on Thanksgiving Day.

Dufferin board of trade will discuss the project of a sardine factory at a meeting to be held on Saturday evening. Hon. Geo. M. Hanson, mayor of Calais, will be among the speakers.

Three moose shot at Bonny River have been brought to the local market during the week. One of the heads, with a fine set of antlers, is being mounted for Landlord Nicholson of the Windsor Hotel. Another fine moose shot there found its way to St. George.

John Bedford found a nine foot shark in his fish weir at Oak Bay one morning this week and dispatched it with two shots from his rifle.

IF YOU HAVE A GOOD JOB STAY HOME.

This is the Advice of John O. Pineo, a Nova Scotian, Who Makes His Home in the West.

John O. Pineo, a Nova Scotian who has been living in Southern Alberta for some years, does not strongly encourage the young men of the maritime provinces who have good positions to throw them up to follow the lure of the west. Mr. Pineo says that while the chances are unquestionably more numerous he does not think they offer much greater prospects of accumulating wealth than are afforded by many of the progressive sections of the maritime provinces. Mr. Pineo makes his home at Crossfield, a small town situated about thirty miles north of Calgary. When he pitched his tent there about four years ago there was not a house in sight. At the present time it is a thriving village. The district thereabouts was for many years regarded as entirely unfit for agriculture owing to the fact that for a long time there was no rain, except a little in the month of June. It has been found, however, that the country is well adapted for mixed farming, and is equal to any in the west for the production of winter wheat. Mr. Pineo has been visiting relatives in Nova Scotia for the past four weeks and is now on his way to his western home.

A MONSTER MOOSE.

Secured Their Prize in Less Than 15 Hours After Leaving Home.

YOUNG'S COVE, Oct. 3.—Two young men, W. T. and J. M. Snodgrass of Young's Cove, armed with Winchesters, made a trip after moose. They reached the scene of operations shortly after midday, and before many hours had passed they succeeded in bringing down a huge moose, arriving back here with their prize in less than fifteen hours.

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

VINDICATION OF ISAAC BURPEE.

How St. John Man Was Wronged—Evidence Showed That Firm Owed Him—Public Apology Made.

(Yukon World, Sept. 17.)

An advertisement in another column signed E. Shoff is the ending to a very old story and one which seems to show a big miscarriage of Canadian justice.

The firm of Burpee & Company carried on a business handling general merchandise and drug supplies, from September, 1902, till March 15, 1904. The partnehs therein were Isaac Burpee and E. Shoff.

On the date of the dissolution of partnership Mr. Burpee was on the outside. The day after the dissolution of partnership Mr. Shoff, partner in Dawson, laid a charge of embezzlement of $12,000 against Burpee in connection with the business.

Extradition papers were applied for, but were refused. However, on another criminal charge, that of embezzling six hundred dollars, the extradition proceedings were allowed, and on May 10th of that year Mr. Burpee was arrested in St. Louis and brought back to Dawson. In all he was in confinement until Sept. 6th, of 1904.

Burpee was tried before Mr. Justice Macaulay, who found him not guilty of the charges preferred against him and ordered his release. At the trial it was admitted that the charge on which the extradition papers were issued were merely pressed in order that Burpee could be brought back and made to face the other charges.

Before Burpee was acquitted Shoff started a civil suit for the recovery of the $12,000, which he claimed Burpee had in connection with their partnership. In October, however, the prosecution withdrew the charges and paid the costs in connection therewith.

February last Burpee took a hand in the game and started a suit against Shoff. There was considerable crossfiring and finally an agreement was reached that the whole matter of the partnership would be referred to E. W. McAdam, the expert accountant of the N. A. T. & T. Co. He was instructed to make a new set of books and to go into the matter with the utmost thoroughness and find just how the partners stood in regard to each other.

Mr. McAdam finished his work yesterday. There was on the books some gross assets to the amount of over eighteen thousand dollars. A considerable portion of this was written off to profit and loss. After this had been done it was found that a considerable sum of money was still due to Mr. Burpee from Shoff, and this sum Mr. Shoff paid at once and made the acknowledgment printed in another column.

Mr. Burpee and his friends are naturally jubilant at his complete vindication. There is still a feeling that Mr. Burpee has been wronged and that a whole year of his time has been wasted in an endeavor to clear his name from the aspersions that have been cast upon it. However, all's well that ends well, and Mr. Burpee intends to celebrate the conclusion of his long suits by a trip to the outside before navigation closes for the year.

NOTICE.

(Yukon World, advertisement.)

To All to Whom These Presents Shall Come:

Be it known that I hereby announce to the public that the informations laid by me in March, 1904, to procure the extradition of Isaac Burpee from the United States on the charge of embezzlement were unjustly and improperly laid, as at that time, though I believed my statements to be true, which belief was founded on the books of Burpee & Co., they were not true in fact, which fact has been recently established on the taking of accounts in a civil suit between Isaac Burpee and myself to adjust the affairs of Burpee & Co., in which it was found that I was indebted to Mr. Burpee instead of his being indebted to me, and the settlement of which indebtedness has been made.

Dated at Dawson, in the Yukon territory, this 16th day of September, A. D. 1905.

E. SHOFF.

Witness:

FRANK J. M'DOUGAL.

MARRIAGES.

BONNELL-LOUGHREY—At Norton, N. B., Oct. 3rd, by Rev. Frank Baird of Sussex, Frederick John Bonnell to Sarah May, eldest daughter of James Loughery of Norton.

ALLEN-COLLINS — On Wednesday, October 4, at St. John the Baptist church, by the Rev. Father Chapman, V. G., George Percy Allen to Bertha Marion, daughter of the late John I. Collins.

MACLEAN-WILSON—At Back Bay, Boston, Sept 30, 1905, Arthur B. Maclean, president of MacLean Oil and Supply Co., and Cora F. Wilson, daughter of the late Col. Preston J. and Viola Buchanan Wilson of Indianapolis, Ind.

SMITH-BELL—At the Methodist parsonage, Hampton, Oct. 4th, 1905, by the Rev. R. G. Fulton, Burpee Elwood Smith to Miss Nellie Bell, all of Smithtown, Kings Co., N. B.

WOOD-WOOD.—At Bangor, Maine, Sept. 26, by the Rev. E. F. Pember, T. A. Wood of Jackson, Tenn., to Susella Wood, of St. John, N. B.

DEATHS.

ATCHISON—James, youngest son of the late Andrew Atchison, in his 21st year. A mother, two brothers and a sister to mourn their loss.

BRANNEN—In this city on Thursday, 5 October, at 253 St. John street, West End, Sarah, aged 73 years, wife of Capt. Charles W. Brannen.

CHANDLER—At Moncton, Sept. 28th, of cholera infantum, Wm. Wesley, beloved child of Clarence H. and Alma S. Chandler, aged 1 year, 11 months and 3 days. (Moncton and Sackville weekly papers please copy).

FLOYD—Accidentally killed at Bloomfield station, on Sept. 30th, James Corey, aged 20 years, and Stanley E., aged 15 years, sons of John M. and Elsie Floyd.

EASTPORT NEWS.

Government Cruisers On Watch For Dynamiters.

Campobello, Formerly an Oasis For Thirsty Souls, is Hard to Reach.

EASTPORT, Oct. 3.—After a delay of about a month in the harbor, the two Italian barks, Harrington and Attivo, will probably receive their load of box shooks for Mediterranean ports and two small schooners came down the St. Croix river during the past week with some of the cargo of orange and lemon shooks, which are being put on board. It was generally supposed when the barks arrived here that they would be hauled in at the railroad wharf, where there is sufficient water to remain in safety, but there has been delay in bringing in the shooks by train from Princeton or Calais, and this has been annoying to the Italian captains, who, it is stated, had been asked to have their ships towed up the St. Croix river below Calais, where there might be some chance to get loaded quicker than if they remained here and waited for the shooks to come in by train. It was given out this week that the commanders of the barks did not care to take the chances in the narrow channel up the river, so it is probable that the cargoes will be brought here by vessels, or perhaps train.

The two fishery protective cruisers Constance and Curlew of the dominion government were at anchor in the harbor Sunday, and their officers and crews enjoyed shore leave about the Island City for several hours. It is not often that the two handsome white cruisers are here at the same time, and it was rumored that they were on the watch for reported users of dynamite in different parts of Passamaquoddy Bay and the Bay of Fundy, but nothing definite was heard in this city, and it is known that no dynamite has been used in the harbor for some weeks, following the recent arrest of two Quoddy fishermen, who will be heard this month at Machias.

A number of the residents who had dealt in liquor in past years are eagerly looking forward to court week, which convenes at Machias later in the month, as it has been rumored that liquor selling will be given quite a warm reception when the cases are tried, and for some months it has been unusually dry in this city, where at one time we had more open places than were necessary. It has been stated that more than one former dealer in the wet goods who had skipped across the border to dominion soil, remaining there since, were figuring on coming back to the city and giving themselves up and taking the chances of sentence.

Campobello Island, N. B., has been one of the strong attractions every Sunday for a number of the young residents, who, after being dry for the week, usually enjoy a few hours over the line, and where they had been sure of getting enough liquor to fill up on, besides bringing in a bottle for later use. Several boats which started out Sunday for Campobello were not allowed to land at the places where the attraction was, and it was a dry time coming back for many.

Sour Stomach and Foul Breath.

Are caused by fermentation of foods. To correct this use Polson's Nerviline. Its influence on digestion is marvellous. For the stomach nothing excels Nerviline. Try it yourself.

DOGFISH PLENTY NEAR CANSO

CANSO, Oct. 3.—Although the dogfish reduction works continue to run night and day, they cannot keep cleaned up the swarms of dogfish landed each day by exultant fishermen. Boat loads continue to arrive from outlying sections of the coast, and all the fishermen are pleased to see so many of their enemies thus destroyed.

Doctor George W. Field and John W. Delano of the United States department of fisheries have spent the past few days here with Manager Cox, inspecting the methods employed by the Canadian department of fisheries in dealing with the dogfish. It is contemplated that some united action may be taken by the American and Canadian authorities to rid the Atlantic waters of these destructive fish. These gentlemen proceeded today to Sydney and Newfoundland to continue their investigations.

Georgetown, P. E. I., is petitioning the government to establish a dogfish reduction plant at that port. At a largely attended meeting on Saturday a committee was appointed to bring the matter to the attention of the authorities. The dogfish is becoming a serious nuisance in those waters, and it is expected that fishermen all over the Island will unite to secure some means of ridding them of this pest.

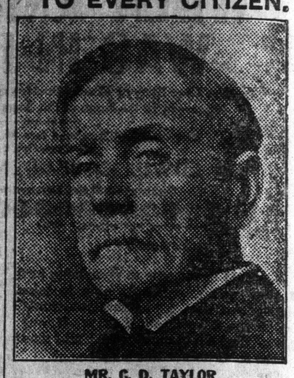
ST. MARTINS.

ST. MARTINS, N. B., Oct. 5.—A confirmation service took place in the R. C. Chapel at 10 o'clock Tuesday morning, when twenty children were received into the church. Father Porier was assisted in the rite by Bishop Casey and a brother priest from St. John. Among those confirmed were Pearl Scovil, Alice O'Connell, Mary Ilyev Kathleen McBride, Jack Welsh, Wm. Welsh, Percy Ennis and others. At the close the new bell recently erected, was blessed by the bishop and priests. A large congregation was present.

H. A. Fownes, who has been very ill of typhoid fever, is slowly recovering.

Horace King of St. John, who has been for a time hunting and fishing at Salmon River, returned home Monday.

OF VITAL INTEREST TO EVERY CITIZEN.



MR. C. D. TAYLOR,

CLERK BOARD OF HEALTH SAYS PE-RU-NA HAS BECOME THE FAMILY MEDICINE OF THE WORKING PEOPLE IN HIS CITY.

Mr. C. D. Taylor has been Clerk of the City Board of Health, Jacksonville, Fla., for ten years, which position has afforded him amply opportunity for noting the best means of preventing and curing disease.

He expresses his approval of the use of Peruna as the most effective means of solving a problem of such vital interest to the community in the following letter:—

"The health of the poor of a large city is always a question of vital interest, not only to the city officials but to every citizen. It has been a source of much satisfaction to me to find that so large a number of working people in moderate circumstances have accepted Peruna as their family medicine. It has cured a large number of cases especially of catarrh of the head, lungs and stomach and building up the general health it cannot fail but prove a help and blessing to any community where it is generally adopted and used. I have found it an honest, reliable remedy and am pleased to endorse it."—C. D. Taylor.

Working Man's Family Medicine.

Address Dr. S. B. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.

DEATH OF PROMINENT SACKVILLE PEOPLE

Young Mt. Allison Graduate Passed Away in the West—Sackville Personals.

SACKVILLE, N. B., Oct. 5.—The death of Albert Bulmer, Salem street, occurred at an early hour this morning after two months' illness. Deceased was 61 years old. A widow and three children deeply wourn their loss. An only son, John, of Beverly, Mass., Misses Annie and Alice at home. He also leaves two brothers and a sister. The brothers are Herbert, in Boston, and Nathan, of Sackville. The sister, Mrs. McKenzie, lives in Moncton. Mr. Bulmer was a faithful and active member of the Methodist denomination. Funeral takes place on Saturday at 2 p. m. Rev. Geo. Steele and Rev. Dr. Stewart will conduct the service.

Fred Bell passed away very suddenly this morning, after a few hours' illness, hemorrhage of the brain being the cause of his death. Deceased was thirty-five years old. A widow, formerly Miss Maggie Welsh, and two small children, survive him.

Word reached here yesterday of the death of Ivan St. Clair Spendler at Alberta, where he went some weeks ago, hoping that the change of climate would benefit his health. Consumption was the immediate cause of his death. Deceased was a native of Lunenburg, N. S. He was well and favorably known in Sackville, graduating from Mt. Allison musical conservatory in 1904.

Rev. J. H. Brownell of Port Elgin is in Sydney this week attending the Presbyterian Synod of the maritime provinces.

Principal Jonah, of the high school, and assistants, Lloyd Dixon, Misses Ramsay, Brownell and Marshall, are attending the western teachers' convention at Dorchester today.

Rev. Chas. Flemington and wife, of Point de Bute, were the guests of Rev. and Mrs. Geo. Steele yesterday.

Avon Saxon will give one of his popular concerts at Music Hall tomorrow evening.

Dr. Malcolm of Fogo, Newfoundland, is a guest at the Ladies' College.

Miss Webb, of Mt. Allison musical staff, is able to resume her classes again.

At a recent meeting of the Methodist Society, Sackville, the following gentlemen were elected representatives of the quarterly board: Senator Wood, H. M. Copp, C. W. Cahill, Thomas Dixon, W. J. Goodwin.

Preparations are in progress at the Ladies' College for the annual faculty concert, which will take place next month. Miss Foster, vocal teacher, will make her first appearance to a Sackville audience upon that occasion.

Principal Borden has just ordered a new kiln for the use of the studio. Professor Hammond has a large class practicing out-door sketching.

Westmorland Division, Sons of Temperance, have elected the following officers for the ensuing quarter: Rev. Chas. Flemington, W.P.; Miss Sarah Jones, W.A.; Albert Colpitts, F.S.; L. E. Goodwin, Treas.; Miss Laura Colpitts, R.S.; Miss Ardell Trenholm, A.R.S.; Mrs. Fred Snowdon, Chaplain; Harry Carter, Cond.; Miss Blanche Tingley, A. Cond.; Gladys Wells, I.S.; Edw. Goodwin, O. S.

Principal Lay, of Amherst Academy, and a number of students, paid a visit to Mount Allison institutions yesterday.

Piles To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES & CO., Toronto.

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