SOAP

rd Soap reely.

a cake.

CO., St. Stephen, R.S. ********

e the country, of e I am taking addly of my privilege the house of comaight to the front of the information sed on fact, and , nor could any less he were a take that responthe privilege of ummon from the nesses and prepare bould be prepared, a court of law his ority to make the to satisfy public cerity, go a great r I have the right rivilege a member ossesses to make without incurring nsibility than the it contemplate or t, in the face of native countrytically for all the s in the discretion am prepared for I am prepared, night come out of as great good and great benefit risk to a man ambition, that is that he has by himself to the ellow countrymen er, and disentitle confidence of the the sovereign in ny matter of poliwithin the gift

emarks is that of It was grave, defrom epithet or tack, except such statement of the The accusations e made in court, almost dispasa manner of a l responsibility of and demanding sks that no per ithout a hearing ce. He prejudges ppeals to the galary campaign adspeech of a man perform and who nd who means to s done.

sked for specific Hibbert replies arly all of which 's appointees in Sifton himself larges Mr. Sifton nally implicated ukon government y are concerned. charges against Wade, two against marine and two ce departm neglect and derality, drunkenng; of trafficing ther offences and le in a partly orere govern t possibilities and icial blunderers

hem to carry out gain. Before this ders will know ifford Sifton has ce of the chal-If and endorsed ne and by the himself and his

at more Yukon le of the kind eady too much. ity running up nireds of thou-Charleson is the ercier and Tarte vell out of reach department at to restrain him. survey, to make rivers, to build sorts of things, nuch supervision, il matters. Mr. engineer Lor a ations are con-

nected with election campaigns. It would pay the country well to have the auditor general put an officer on Mr. Charleson's trail and keep him there during the whole expedition.

Speaking of Mr. Charleson's tele-graph business, which made short work of the enterprise of Dr. Haley and his associates, it is observed that the valued Telegraph accuses the writer of withholding dates in order to make it appear that Dr. Haley's company was not to blame for the failure of the arrangement with Mr. Blair. Now the fact is that in these letters the dates of every incident and communication were given. The valued editor of the Telegraph, however, does not give them.

If one may indulge in another item controversy, the Telegraph tems to be worried because Mr. Tarte has been accused of breaking his word. Undoubtedly this accusation was made in these Ottawa letters. It was said that Mr. Tarte gave a distinct pledge to call for tenders for electric light equipment for par-liament buildings, and that he had afterwards given the contract for electric lighting without tender. "assume" that Mr. Tarte made this promise, even though the writer has charged him with having made it. Of ourse not. Why should a historian, doctor of civil law, and the editor of a newspaper, assume anything? The excellent Hansard staff of the louse of commons has provided a report of what Mr. Tarte promised, and even a historian should not be altogether above consulting an ori-ginal record. If the historical editor, will accept the assistance of a humble scribe, who is not a historian, but is willing to tell kim where to look for a fact in history, he will find the

Hansard, 1897, page 4895: Mr. Tarte-"My friend wants a detailed plan. Will he permit me to say that it would not be wise to give it, as I intend

Page 4896. Mr. Tarte-"My intention is not to enter into any contract whatever until I have received the best possible information and asked for tenders."

Page 4897. Mr. Tarte-"It seems to me that I should not be asked for more after I have stated that I intend to ask for tenders. The question is whether the house, knowing that we are expending about \$23,000 a year for lighting by gas, can trust the government to carry out the change when we say that we intend to ask for ten-

Page 4899. Mr. Tarte-"My expectations are that we will save \$10,000 a year and provide at the same time a better system. I am not in a position yet to give details, because I have made up my mind to adopt the best possible system after asking for ten-

Page 4900. Mr. Tarte-"I am asking for the money. I will have the plans made, and then call for tenders."

It was stated in this corre that Mr. Tarte had promised to call for tenders. The Telegraph is unwilling to "assume" that Mr. Tarte did make this promise. The above quotations show that he made the pledge five times in one day. But the facility with which he made it was nothing to the ease with which he broke it.

It may seem discourteous to speak of a minister of the crown as a liar, even if he habitually says what is not true, and if his word cannot be taken cn any public matter. Perhaps it on any public matter. Perhaps it would be more polite to say that some of the ministers now in power can break five pledges as easily as an ordinary, plain, simple every day unofficial liar can break one. S. D. S.

Children Cry for CASTORIA

Company of the state of the sta
THE PUBLIC REVENUE.
The customs receipts for the fiscal year 1898-99 show an increase of \$27,958.09. The statement is as follows:
Customs
Steamboat inspection 26 04 20 48 Sick mariners' fund 5,552 66 5,400 64 Unclaimed goods 1 93 9 55
Warehouse fees 520 00 420 00 Registry of shiping fees 12 40 11 72 Casual
Chinese 50 00 \$737,991 67 \$765,949 76
The receipts for the month of June show an increase of \$13,775.55 as compared with June of last year:
1898. 1899.

MOLASSES AND SUGAR.

Molasses	4-64300000000000000000000000000000000000	ezaletáli
Puncheons Barrels Tierces Hogsheads	. 1.466	1898-189 4,972 1,073 333 63
Bags Sugar. Barrels.		6,441 4,003 1,610
The sugar importations	930 for 1898-	5,613 1899 co
Soft refined—bags Soft refined—barrels Granulated—bags Granulated—barrels	*******	2.0
Granulated—barrels		1

VANCEBORO AND ST. CROIX. VANCEBORO, Me., June 29-I Todd of St. Stephen was in Vanceboro last Wednesday.— John Connolly of St. Croix, deputy collector of Canadian customs, went to Boston on Wednes-day.—The St. Croix school will close

day.—The St. Croix school will close June 30th: Miss Maie Monahan of Fredericton, the teacher for the past four years, is much liked by pupils and is a favorite with all who know her. She will spend her vacation at her home in Fredericton.

A very disorderly crowd of young men from McAdam drove through the village of St. Croix on Sunday evening while people were at vespers. The congregation was much annoyed at such conduct by people who ought to

BLAIR'S DEAL

To Shut the C. P. R. Out of the Maritime Provinces,

And to Divert All Railway Business to American Lines and Ameri-Ican Ports.

Full Text of the Supplemental Agreement Between the I. C. R and the Grand Trunk Railway.

This Supplemental and Traffic Agreement, made this first day of February, in the year of our Lord, ninety-eight.

Between Her Majesty, represented erein by the general traffic manager of the Intercolonial railway, of the one part, and the Grand Trunk Railway of Canada, represented herein by the general traffic manager of the said company, of the second part:

Whereas, an agreement has bee entered into between the Trunk Railway of Canada and Her Majesty Queen Victoria, of even date herewith, for the leasing of said company's line between St. Rosalie and the city of Montreal. And whereas, for the better inter-

pretation of certain clauses in said to, represented as aforesaid, have agreed to enter into this supplemental and traffic agreement, which shall be taken to be incorporated in and read as part of said leasing agreement.

Witnesseth that the said parties contract and agree each with the others as follows: Notwithstanding anything contained in any agreement between Her Majesty and the company heretofore made and now existing, it is agreed between Her Majesty and the company that during the continuance of

plement, percentage divisions via Chaudiere Junction shall be suspended, and that with respect to all traffic originating throughout the company's system or connections west of Mont-real, and offered for shipment to any points on the Intercolonial railway or reached by its connections, Montreal shall be the junction point, and the company undertakes to route all traffic destined to points on the Intercolonial railway and its connections via Montreal and the Intercolonial

of Montreal, or on the Montreal joint section destined to points on the Intercolonial railway, shall be considered Intercolonial traffic, it being agreed that in connection with that consideration, the Intercolonial railway will give all the traffic from its points, or any other point east of St. Rosalie reached by the Grand Trunk system and its connections to the Grand Trunk railway at Chaudiere Junction, the Intercolonial railway being allowed Aston mileage.

Traffic destined to points in the United States reached via the gateways of St. Johns, P. Q., Rouse's Point, N. Y., Huntingdon, P. Q., and Massena Springs, N. Y., to be delivered to the company at St. Lambert. All business originating on the Montreal joint section destined to points on the company's lines east of St. Rosalie, shall be considered "company's business," and all traffic ori-ginating on said section destined to

considered "Intercolonial traffic."
All business originating on the company's lines east of St. Rosalie, or on the Intercolonial railway between be interchanged at Chaudiere Junction, Aston Junction, or St. Rosalie Junction, or at such other junction points as may be hereafter opened, business is to be forwarded by both lines via the shortest route between the point of shipment and destina-

route via Montreal all unconsigned west-bound traffic controlled by the lonial railway or its connections destined to points west thereof, reached by the "company" and its

In connection with import and export traffic via Halifax or St. John, or any other port in the mari-time provinces that may be hereafter selected, it is understood that during the life of the agreement the Intercolonial railway will accept 425 miles on Halifax and 375 miles on St. John, the St. John rates to be the same as those quoted by the Canadian Pacific railway to and from that port or West St. John, and the same as quoted by the Grand Trunk railway to and from Portland; the Halifax rate to be one cent per 100 lbs. on all classes and from St. John or Portland, on both exports and imports, the company to have as its proportion the mileage as per the various groups west of Mont-

railway making arrangements with steamship companies to ply between the ports of Halifax, St. John, or any other port in the maritime provinces that may be hereafter selected and European ports other than those cov-ered by the Grand Trunk service from Portland, from time to time, the company to publish such through rates from its stations west of Montreal as are effective via other com-peting routes to all or any of such ports, such traffic to be divided on

ore. After. Wood's Phos

the regular group percentage divi-

In witness whereof these pro (in quadruplicate) have been signed by the general traffic manager of the Intercolonial railway and by the general traffic nanager of the Grand Trunk railway of Canada.

Witness to execution by general traffic manager, intercolonial railway, (Signed) T. H.UNDERWOOD. (Signed) A. H. HARRIS. Witness to execution by general traffic manager Grand Trunk railway Co... Signed), J. E. DALRYMPLE.

(Signed). GEO. B. REEVE.

Bicyclist Charles Murphy Rides a Full Mile in Fifty-seven and Four Fifth Seconds.

A WONDERFUL RECORD.

NEW YORK, June 30.-Charles M. Murphy of the Kings county wheelmen rode a mile on a bicycle, paced by a locomotive, in 574-5 seconds today. His course was a two mile board track on a siding of the Long Island railroad. Murphy followed an engine and a coach, the latter being provided with a hood, which acted as a wind shield for the rider.

The board track was laid near May-wood, Long Island, extended from that station two miles east and was as level as skill could make it. Fully 3,000 persons saw Murphy make this daring ride.

Engineer Sam Booth had his hand on the throttle of engine 74 when the word was given to start at ten minutes past five. The engine started at a rapid rate, and before four hundred yards had been traversed was running at the rate of more than 50 miles an hour. Murphy was keeping well within the hood. As they neared the beginning of the marked mile stretch the pace was a mile a minute, and a cloud of dust obscured the rider from the view of the spectators who lined the banks on either side. Entering on the space which would test his speed, Murphy in reply to a query shouted "I'm all right, send her along," but there was no necessity for his remarks regarding speed, as the engineer was nding the big steam flyer along at top speed. The quarter was reach seconds and the half in 29 2-5. timers for the three-quarters were Dieges and Stoll, the former restering 44 and the latter 43 4-5. At the finish two of the watches showed 574-5, one 573-5 and another 58, and the fifth 57 3-5, which was held by Sheriff Creamer. The timers agreed that Murphy had covered the distance in 57 4-5 seconds.

Those on the back platform who vatched Murphy all through his wonderful ride, stated that the riders handle-bar had knocked against the rubber buffer at least six times and him each time the concussion sent back fully six feet, but Murphy always had strength enough to regain the distance. During the last quarter of a mile the rider covered the ground system and connections that it can for the greater part fully a wheel's

Just then two strong men on the train reached down and seized the rider by either arm and lifted him undoubtedly saved Murphy's life, because he was in such a weak condition that had he been allowed to remain on the wheel he would never have been able to control it and a serious, if not fatal, accident might

have happened. Murphy was carried to the front part of the car and laid on a cot, where Dr. Holly administered him and in less than five minutes the cyclist was able to converse with those around him.

Murphy seemed dazed at first and said in answer to queries as to why he fell back so many times; "I did that so that I might not come in con-tact with the planks which were being torn up in front of me."

Later, however, he did not refer to this, but said: "Boys, I've always felt that I could do this. Now that I have done it, I am satisfied and so are

Before the train had reached Babylon, Murphy had regained his normal condition. Murphy rode a 28-inch wheel, geared to 120, six and a half crank hangers, and the weight of the machine was 20 1-2 pounds.

SFAX HAS ARRIVED.

Captain Dreyfus Reached Rennes at an Early Hour This Morning.

It is not known here where the landing was effected. The weather is very heavy, and it is impossible to see 200 yards from the shore along the coast in the vicinity of Brest in con-sequence of the rain and dense mist. Excitement was at fever heat this afternoon, when it was reported that the cruiser Sfax had already entered the harbor and was lying off the ar-senal. Scores of journalists immedi-attely put off in boats to investigate, but they falled to find the warship. RENNES, July 1, 5 a. m.—Captain Dreyfus had arrived here.

FIFTY HOUSES BURNED.

SHERBROOKE, July 2.-Granby, a small lumbering village in Wolfe county, was almost wiped out by fire yesterday afternoon, fifty out of the sixty houses being destroyed, as well as a large quantity of lumber. Assistance was sent from this city. The loss is quite heavy and the insurance

MAKING MATCHES.

The New Factory Now in Operation at Moss Glen.

The Place Where Matches Were First Made in New Brunswick

Expect to Build Up an Export Trade-How Parlor Matches Are Made-A Busy Place.

In the water, a white pine log; in the stock room, cases of parlor matches. The manner in which the og is converted into matches was witnessed by quite a number of interested visitors at Moss Glen on Sat-

Some years ago a representative of he Sun went to Moss Glen on a holisay, to witness the launching of the saykentine Antilla. Ships are no onger built at the Glen, but the place is not without industrial activity. A mill and a match factory, owned and operated by the Moss Glen Mfg. Co., have about seventy-five names on the pay roll, and with the introduction of new machinery are now turning out a great variety of material, including card matches and the more highly fin-

shed parlor matches. The mill and factory were kept in operation Saturday forenoon and part of the afternoon, in order that visitors might go through the place and witness the process by which matches are turned out. The machinery for the parlor matches is a new thing arouts, as these matches are not made company have been for a considerable time engaged in putting in this machinery and getting it in operation, and have now a very completely equipped establishment, with machines for making even the little cardboard boxes in which the parlor natches are sold.

Jeseph F. Merritt, of Merritt Bros. & Co., has been giving a great deal of attention to the business, and his father, G. Merritt, is manager at the will and factory. G. Hudson Flewwelling is secretary for the company, and was present on Saturday to welcome the visitors.

Two new buildings had to be erected for the machinery for the parlor matches. They are now completed, the machines in place and the factory in full operation, turning out very sucessfully a parlor match declared to be the equal of any offered on the market.

A number of persons went up on the Clifton to Moss Glen on Saturday morning, J. F. Merritt among them; and about noon the G. & G. Flewwelllength outside of the hood, but as he in Co.'s steamer Tangent, with Capt. passed the finish he was close up.

Just then two strong men on the ward Flewwelling, Heber Dixon, and a party of twenty-five or thirty in all, came down from Hampton. The Hampton match manufacturers were much interested in the new machinery, and when the whole party began a tour of inspection the neat and pretty French girls from Ottawa, who superintend the machines, found themselves very closely hemmed in. There are about eighteen of these girls in the factory, and all were experienced

in the work before coming to Moss The process of making the parlor matches may be briefly described. In the saw mill the pine logs are cut into three inch planks, four feet long. These are taken into what is called the "splint shop." The four foot plank goes first to the butting table, where goes first to the butting table, where a saw cuts it into blocks 41-2 inches long—the length of two matches. It goes next to the knot table, where the knots and shakes are taken out. The reduced blocks are then taken to the splint machine. There are three of these, and each can cut 14,000 matches per minute. The machine has a double action, not only slicing off a piece of the block the thickness of piece of the block the thickness of a niatch, but splitting it into splints and throwing them into a trough, which carries them on to a short, endless belt. Two girls are beside this, and while one throws out the small block the other gathers up the splints with great rapidity and piles them in Early Hour This Morning.

RINNES, France, June 30.— M. Viguie, the chief of detectives, has gone to L'Orient, in the Bay of Biscay, to receive Dreyfus, who, it is expected, will be brought here tonight.

The prefect of the department of Ille-Eta-Billaine, in which Rennes is situated, has returned here to await the arrival of Dreyfus.

BREST, France, June 30.— A despatch from Rennes says the police are taking up positions around the railway station there and that everything indicates that Capt. Dreyfus is already en route. It is reported that he will reach Rennes at 2 o'clock tomorrow morning.

It is not known here where the landing was effected. The weather is very heavy, and it is impossible to racks are about 20 inches square. In

they are laid on hot plates just long enough to singe the ends. Right be-side this is a bath of melted paraffine wax, at about 240 degrees, into which they are immediately dipped. They go then to the "dipper," where the igniting material is put on them by a simple process of resting first one side and then the other for an instant on a stone, on which the igniting material has been spread by a hand roller. The roll, which is now finished except that the splints must be cut in two, is placed on a revolving rack, and dries in a few minutes. It is then taken to the cutting machine, which operates with amazing rapidity, cutting a roll in less than half a minute, and throwing 14,000 finished matches into what are called half boxes. These half boxes, with the contents of a roll in each, are placed in a cupboard to dry for a short time, and then are taken to a picking table, where a girl picks out all the faulty or defective matches. All the processes just de-scribed as done in the "dip" shop are

done in a small room. The dips, the rack, the cutting machine, the cupboard and picking table are close together, so that the operators can pass the rolls and boxes from hand to hand.

with great case and rapidity.

Through a door the matches go from the picking table to the packing room. Here a number of girls pack them in cardboard boxes, each containing 200 matches. Each girl can pack from 15 to 20 cases of 144 boxes in a day, The boxes are put up in paper packages of half dozens and dozens, and the latter are packed in

wooden cases, gross and half gross. It has already been stated that the company make their own cardboard. For this there are two maper from a roll, cuts it to four inches wide, and rolls these into rolls 20 inches in diameter. The other machine glues, scores and cuts the paper from these rolls and punches and the box. It will complete fifty boxes

There is another machine in this shop, to which reference has not been made. It is the one which is used in making the common card matches. It a block and reduces it into not have to be cut, but when dry ready to be packed by girls in the tissue paper familiar to the buyers of

Adjoining the splint room already described is the store room, where cases of parlor and card matches are stored in readiness for shipment. This splint shop building is one story, 185x30 The new dip shop across the road is 65x30, and the old one, for card natches, adjoining it, is 60x35. dlp shop has cement floor, and ex-cellent arrangements for storing the phosphorus and other materials need-

Power for the machinery in the match factory is derived by connection with the machinery in the main

The Sun man had an interesting talk with J. D. Mantion, who is superintendent of the match factory. Mr. Mantion was for twenty-two years with the Eddy Co. at Hull. He built the machines for the Moss Glen Co., the work being done in the Victoria works at Ottawa. He has now building there a machine of his own invention, for putting the card matches into bunches, a work that is now done by girls. He says his machine will put 100 bunches a minute. He says the Moss Glen Co. will put up their parlor matches in boxes of 60, 100, and up to 500. The present boxes hold 200 They will also, he says, make other kinds of matches. He is highly pleased with the work now turned out which, he observes, speaks for itself. It is expected that a considerable export trade will be done, shipping par-lor matches to the United States, and match splints to England, Mr. Merritt believes this can be done successfully and anticipates growth and ex-tension in the works at Moss Glen. The saw mill, which is equipped ent, with Capt. | with a rotary for turning out deals, W. J. and Ed- | boards and scantling, has also machinery for making laths, shingles, staves, box stuff, boxes, trunks, onion

crates and the like. The company kept open house on Saturday. Long tables were placed in the room used as a hall by the templars and others, and luncheon with hot tea and coffee was served to a afternoon. The visitors, besides in-specting the mill and factory, wandered about the lovely and picturesque glen, and enjoyed a delightful day. The Hampton party left about four o'clock, and the St. John party boarded the Clifton on her return at five.

Mr. Merritt called the Sun's attention to the fact that in the room over the hall where the party had luncheon the first matches ever made in New Brunswick were made by hand, by man named Martin. Many cha have occurred since then, and today Moss Glen is turning out matches by the aid of machinery undreamed of in

AMHERST.

the days of old.

Death of James S. Hickman, a Well Known

AMHERST, N. S., July 2.-James S. Hickman, one of Cumberland's wideo'clock this morning from paralysis, a son of the late John Hickman of Dorchester. He settled in Amherst over fifty years ago, opening a store on the site of the present brick block known as the Hickman block. He was one of the pioneers of the mines at Springhill, and at the time of his death was largely interested in the Stanley and Stiles coal mines. His wife, Elizabeth, daughter of the late Amos Blankhorn of Amherst, survives him, also four children, John W., have store 115 day (Mrs. H. B. Steel) barrister; Liddie (Mrs. H. B. Steel) Annie and Bessie Hickman. The fun-eral will be held on Tuesday after-

With Years WISDOM

The answer to that old query, "What's in a name?" was not hard to define in the case of one justly celebrated Family Remedy that had its origin away down in Maine, which proves that with age comes wisdom about

JOHNSON'S

ANODYNE

LINIMENT

An old lady celled six agents with a six or six An old lady called at a store and asked for a bettle of Johnson's Anodyne Liniment; the clerk said "they were out, but could supply her with another just as good." The engaging smile that accompanied this information was frozen stiff when she replied:

Young Man, there is only one Liniment, and that is Johnson's. Originated in 1810 by an old Family Physician. There is not a remedy in use which has the condence of the public to a greater extent. Could a remedy have existed for nearly a century, except that it possess extraordinary merit?

ST. MARTINS.

Mrs. J. Hal. Smith, of the Soudan Mission, Dies at Liverpool.

She Was on Her Way Home to New Brunswick-A Slander Case.

ST. MARTINS, July 2.- The sad news of the death of Mrs. (Rev.) J. Hal Smith, which occurred at Liverpool, England, on the 20th ult., was received here Saturday evening, and cast a gloom over this village, where she was well known and universally loved. She was 32 years of age. Her mother, Mrs. Caroline Bradshaw, who lives at St. Martins, was almost overcome when the sad news was comnunicated to her by a deputation selected for that purpose. Mrs. Smith was the granddaugher of the late Captain George W. Marsters, Great sympathy is felt in the village for the

accompanied her to the mission field and was present with her during her illness and death at Liverpool.

When first attacked by the fever, Mrs. Smith was removed from the station to the Highlands, where it was thought she might soon recover, but when a relapse came the only hope to save her life seemed to be her removal from the country. She had to be carried overland a distance of 300 miles to Freetown, where she embarked on riving there she was so weak she had to remain, and notwithstanding the ender care of her husband and the skilful treatment of the best physicians, she passed peacefully away on the 20th of last month. At the present time it is not known whether the oody will be buried in Liverpool or

sent home for burial.
On Sunday afternoon, Captain Amos
P. Brown and Aubrey Brown were haptized by Rev. S. H. Cornwall, pastor of the St. Martins Baptist church.

The public schools here closed for the summer vacation, and the different teachers left for their homes to en-

joy a well earned rest. On Thursday evening, June 29th, concert was given in Seminary hall by the school children of the different grades. Great credit is due to the eachers for the creditable manner in which the concert was given. A very large number of people were present, and about \$20 was realized for the purpose of increasing the library. Following is the programme: Chorus, Summer Rain, all the schools; scarf drill, sixteen girls; essay, Life History of the Toad, Nellie Hopey; reci-They Ask Me Why I Am Bad, Fenwick Brown; Story of a Seed, five boys; recitation, Holidays, Johnrie Brown; solo, Vera Smith; diaand three girls; recitation, The Little School Girl, Ethel Brown; reading The Lark, Mabel S. McCumber; The boys; dialogue, Our Country, six girls; recitation, Health and Its Preservation, Florence Kelly; song, by the High School boys: The Four Winds, four boys; dialogue, The County Council; Flower Song, eight-een girls; fan drill, twelve girls; recitation, Good Night, George Will

A marriage is announced to take place next Wednesday in the Baptist church. The contracting parties are Joseph Black of Fairview and Miss Mabel McCumber, daughter of Abram McCumber of Orange Hill, St. Mar-

tins.
On Saturday, July 1st, a base ball match was played on the grounds of the Park Association between the Roses, Middletown team, and the Maples, Chester team, which resulted in a victory for the Roses, the score being: Roses, 23; Maples, 18. The teams tendered a vote of thanks to R. H. Hastings for his liberal donation, and also a vote of thanks to the referees.
The stander suit in which Edwin Lewis is plaintiff and Mrs. Hannah Scott defendant, is likely soon to be settled. The court has appointed W. H. Moran and William Smith arbitrators in the case, and they met here tors in the case, and they met here tors in the case, and they met here Saturday and chose Michael Kelly as the third arbitrator. Walter H. Trueman is counsel for the plaintiff and Harri-son A. McKeown for the defendant.

Although the summer is well ad-vanced and the village looking its best, very few summer visitors have taken advantage of the many excellent enjoyments this village affords the sum-

Take Laxative Bromo-Quinine Tab-lets. All druggists refund the money. If it fails to cure. 25c. AFTER SMUGGLERS.

TO CURE A COLD IN ONE DAY.

Customs Inspector Jones Getting Information as to Smuggling at St. Pierre.

ST. PIERRE, Miq., July 2.—The Canadian government cruiser arrived here today with Inspector of Customs Jones on board. It is understood he has secured considerable information relative to smuggling into Canada from this colony, to be used in con-ducting prosecutions.

ducting prosecutions.

HALIFAX, July 2.—For years St. Pierre, Miq., has been the centre for smuggling on a large scale into Canada. Many thousands of dollars in revenue tre annually (lost to this country by the enormous quantity of contraband liquor that finds its way here from St. Pierre. Half the rum consumed in Nova Scotia pays no customs duty. A cable from St. Pierre states that Inspector Jones has arrived there in the Quadian cruiser Constance, to try what he can do to stop this contraband business. He is gathering information in St. Pierre in connection with smuggling, and imnnection with smuggling, and im-