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NOTICE.

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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B. MARCH 30, 1904.

THE PROVINCE AND THE CENTENARY.

The question of ways and means is an important element in the preparations for the centenary celebration. It is probable that the programme now prepared could be carried through at an outlay of \$10,000, which is not a large sum for a national celebration of such magnitude and interest. In addition the department of militia would incur some considerable outlay, and so, of course, would the imperial government in connection with the naval demonstration. The greater part of the cost of the New Brunswick celebration will be thrown on the city and citizens of St. John. This is only fair, as the city will be the scene of most of the proceedings. We may expect our citizens to exercise a generous hospitality in the way of entertaining the guests who will take a share in the programme, that local societies and individuals will cheerfully contribute their time and means toward the various features of the demonstration, and that the city corporation will come forward with a substantial grant.

But the celebration is more than a St. John festival. The St. John river belongs to the whole province. Hardly a county in New Brunswick is not watered by that river or its tributaries. The feeling of the promoters of the celebration and of the committees in charge is in favor of making the affair representative of the whole province. Organizations in other cities and towns have been invited to take part. The regular programme includes an excursion on the river, and the understanding is that the celebration on the St. John's day, will be a part of the same series of proceedings. Old Home week, with the special attractions and the special low fares by boat and rail, will, it is thought, bring to the province thousands of natives and visitors, who having a fortnight allowed for the tour, will scatter themselves over the province.

These features and other considerations seem to justify the request which the committees are making for a moderate provincial grant. Such an allowance would be in line with the policy of the province in expending considerable sums to attract visitors to our hunting grounds and fishing streams. The tourist traffic is making the state of Maine rich, and the centenary celebration will probably bring more tourists to New Brunswick than any other agency which is likely to operate for many years.

The province of Nova Scotia contributed to the Cabot celebration of six years ago, though that was a relatively small affair. Much larger provision will certainly be made by the Nova Scotia government for the De Mont-Champ celebration, which takes place at Annapolis the same week as ours. It is not likely that the New Brunswick government will take a more narrow view of the relation of the province to the St. John river anniversary.

LIBERAL UNIONIST ORGANIZATIONS.

Mr. Redmond and his home rule friends have given Mr. Chamberlain and the tariff reform liberal unionists an argument against the Duke of Devonshire. When it was proposed to dissolve the liberal unionist party because of the hopeless differences of opinion on the tariff question, it was urged on behalf of dissolution that the Irish issue was dead, and that as the members were divided on other issues the organization had no reason for continued existence. Mr. Chamberlain did not see the matter in this light, and the executive of the liberal unionist party supported him in the view that the original purpose of the organization justified its continued existence.

This view was sustained by the course of Mr. Redmond, who not long after threw the whole parliamentary vote of the Irish home rule party against the government on a question not connected with the affairs of Ireland. To make the case clear Mr. Redmond gave a statement of the plan of campaign of his party, which proposes to throw its solid vote in the house of commons against any government which may be in power at the time of the division, and to continue this custom until home rule is granted. That declaration of policy and the certainty that the nationalists will carry it through without fear or favor is a sufficient answer to the plea that the home rule question is a dead issue. Thus Mr. Redmond has brought support to Mr. Chamberlain.

The bearing of this state of affairs upon current British politics was shown in a recent annual meeting of the council of the women's liberal unionist association. This strong and representative society had before it a motion for "the suspension of the association, with a view of its revival should home rule again occupy a place in the front rank of practical politics." This was moved by Mrs. Henry Fawcett, the well known writer and politician, and supported by Lady Frances Balfour, also a member of a prominent political household. The main motion to which this was an amendment was proposed by Lady Gertrude Cochrane, president of the association, and seconded by Mrs. Arnold-Foster, wife of the secretary of the state for war. Mrs. Lyttelton, wife of the colonial secretary, was one of the speakers in favor of the main motion. Mrs. Fawcett's amendment was lost and the main motion carried by a vote of 42 to 29. So far as can be judged by the report of the discussion the recent action of the nationalist members had much to do with the result.

JAPANESE COURAGE.

The Japanese are making very persistent and determined, but unsuccessful, efforts to bottle up the entrance to Port Arthur. They have invested several stone laden transports to that end, and have probably sacrificed a number of lives. The adventure of yesterday morning, like the previous attempts, shows that Japan has no lack of men ready to attempt the feat that Lieutenant Hobson tried to perform at Santiago. The personal danger at Port Arthur seems to be much greater, and yet Japanese naval men of all ranks take as a matter of course the venture which made Hobson the hero of a summer. The thing which comes out most clearly in this war, so far as it has gone, is the great personal patriotism of the Japanese people, military and civilian. It is not only that the soldiers are ready to accept any place of danger, and to undertake any hardship, but that the people are willing to contribute their means to an almost unlimited extent for the purposes of the war.

NEWFOUNDLAND AND FRANCE.

It is worth three million francs, or one-half a million dollars, to extinguish the French Shore claims. Most of these claims are probably invalid, but the British government has recognized many which the colonial authorities disputed, and it is easier to pay than to settle in any other way. It is not made clear who is to pay the francs, but whoever it is could well afford to double the money if the French would give up their bait privileges at the same time. We notice the opinion expressed that the settlement of this trouble moves a bar to the union of Newfoundland to Canada. That is not obvious. Canada has been ready for union in spite of the French Shore trouble, and a settlement with France would not change the attitude of Newfoundland toward Canada.

Some impertinent critic wants to know why a new private car should be bought for the governor general. If the old one is not good enough what is the matter with the car built a little while ago for the Duke of York. The Halifax Herald explains that the car built for the royal party, regardless of cost, is now the private carriage of ministers. It was never used by the royal persons whose visit was made the occasion of the purchase. The Herald suggests that the \$18,000 car now ordered for the accommodation of the governor general will probably be found in the possession of one of the ministers, several of whom are usually touring with parties of their friends through the United States and Mexico.

CHIGNECTO MARINE RAILS.

Among the items in the auditor general's report is one connected with the Chignecto ship railway, which will be new to many members of parliament and to the public generally. During the last fiscal year the department of railways bought from the Chignecto Marine Railway Company 4,183 tons of 110 pound rails at \$20 per ton, with 228 tons of angle bars at \$27 per ton, and 42 tons of bolts and nuts at \$28 per ton. The whole purchase amounted to \$105,744. There was an additional charge of \$3,919 for transporting and laying these rails. The price paid was the same as that paid per ton for 80-pound rails bought three years ago, but five dollars per ton lower than the price paid to Kidston & Co. for new rails last year.

The standard rail which the government is now purchasing is 80 pounds, so that the cost of railing a mile of road with Chignecto stock at \$20 per ton would be the same as that of standard rails at \$27.50. It is perhaps assumed that the Chignecto rails are good as when new, and that the track laid by them will be better. But the transaction seems to have been carried through rather quietly.

DEAR AND BAD.

The census of 1901 has already cost a good deal more than the cost of the 1881 and 1891 census added together. Yet the work is not all done and the bills not all paid. Following is the statement of the cost of the three censuses as given by the minister the other day:

1881.....	\$ 456,904
1891.....	570,115
1901.....	1,179,376

It will be seen that the census taken by this government is a two price affair. Also it may be said that the last census is the worst job of the lot. Even in the simple task of counting the Free Baptists it was about fifty per cent. out of the way. We may judge from this how near correct it would be on complicated returns.

PORTLAND'S CONFIDENCE.

The Sun today quotes from the Portland Express an interview with a steamship official "in close touch with the Grand Trunk road and its steamship lines," to the effect that Portland need not fear the rivalry of St. John or Halifax with reference to the export traffic which will be developed by the Grand Trunk Pacific. The Express, commenting editorially on the interview, endorses this assurance with a confidence born of an accurate knowledge of the conditions and fostered by information from the inside.

But even without quiet assurances from officials in close touch with Grand Trunk affairs, the people of Portland would have little anxiety with regard to the traffic of the new Canadian transcontinental railway. They know that the promoters of that railway are the leading men in a road of which their port is a terminus; a road which has spent \$25,000,000 and more in providing, around their railway, facilities for handling export freight; a road which has built up a great traffic through the Canadian middle west, all of which, when intended for export in winter, it has brought past their doors. They know that this Grand Trunk railway will tap the new transcontinental at a point convenient for the transfer of freight, and that it will provide the shortest distance from this point to tide-water. They know that in all probability the sections of the new railway from that point of contact westward will be completed long before the sections from that point eastward to Canadian Atlantic ports, and that, for years perhaps, there will be no other outlet for the export traffic of the new line than over the Grand Trunk and through their city. They know that, though the Grand Trunk Pacific is ostensibly built to serve Canadian ports, there is nothing in the contract between the government and the company building that line to prevent the diversion of every pound of its freight away from Canadian terminals in any direction profitable to the company. And they also know that the head men of the Grand Trunk Pacific Company—who are the head men of the Grand Trunk Company—are keen, resourceful business men, who care nothing for sentiment and who will work the roads to their own interests, utterly regardless of the interests of any country. It is not much wonder that the people of Portland, Me., have, under present conditions, no fear of the rivalry of St. John or Halifax.

CANADA LAST.

In response to a circular sent out from the colonial office requesting the views of the various colonies upon the adoption of the metric system of weights and measures within the empire, replies have come from practically every section of the empire except Canada.

The following have expressed themselves favorably to its adoption: Australia, New Zealand, Cape of Good Hope, Transvaal, Orange River Colony, Southern Rhodesia, Gambia, Northern Nigeria, Gibraltar, British Guiana, Trinidad, Leeward Islands, Windward Islands. Also, with a reservation that it should be adopted in the United Kingdom and in the empire generally, Sierra Leone, Southern Nigeria, Ceylon, and Falklands. Hong Kong would take common action with other colonies.

It is doubtful, but must follow Australia and New Zealand. British New Guinea would go with Australia. Jamaica and British Honduras need the adoption of the system in the United States of America. The practice of India is important to the Straits settlements, who would be followed by Labuan, and the Beuchanland Protectorate would follow the rest of South Africa. St. Helena, Cyprus, Lagos, Wei-Hai-Wei, Barbados and Bahamas are on the whole unfavorable. The Gold Coast Colony and the state of Queensland are prepared to adopt but consider that inconvenience would occur. Natal cannot consider the matter until some general lines of legislation have been agreed upon by His Majesty's government. No definite answer has been given by Newfoundland, Malta, or Bermuda.

Of all the colonies Canada alone has ignored the question. This indifference to matters of judicial import is characteristic of the present government. When the call came from South Africa, Canada was the last to respond and would never have responded had not an indignant people forced a confessedly unwilling government to action. On imperial preference policy the same government has similarly refused to express itself. Its action with reference to this last request of the British government is only another instance of its utter lack of imperial sentiment.

INTERCOLONIAL GRAIN TRAFFIC.

From November of last year until a week ago almost 150,000 bushels of grain was hauled by the Intercolonial to Halifax. This grain came from Depot Harbor, the western terminus of the Canada Atlantic, and was hauled a distance of 1,208 miles. The Intercolonial haul was 328 miles, or more than double the haul of the Canada Atlantic and Grand Trunk together. But the division of the earnings was all in favor of the private roads. For hauling wheat the Canada Atlantic got 2.27 1-2 cents per bushel for 248 miles, or at the rate of 182 for a cent. The Grand Trunk was paid at the rate of 58 miles for a cent, while the Intercolonial, which received the same for a haul of 328 miles as the Canada Atlantic, did for 346 miles, hauled wheat at the rate of one cent for 390 miles. This was the division of the highest freights. There was a larger lot for which the total rate was a quarter of a cent per bushel less. This loss was borne equally by the Intercolonial and the Canada Atlantic. The Grand Trunk maintaining its price. The price for hauling corn was in about the same proportion.

The government estimates that the price received paid the cost of carriage. If this is so, the Canada Atlantic with the same rate for less than half the haul, must have made great profits out of the traffic. This would be an argument in favor of the extension of the Intercolonial to Depot Harbor. But as a matter of fact everybody will see that the Intercolonial has carried on the business at a loss.

Sir Gilbert Parker has been telling the Manchester people that Chinese labor has been a good thing for British Columbia, and that the Canadian Pacific railway could not have been finished without it. But the leader of the British Columbia government thinks otherwise. Mr. McBride is strongly of the opinion that the introduction of Chinese labor into the Transvaal is a mistake. He is more likely to be right than the Canadian novelist. The very fact that the Chinese go to South Africa under a system of indenture, amounting to temporary slavery, is a proof that they are not admitted as colonists and citizens, but as an inferior race.

The struggle of poetry with seamanship did not begin when Commodore Stewart rebuked Mr. Edward Sears for poetical representing a yacht with a following wind as leaving the lee shore behind. Many commodores have remarked that Tennyson should not meet his pilot after crossing the bar on his way to sea. They say that at this stage in the voyage he should part with the pilot. No answer to these criticisms came from Mr. Tennyson and Mr. Sears.

Dr. Daniel is letting no opportunity pass when by seizing it he may do something for the city which he represents. His action was especially pertinent when a day or so ago he sought to force from the government an explanation of their failure to include in the estimates an appropriation for the St. John drill shed. It may be remembered that a few days before the recent by-election it was elaborately announced through the government papers that the plans for the new drill shed had arrived and after approval would be returned to the proper authorities, when the work would be pressed to an early conclusion. Yet nothing has been done. Can it be possible that the arrival of those plans at that opportune time was more than a mere coincidence?

Mr. Armand Lavergne, one of the new liberal M. P.'s, confessed recently in the house that he has smoked cigarettes since he was ten years old. He is probably explaining beforehand the support which he will give to the government on the G. T. P. bill when it comes up for amendment.

Toronto University has nine candidates for the Rhodes scholarship. Three are graduates, three in the fourth and three in the third year of

CATARRH THE MOST DANGEROUS OF ALL CHRONIC DISEASES.

"Pe-ru-na is a Blessing to Those Troubled With Catarrh," Says United States Senator Corbin.



Ex-U.S. Senator D.Y. Corbin

Colds Not Promptly Cured Are Sure to Cause Catarrh.

Catarrh Improperly Treated Is Sure to Make Life Short and Miserable.

Many Wonderful Cures Are Made by Pe-ru-na.

CATARRH spares no organ or function of the body. It is capable of destroying sight, taste, smell, hearing, digestion, secretion, assimilation and

Gentlemen—"The use of Pe-ru-na has been a blessing to those troubled with catarrh. So many of my acquaintances have been cured and benefited by its use that its curative qualities should be generally known. I do not hesitate to recommend it as the best remedy yet discovered for this disease."—D. Y. Corbin, 916 Chicago Opera House, Chicago, Ill.

excretion. It pervades every part of the human body.

Pe-ru-na also cures bronchitis, coughs, and consumption in the first stages with unfailing certainty.

Hon. D. Y. Corbin, ex-United States Senator and cousin of Adjutant General Corbin of the United States Army. Judge Corbin is one of the best known lawyers in Chicago and stands high professionally and socially. The above endorsement coming from such a man

cannot help but add weight and importance to the thousands of testimonials from the humbler walks of life.

Catarrh is the cause of at least one-half of the ills to which the human family is subject. Is there no way to escape from it? There is.

Pe-ru-na never fails to cure catarrh in the first stage, nine cases out of ten. Pe-ru-na cures catarrh in its last and worst stages in the majority of cases, and never fails to benefit every case, however bad.

A book on the cure of throat and lung diseases, and catarrh in all stages and varieties, sent free to any address by The Pe-ru-na Medicine Co., Columbus, O.

"My Life Hung by a Mere Thread, Pe-ru-na Cured Me."

Mrs. Sarah Smart, 276 Hayward St., Brooklyn, N. Y., writes: "I can't tell in words how low I was. My life hung by a mere thread. I was waiting for death to come. 'My trouble was consumption or bronchitis. I suffered no pain when I was low, but coughing and breathing kept sapping what little strength I had. I could not eat, sleep or even lean back on a chair. I was a mere skeleton. I said to my husband, 'I can't last much longer.' My neighbors say they do not know how I ever recovered. It was almost a miracle. 'I took your medicine but three months, when I could do my housework and washing, and have been doing so ever since. Now I am able to do anything. You would never think I had been troubled with such a serious illness. I shall always keep your medicine in my house.'—Mrs. Sarah Smart.

Despair of Recovery.

Mrs. R. L. Aulich, Vice President American Genealogical Association, 101 H. Street, N. W., Washington, D. C., writes: "I know where I speak when I say that Pe-ru-na is a wonderful remedy for colds and catarrhal trouble. Last fall I was very much debilitated from the effect of a cold contracted early in the summer and which I neglected. I knew that my system was in need of medicine and rest, but to find the right thing was the problem. Happily I gave Pe-ru-na a trial first and have no reason to complain of the results. Within a month I had entirely recovered my strength and good health and really felt better and stronger than before."—Mrs. R. L. Aulich.

If you do not derive prompt and satisfactory results from the use of Pe-ru-na, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice. Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

BIRTHS.

CHRISTIE—On March 25th, to Mr. and Mrs. A. Christie, a daughter.

MARRIAGES.

JOHNSTON-HENRY—At the Methodist parsonage, St. John, N. B., on March 22nd, by the Rev. A. C. Bell, Henry Johnston, postmaster of Westford, and Mrs. Maggie Henry of St. John.

DEATHS.

ARMSTRONG—In this city, March 27th, Francis Armstrong, aged 49 years.

CONNINGHAM—In this city, on March 25th, at her late residence, corner Adelaide street and Sparc Cove road, Jane, wife of Mr. Cunningham, leaving three daughters, mourn their sad loss.

FOURIE—On March 26th, M. Elizabeth, widow of Wm. Fisher, in the 83rd year, leaving four sons to mourn her loss.

FRANCOISE—At her late residence, 50 Victoria street, North End, on Friday, March 26th, Mrs. F. Francoise, in the 71st year of her age, leaving a son and a daughter to mourn the loss of a kind and loving husband and father.

GHIER—In this city, on March 25th, John, beloved wife of George Ghier, in the 67th year of her age, leaving a husband and two children to mourn their sad loss.

LEGER—At St. Joseph's, N. B., on March 25th, Marie, wife of Mr. Leger, in the 74th year of her age, leaving a husband and two children to mourn their sad loss.

MERRIMAN—In this city, on March 28th, at his late residence, 114 Charlotte street, Henry Merriman, aged 55 years, leaving a wife and two sons to mourn their sad loss.

PIDGEON—Suddenly, of heart failure, on March 27th, at his late residence, 114 Charlotte street, Frank M. Pidgeon, in the 64th year of his age.

PICKETT—On Sunday, March 27th, at Kingston, Kings Co., Sarah, only surviving daughter of the late David and Ruth Pickett.

PORTER—At the residence of Mrs. G. G. Porter, 114 Charlotte street, on March 25th, Sarah A. Porter, aged 74 years, leaving a husband and two children to mourn their sad loss.

NASE—In this city, March 28th, in the 81st year of her age, leaving a husband and two daughters to mourn their loss.

TORTURED BY ROBBERS.

NEW YORK, March 28.—A desperate attempt to the Times from Reading, Pa., 50 miles bound hand and foot with a box of pepper in his mouth which gave pain to every breath and with his wrists and chest terribly burned, William McNeight, a junk dealer, 74 years old, lay for 108 hours on the floor of his cabin, the victim of three masked burglars, who had tried to force him to disclose the hiding place of his savings. McNeight was attacked in his cabin last Tuesday evening. The thieves broke into his terrible, beating and then tortured him with a red hot iron. He insisted that all his money was in a bank, but they would not believe him. Failing to find money they beat him into insensibility and left him. He was found by a chance visitor yesterday. His mouth is terribly blistered by the pepper and all the skin has been burned from his wrists, and his breast and the soles of his feet.

Chronic Constipation surely cured or money back. LAXA-CARA TABLETS never fail. Small, chocolate coated, easy to take. Price, 45 cents. At druggists.

CITY.

Recent Events in

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