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The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz.: Wm. Somerville

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THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES

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Semi-Weekly Telegraph
and The News

ST. JOHN, N. B., OCTOBER 26, 1910.

GREATER ST. JOHN

With the straightforward and inspiring speeches of President Hays, of the Minister of Public Works and of Mayor Frink, at last night's banquet to the President of the Grand Trunk Pacific—speeches which were cheered to the echo by a great and representative gathering of St. John business men—all doubts about the future of the Winter Port of Canada must be said to have vanished.

The Mayor happily described the occasion as a red letter night in the city's history. From many standpoints the function was by far the most memorable in a generation, because of the proof it furnished not only that St. John is to be the chief winter outlet of the new Transcontinental, but also that the development of Courtenay Bay is to be commenced in the near future and that very soon the great western traffic of the new line will be carried by the G. T. P. trains and steamships to and from our greater harbor.

Mr. Hays' speech, which will be read with great pleasure in this city and province, was a model of simplicity and straightforwardness—a business man's definite statement to men of business. "St. John is the port," he said in effect. "There is an opportunity to make it one of the best equipped on the whole Atlantic coast. The matter is, one for co-operation between the city, the Dominion government, and the Grand Trunk Pacific. About the co-operation of the Grand Trunk Pacific you need have no doubts. The traffic will be here before you realize it. The thing to do is to have the facilities ready. A start should be made at once. If I had my way it would be made tonight."

He repeatedly impressed upon those present that there will be more traffic than the port can handle, and that the beginning of a comprehensive scheme of terminals in Courtenay Bay is the thing necessary. He said he had long been convinced that Courtenay Bay is the place for the terminals, and that in this he was confirmed by the Minister of Public Works and the officials of his department.

Mr. Hays, Mr. Wainwright, Mr. Coste and Mr. Loud, all of whom have frequently been closely in touch with Hon. Mr. Pugsley, spoke very earnestly of his devoted and effective work for this city and province in connection with the Grand Trunk Pacific. If those present had not fully realized the sterling character of Dr. Pugsley's achievements in this connection the proceedings of last evening must have brought the truth fully home to them.

Dr. Pugsley's brief address—marked by tremendous enthusiasm on the part of his audience—was a memorable one in many respects. He said that he and Mr. Hays had made considerable progress toward an agreement as to how the Dominion government and the railway might co-operate in constructing the Courtenay Bay terminals. After paying a tribute to St. John's enterprise and public spirit shown in its expenditures for harbor development, the Minister said he would not ask St. John to contribute in money, but would ask the city to convey the fore-shore of Courtenay Bay, from the I. C. R. tracks on the eastern shore, out to the Marsh Creek, to the Dominion government, and that upon this being done he would place before his colleagues in the ministry the plan for the construction of the terminals and recommend its adoption. He referred to the plan of the improvements shown on the menu card and said the first two piers would be located on the western side of Courtenay Bay. He said, amid hearty cheering, that those present would soon see the great steamers of the Grand Trunk Pacific at the wharves

in Courtenay Bay loading cargo for the markets of Europe.

Just as Dr. Pugsley's speech admirably rounded out that of Mr. Hays, so that of Mayor Frink well supplemented that of the Minister of Public Works. The city, said the Mayor, would undoubtedly do its share by making over the fore-shore required for the great work of development. The word is "Forward." The day of the Greater St. John, of the Greater New Brunswick is at hand. Such, surely, is the conviction of all those who heard the confident, definite, and inspiring speeches of last evening; such, surely, will be the feeling of all who read them today.

OUR WATER POWERS

Among the many subjects of interest considered by the Union of Municipalities at Woodstock, there is perhaps none to which more attention should be given than that of the conservation of New Brunswick water powers. Already two of the greatest powers in the province have been alienated more or less completely, and in regard to one of them, that at Grand Falls, the public is still waiting for definite information as to the time when development will begin.

The convention at Woodstock unanimously carried a resolution endorsing the policy of the Union of Canadian Municipalities and the National Commission on Conservation, to the effect that "our provincial legislatures should carefully protect our natural water powers by withholding unconditional titles, requiring development within a specified time, retaining public control of rates, and also of rentals, with power to raise at later periods, and the use of our water powers for the benefit of our people."

It has been said by those who are anxious to continue the export of pulpwood from New Brunswick that there are very few water powers of commercial value in the province. As a matter of fact the province has very little accurate information on that point, and there should be made a careful examination of our water power possibilities. It does not follow by any means that the only powers of value are those at points where a stream of large volume tumbles over a precipice. On every stream of good size which has a considerable fall within a reasonable distance there is a commercially valuable water power, and in many cases the streams run through forest land which produces large quantities of material for pulp and paper making. In years to come the streams will be used to produce electric light, as well as power, and, as in most instances the water powers are public property, the importance of government control of rates, and the exercise of care with respect to titles and leases, is not difficult to understand.

FORWARD

Several speakers at the banquet tendered President Hays on Thursday evening said that he had noticed in St. John a much more progressive spirit than prevailed here some years ago. These men were keen observers, and they did not speak without cause. The progressive spirit is here, and it reflects no little credit upon our citizenship. In speaking of this matter, too, it is a pleasure to be able to say that there are in St. John today many reasons for confidence and many developments showing that the progressive spirit is bearing fruit.

It is quite likely that some of those who attended the dinner on Thursday evening, before they heard the speeches, were still somewhat in doubt as to the future of the city in which they live and of the province of which this city is the chief commercial centre. The speeches of Mr. Hays, and of the Minister of Public Works and others, undoubtedly produced in that assembly of hard-headed business men a very solid conviction that St. John has turned the corner, and that in the very near future there are to be developments here of a magnitude far exceeding even the expectations of those far-sighted men who predicted, many years ago, that some day St. John would be one of the best-equipped ports on the Atlantic coast. For years we have had one transcontinental railway. The second one has been brought to our doors. The terminal site has been selected and the president of the road, Mr. Hays, has just inspected a large portion of the 250 miles of the National Transcontinental in this province, and has found steel laid over the greater portion of it and the road in such condition that operation early next summer is to be expected.

At the banquet to Mr. Hays a broad-minded spirit was evinced in many of the speeches. St. John, it was pointed out, is not jealous of other seaports, but was merely determined that justice should be done to its own claims. But it was pointed out, also, that St. John has no reason to be anxious about freight going to other seaports, because the facilities here and the natural advantage we enjoy in point of nearness to the great west, will unite to secure for us during the next few years a volume of traffic greater than we shall be able to handle, unless we shall make tremendous progress in the matter of port equipment in the immediate future. Speaker after speaker, and each of them an authority on these matters, kept impressing upon our citizens the necessity for speedily preparing to handle the new business.

Thus the coming of the new transcontinental and the selection of St. John as its principal winter port may now be regarded by all as settled satisfactorily. The rest is a matter of working out the details, and all will agree that they seem to be in good hands.

It is worth noting here that the same reasons which bring the Grand Trunk Pacific to St. John, in order to secure a good harbor and a short cut to Atlantic tide water, are reasons which will continue year after year to govern transportation interests; and thus it is clear that when Mackenzie & Mann have linked up the various sections of their transcontinental road and are ready to carry export freight, they too will find entry to St. John necessary, and it may well be thought that they will come down the St. John Valley

and locate their terminals also on the shores of Courtenay Bay.

Altogether it may reasonably be thought that the banquet to Mr. Hays by the St. John Board of Trade, and the statements made there by responsible business and transportation men, should serve to give the people of St. John, and of the province generally, good reasons for regarding the future with a great measure of confidence. Year in and year out, in Parliament and out of it, the Minister of Public Works has kept on saying that these things would come to pass, and has been making his own predictions good by securing large appropriations for the improvement of the port. Great as the work is that he has done for St. John in these matters, and in having the port recognized as a national asset and equipped by Federal expenditure because the work is a national one, it must be evident that he still has an extensive programme of improvements and expansion well in hand, and that it is his determination to carry it through to completion within the shortest possible time. At the Hays banquet a noteworthy feature was the thorough recognition of the sterling character of Hon. Mr. Pugsley's services by the more prominent of the speakers. The Minister of Public Works is carrying out his promises. This brings confusion to his opponents, but the public generally must hail the era of progress and expansion with a very great measure of satisfaction.

PRICES AT HOME AND ABROAD

No stronger indictment can be brought against high protection than that furnished by the difference between export and home prices. Two years ago the Dominion Steel Company was glorying in the fact that it was placing rails in India and Australia at prices that could not be touched by English and Scotch rail companies. The English and Scotch companies were not receiving millions by way of bonus.

And while the Canadian company were receiving these millions a high protective tariff enabled them to keep their morals at home as low as their prices abroad. The prices to the Canadian consumers soared skyward to enable them to compete with the unbonused companies of the Old Land. The farmers of the West made the same cry over their treatment by the manufacturers of farm machinery in Toronto. Reaping machines of Canadian make can be purchased for forty dollars less in Wales than in Winnipeg. The farmers of the West are organizing a representation, 500 strong, to Ottawa at the opening of Parliament to protest against the legislation that makes this possible. Along the border line of Maine, some dealers have amassed wealth by buying farm machinery, presumably for export to New Brunswick, and then selling afterwards in Maine.

On the whole our people are intelligent and conscientious, and habitually do neither what they know to be foolish nor what they feel to be wrong. But this system of favoritism to foreigners not only shows the needlessness of any tariff whatever on goods sold in this way; it shows that protection that taxes the protected to give to the unprotected is a suicidal policy. It increases the cost of living in the country practicing it and decreases it in foreign countries. An estimate of the difference between home and export prices, made in 1906, in the United States, shows a difference of from ten per cent. to eighty-two per cent. in the common articles of consumption. On about thirty articles in common use when the comparison was made, the average advance on the home price would be about thirty per cent. Present prices in the United States are about sixty per cent. higher than they were ten years ago. Half of this advance is thought to be justly chargeable to the high tariff.

SOME QUESTIONS

To the Editor of The Telegraph: Sir—In reading the speeches delivered at the Board of Trade banquet on Thursday evening last, as they are reported in the columns of The Telegraph, I find the following bright words of promise attributed to the Hon. Robert Maxwell M. P.: "The local government has bonused a railway to be built down the St. John river valley, which I hope will be a link in a third transcontinental road seeking an outlet at the port of St. John."

Will the Telegraph kindly inform me through its columns of what line is to be built the honorable gentleman (without portfolio) assumes to speak? Does Mr. Maxwell (W. P.) refer to the proposed electric line of the Hazen government? And, will you kindly inform me what third transcontinental is seeking an outlet through St. John? Moreover, will you let me know what trunk railway line, if any, on this continent, has adopted electricity for motive power between divisional points, excepting tunnels and metropolitan terminals?

I am, dear sir,

Yours in anticipation,

MACCLESFIELD.

Sackville, N. B., Oct. 21, 1910.

For any bright words of promise which may have leaped to the lips of the Hon. Robert Maxwell on the evening in question, that budding statesman must, of course, himself be held responsible. To a bystander it would appear that he had been moved by the optimistic spirit prevailing at the banquet in question, and somewhat by a desire to make it appear for the moment at least that the government, in the forecast of which he occupies a place, is really contemplating some serious and definite step toward the promotion of a trunk line down the valley of the St. John.

Supposing for the moment that this is the proper explanation of Mr. Maxwell's burning words, it must be instantly apparent to those who know the situation as it exists today that the Hazen government has done nothing calculated to give body and bone to the dream in which Mr. Maxwell indulged. For while there is reason to hope that the Canadian Northern may come down the St. John valley, and while it is admitted on all sides that the people of the river counties are entitled to, and should long ago have had a high class road, giving them competitive rates for their freight, the Hazen government in committing itself to the trolley line pro-

position has merely adopted an expedient calculated to waste time and intended to deceive the people of the St. John valley for a few years longer.

Several of the questions asked by our correspondent, if they can be answered at all, must be left to Hon. Mr. Maxwell. It may be said, however, that no trunk railway on this continent has adopted electricity for motive power over any long distance, and that there is yet to be found an engineer of serious reputation who would contend, or who could demonstrate to practical men, that it would be a sound proposal to attempt to operate a railway from St. John to Grand Falls in the winter time by electric power. The steam roads, after many years of experience, know what it is to fight the heavy snow storms which the winter brings in this country, and they know, also, that at the present stage of development trunk lines are operated more cheaply and more effectively by steam than by electricity. So that if Mr. Maxwell is talking about the trolley line that is one thing, and if he is talking about a trunk line for purposes of heavy traffic down the St. John valley that is quite another. He should come down out of the clouds.

TRIAL BY JURY

Judicial decisions have two uses—first absolutely to determine the case decided; and secondly, to indicate to the public how similar cases will be decided when they arise. It took twelve good men and true only thirty minutes to reach a decision in one of the most mysterious murder cases with which England has had to do in years. And their decision will have those two solid effects outlined above; it absolutely determines the case decided, and indicates to the public how similar cases will be decided when they arise. The judge quickly and solemnly concluded his sentence: "I advise you to entertain no hope that you will escape the consequence of your crime. I implore you to make your peace with Almighty God." It is not pleasant to return a verdict of murder in the first degree; but no doubt the jury reflected in their verdict the evidence that had been submitted to them, and this trial in the New Bailey is well calculated to protect the country against crimes and to give new confidence in the swift justice of English courts.

Edmund Burke said that the great object of civil government was to get twelve men in the jury box. But before the principle of trial by jury was brought in English jurisprudence a long road was traveled. The contest arose in the forests of Germany more than 2,000 years ago, as Tacitus informs us. The sound sense of that people established the right of trial by jury. The Saxons carried it to England, and were ever ready to defend it with their blood. It was crushed out by the Danish invasion, and the oppression and tyranny which the Saxons suffered through its loss was responsible for the reaction which drove the Danes back to their frozen homes in the north. Alfred, the wisest monarch that ever sat on a throne, re-established it with the ancient Saxon laws. It was not easy for him to do this, for the courts opposed it, wishing the power for themselves. He was obliged to hang forty-four judges in one year for refusing to give his subjects the right of trial by jury. But he hanged them, and during the subsequent period of Saxon dominion no man on English soil was powerful enough to refuse a legal trial to the meanest peasant.

All orders of society would have resisted even the king if he had dared to punish a freeman by a tribunal of his own appointment. Lord and vassal, knight and squire, priest and penitent, boorman and squire, master and thrall would have resisted to the death each invasion of their rights. The Normans trampled down the usage, but everyone is familiar with the great struggle that united all classes when King John was compelled to restore to the Great Charter. That Charter decreed: "No freeman shall be taken or imprisoned, nor will we pass upon him, nor will we send upon him, save by the lawful judgment of his peers, or by the law of the land." And the next article continues: "We will sell to no man, we will not deny to any man, either justice or right."

The colonists in America brought the institution with them, and they regarded it as the most precious part of their inheritance. No one will maintain, though, that the custom has gained by the transplanting. Trial by jury is not an infallible mode of obtaining truth. It has imperfections. But it is perhaps the best protection for innocence and the surest mode of punishing guilt that has yet been discovered. It has borne the test of experience longer and better than any other legal institution that has ever existed among men. England owes more of her grandeur, freedom, and prosperity, to it than to all other causes put together. In this trial it has lost nothing in respect and dignity.

THE TRANSCONTINENTAL

The inspection trip of President Hays and Hon. Mr. Pugsley over 132 miles of the Transcontinental Railway in New Brunswick renders timely the publication today of the third of a short series of articles dealing with the new railroad that is opening up a great belt of territory in this province that hitherto has been without transportation facilities.

Of the new line both the President of the G. T. P. and the Minister of Public Works have formed the most favorable impression, and the news that the New Brunswick section, now approaching completion, will be operated at an early day is, from every standpoint, good news for the whole province.

Of the importance of this enterprise from the standpoint of the Winter Port, the banquet to Mr. Hays and the announcements made at that function have given the public an enlarged appreciation. But while through traffic is a great thing, local traffic and the opening up of new territory in this province are not to be ignored. On another page today there is

printed some information regarding that portion of the Transcontinental from Chipman to the Tobique, over most of which the inspection party passed on Friday, a section of country to the resources of which in point of timber and pulpwood, agriculture, big game, trout and salmon, and scenic beauty, the whole country will soon be awakening. Just as the middle and western portions of the new railway are adding to the breadth of Canada, so the New Brunswick division of the line is making a large addition to the accessible natural wealth of this province.

The beginning of the operation of the Grand Trunk Pacific from coast to coast will prove a mighty impetus to us here in the East, and we shall begin to feel that impetus next summer when the trains commence to run over the new line from Moncton to Quebec.

David Bennett Hill, famous as a rival of Grover Cleveland for the Democratic presidential nomination, died yesterday at Albany. For some years past Mr. Hill has not been active in politics, but for many years he was one of the most conspicuous of Democrats in the United States. Had he been at the height of his powers during the last year or two he might have had the Democratic nomination for 1912, with some prospect of election. Yet he was a politician rather than a statesman.

NOTE AND COMMENT

Mr. Coste's hint to the Council concerning its habit of prolonging negotiations ought not to be lost. Mayor Frink struck the right note in his speech on Thursday night. St. John wants action.

Mr. Maxwell thinks the Canadian Northern may come down the St. John Valley. Likely enough. But not over Mr. Hazen's Trolley line. Heavy traffic and fast trains demand good grades and a substantial roadbed.

Dr. J. W. Daniel, M. P., was visibly pained by some of the remarks made at the Hays banquet. The Prince Rupert express may cure Dr. Daniel's pessimism, but in doing so it is likely to wreck his political hopes.

The New York, New Haven & Hartford R. R., having secured control of the Boston & Maine, is now said to be about to buy control of the Eastern Steamship Company. It would thus have a direct line from St. John to New York and would use the steamers as feeders for its New York trains and steamers, besides directing its tourist traffic this way. If the deal goes through it may prove of considerable benefit to this city. Before long some one will be building a new hotel here. One of our own railroad companies ought to be thinking about it.

A Standard reporter sought to interview Hon. Wm. Pugsley on Thursday. The Standard man asked Dr. Pugsley about the Campbellton situation and was told that he had nothing to say in regard to it. The remainder of the Standard's article is here quoted:

"The only word spoken by the minister in addition to those above, was a criticism of the Standard's course in publishing the news of the result in the Mayes dredging case."

"Do not forget to tell the Standard," he said, "that before they published falsehoods regarding the Mayes case they should have seen me."

"This ended the interview."

That seems fairly definite and conclusive.

"Canada," a patriotic weekly journal published in London, prints a very interesting illustrated article regarding Ottawa, which it describes as "the most beautiful capital city of the Empire."

The death of Hon. George F. Hill removes a New Brunswick of much force and originality, who long occupied a prominent position in the public life of his province. He will be remembered as one who served his constituents faithfully and who held the public good above any private interest. He was not a pretender, and if on occasion his bluntness or his biting wit seemed unfeeling, it was realized that he spoke from conviction and was defending what he conceived to be the right.

To mend a sifter or sieve that has a hole in it, use a larger needle and coarse thread and darn back and forth across the hole as one would darn a stocking.

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The same in Dongola
Kid, \$3.00 per pair.

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Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. **NOT NARCOTIC.**
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FAMOUS GEMS OF PROSE
AN APPEAL FOR LIBERTY
BY JOSEPH STORY

From an address at the bi-centennial celebration of the settlement of Salem (Mass.), Sept. 18, 1823.

I call upon you, fathers, by the shades of your ancestors, by the dear ashes which repose in this precious soil, by all you are, and all you hope to be; resist every object of disunion, resist every encroachment upon your liberties, resist every attempt to fetter your conscience, or smother your public schools, or extinguish your system of public instruction.

I call upon you, mothers, by that which never fails in woman, the love of your offspring; teach them, as they climb your knees, or lean on your bosoms, the blessings of liberty. Swear them at the altar, as with their baptismal vows, to be true to their country, and never to forget or forsake her.

I call upon you, young men, to remember whose sons you are; whose inheritance you possess. Life can never be too short, which brings nothing but disgrace and oppression. Death never comes too soon, if necessary in defence of the liberties of your country.

I call upon you, old men, for your counsels, and your prayers, and your benedictions. May not your gray hairs go down in sorrow to the grave, with the recollection that you have lived in vain. May not your last sun sink in the west upon a nation of slaves.

No; I read in the destiny of my country far better hopes, far brighter visions. We, who are now assembled here, must soon be gathered to the congregation of other days. The time of our departure is at hand, to make way for our children upon the theatre of life. May God speed them and theirs. May he who, at the distance of another century, shall stand here to celebrate this day, still look round upon a free, happy, and virtuous people. May he have reason to exult as we do. May he with all the enthusiasm of truth as well as of poetry exclaim that here is still his country.

Uncle Walt
The Poet Philosopher

When things go wrong and I get mad, and all the world seems grim and sad, I do not let my cranky mood bring gloom into my neighborhood. I do not snarl and snap at folks who don't deserve malicious pokes. I have a scheme that's really slick, and it relieves me pretty quick. You've heard of Gessler, that old soul who hung his lid upon a pole? When I feel mean I climb his frame; the way I roast him is a shame. "That blamed old Gessler," I remark, "he was a pirate and a shark; he'd rob a widow of her shote, or steal the whiskers from a goat, or burn a church or kill a cop, or burglarize a blacksmith shop. Such men as Gessler should be drowned, or locked up in the village pound, or boiled in tar and kerosene, or drawn and quartered on the green. I have no use for any chump who hangs his hat upon a stump, expecting gents like William Tell to get down on their knees and yell." When I've abused old Gessler thus, and raised a nice and harmless fuss, I feel as genuine relief as though I'd brought a lot of grief to those around me; so, my lad, abuse old Gessler when you're mad!

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WALT MASON.

A CRIME NEWLY NAMED.

(Boston Herald.)

A newly made magistrate was gravely absorbed in a formidable document. Raising his keen eyes, he said to the man who stood patiently awaiting the award of justice, "Officers, what is this man charged with?" "Bigotry, your worship. He's got three wives." The new justice rested his elbows on the desk and placed his finger tips together. "Officer," he said, "what is this? That is the use of all this education, all these evening schools, all the technical classes, and what not? These men, in any future like case, that a man who has married three wives has not committed bigotry, but trigonometry. Proceed."

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The visit of President Hays to New Brunswick, and the work of the Grand Trunk Pacific, which is printed in an issue of the Public Works inspection trip in New Brunswick, between Moncton and St. John.

In another column is printed an issue of the Public Works inspection trip in New Brunswick, between Moncton and St. John. The Telegraph press photoconcerns Chipman to Plaster articles the general line of New Brunswick, together with the between Moncton and St. John. President Hays spoke in very high of the road, some of the work on the Brunswick, which is printed in an issue of the Public Works inspection trip in New Brunswick, between Moncton and St. John.

Through the Head
It is useful in a way to consult a and observe how fatal cuts through

CANADA

The Duke of Cornwall and daughter are town. The duke's duchess (who Frederick Charles

EALLEN LOVE

STEPH

KI

St. Stephen, N. Word was receiv this evening to the second son of H had accidentally station.

Love, who was of age, started in brakeman on the popular young man a valued member team.

SALISBURY

Salisbury, N. B. who lived with this village, this morning. He resulted from a was 62 years old.