

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MAY 16, 1903.

G. T. PACIFIC TRAFFIC WILL COME TO MARITIME PORTS IN WINTER, IT NOW APPEARS.

Minister of Railways, in Telegram, Says if Subsidy is Given Grand Trunk Will Make Satisfactory Arrangements With I. C. R., or Build Through to Port in This Section.

Hon. Mr. Blair's Important Telegram to W. M. Jarvis.

The board of trade council met Wednesday morning and sent the following telegram to the minister of railways: "Hon. A. G. Blair, Ottawa: "Grave apprehension is felt here as to Grand Trunk plans regarding maritime provinces. Strong feeling that if division assistance of any kind to transcontinental road is given, stipulation that railway find a terminus in maritime provinces, and further, that all freight originating in Canada or received along the line should be shipped through maritime terminals asked for a bounty of \$3 per ton on iron for shipbuilding. Can you assure us that in case of assistance being given the Grand Trunk will build through maritime provinces and ship freight thence?"

The following reply was received: W. M. JARVIS, President. W. M. Jarvis, St. John, N. B.: I believe that in case government gives financial assistance the Grand Trunk Pacific will be obliged to enter into a satisfactory traffic agreement binding itself to hand over at Quebec its ocean winter traffic to Intercolonial or build a line through to a maritime port. Have been doing everything possible to bring this about.

Ottawa, May 13—(Special)—It is understood that the minister of railways received a telegram from President Jarvis of the board of trade of St. John, asking Mr. Blair to do everything in his power to prevent a wrong that was now threatening the maritime provinces. Mayor White also forwarded him a copy of a resolution passed by the common council on the same subject.

The minister replied in a reassuring way to both these despatches stating that he had not been idle, as a representative of St. John, not in a public way, but in an equally effective manner, in using all the influence he possessed in order to protect the interests of the maritime provinces in this regard.

Mr. Blair said he had intimated to the Grand Trunk Pacific people that he thought would be a fair solution of the question before the meeting of the committee today when he had spoken on the subject.

Mr. Blair expressed to Mr. Jarvis his belief that provision would be incorporated in the Grand Trunk Pacific bill which would secure the traffic, either satisfactory traffic arrangements would be made with the Grand Trunk Pacific Company for the transfer to the Intercolonial at Quebec, or the traffic coming on the Pacific line for shipment in the winter season across the ocean, or failing that a line should be built from Quebec through the province of Quebec and New Brunswick to St. John and Moncton. The minister added that he would do all in his power to bring this arrangement about or one equally satisfactory.

Ottawa, May 13—(Special)—There was another field day at the railway committee today in connection with the Grand Trunk Pacific Railway bill. As soon as the preamble of the bill was carried, there being no discussion on it, Mr. Kemp, of Quebec, put a number of questions to C. M. Hays, vice-president of the Grand Trunk.

Mr. Kemp said: Have the Intercolonial and the Grand Trunk an agreement or arrangement in respect to the interchange of freight traffic?

Mr. Hays—Yes.

Mr. Kemp—On the basis of the apportionment of earnings in respect to such traffic is satisfactory to the G. T. R.?

Mr. Hays—Yes.

Mr. Kemp—Under this arrangement has the Intercolonial any considerable volume of export grain business for shipment via St. John or Halifax?

Mr. Hays—Yes.

Mr. Kemp—Under an arrangement similar to that which is existent at the present time, would the Grand Trunk Pacific be able to transfer the products originating on its line via the Grand Trunk Pacific and the Intercolonial to Canadian ports in the maritime provinces?

Mr. Hays—Yes.

Mr. Kemp—Could the products originating on the G. T. R. Pacific line be shipped via the Grand Trunk Pacific via Portland instead of St. John and Halifax?

Mr. Hays—No.

Mr. Kemp—In order that the Grand Trunk Pacific may be transferred through Canadian territory would the Grand Trunk Pacific if not able to make satisfactory arrangements with the Intercolonial Railway build on their own behalf a new line of railway to some winter port in the maritime provinces.

Mr. Hays—Yes.

H. J. Logan (Umberland, N. S.), continued the interrogations from the point of the last question as follows: "You do not propose to build independent of the Intercolonial?"

"If you do build, will you build to the city of Moncton?"

"Most likely we would."

"Do you propose to build your line north of Lake Abitibi?"

"No; it goes south as the survey shows, but practically in that neighborhood."

The minister of railways did not think the question of arrangements between the G. T. Pacific and Intercolonial should prejudice the committee one way or another. He pointed out that the only time the government road could expect to get freight from the Grand Trunk was when there were no steamers to carry it from Portland.

If the committee deemed it essential that an arrangement should be made to handle traffic received from the G. T. Pacific at Quebec, the present arrangement would have to be revised to a considerable degree. He mentioned this because it might be thought that the present arrangement was satisfactory to the G. T. R., was also satisfactory to the Intercolonial, but it was not.

As to the ability of the government road to handle traffic, Mr. Blair said that it could take all the freight the G. T. Pacific could give it and that the facilities would be fully equal to those of the proposed line.

The rate which the I. C. R. received

HALIFAX DELEGATION INTERVIEWS GOVERNMENT.

A Bounty of \$3 Per Ton on Iron for Shipbuilding Asked - Their Request Considered.

Ottawa, May 12—(Special)—The Halifax delegation waited on the premier and minister of finance in Sir Wilfrid's office at noon today, and asked for a bounty of \$3 per ton on iron for shipbuilding. The principal speakers were J. E. DeWolff, Mayor Crosby, T. Scarfe and Wm. Roche, M. P.

A delegation from Toronto some time ago made a similar request upon the government. The Halifax delegation concurred with the views set forth by the Toronto people.

It was pointed out that it was necessary now to substitute iron instead of wood for shipbuilding. Formerly a very profitable and extensive business had been carried on in the maritime provinces in shipbuilding, and it was hoped that this industry might be revived if some encouragement was forthcoming from the government to aid in its initial stages.

It was proposed, for instance, to make the bounty on a sliding scale, so that in the course of five years it might disappear. The delegation afterwards had a conference with Mr. Fielding, Mr. Patterson and Mr. Frederick Gordon, when similar views were expressed. In both instances the delegates were well received and are hopeful that the representations made to the government will receive favorable consideration and in due course be adopted by them.

Wm. Roche, M. P., entertained the following luncheon in the house of common's restaurant: Premier Murray, R. L. Borden, E. M. McDonald, M. P.; A. C. Ross, Mr. Patterson, M. P.; A. B. Crosby, Mr. Leslie, J. E. DeWolff, J. T. Hale, J. P. Faulkner, T. Scarfe, E. F. Hill and J. M. Weeks.

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VICTORY OVER ODDS OF 12 TO 1.

London, May 12—Colonial Secretary Chamberlain announced here today that as a result of the British military operations in the Sokoto and Kano districts, ending with the capture of the Emir of Kano, 100,000 square miles of territory had been added to Northern Nigeria and would be administered by the government of that territory.

Interesting details have been received here of the capture of Sokoto, March 14, by the British column commanded by Col. Moncrieff. The British numbered about 500 men, with four quick firing guns and four Maxim's. The enemy's horse and foot were estimated to number some 6,000 men, their rifles being armed with modern rifles and using smokeless powder.

The British camped during the night of March 13 a mile and a half from Sokoto, after a hard march of 100 miles from Kaura, with little water and having passed through a difficult country.

At daybreak, March 14, the British moved out in square formation towards the valley in which Sokoto lies. Immediately after the engagement began, the Fulanis charged with fanatical bravery, undeterred by a withering Maxim and rifle fire. They had no proper leadership, but the isolated bands continued to advance over heaps of dead and dying, often only individuals reaching within a yard of the square where, refusing quarter, they were shot down like shooting "quail," with their last breath.

The main body of the natives was finally routed, leaving a remnant of about 30 chiefs around the Emir's great white flag. These chiefs were defiant to the last and their corpses were found heaped in the square. The British continued to advance until they were within a few yards of the square where, refusing quarter, they were shot down like shooting "quail," with their last breath.

Mr. Pringle (Cornwall) asked if under the new railway act there would not be power to prevent discrimination in favor of Portland as against Canadian ports.

Mr. Blair—"I think it would be possible for the railway commission to prevent discrimination, but that would only apply to rates, not as to whether a man favors one port more than another."

D. C. Fraser (Quebec) said he would grant a charter to anybody that would build an all-Canadian line. He reminded the committee that the shippers did not care what became of the grain so long as they got the money for it in their pockets. It might be taken over the line and burned for all they cared.

Henry Carrill (Conservative, Bruce) spoke in support of the proposition that the government should extend the Intercolonial to Winnipeg and double track it if necessary.

Mr. Pringle wanted a clause put in the bill compelling the company to buy every spike, nail and everything else of Canadian manufacture so long as they could get them as cheaply as they could import them.

At 1 o'clock the committee rose until Wednesday, May 27, for the further consideration of the bill.

DAVID RUSSELL BUYS A TRUST COMPANY.

Montreal Trust and Deposit Company Will Have Branches at St. John, Halifax and Toronto.

Montreal, May 12—(Special)—David Russell has bought out a controlling interest in the Montreal Trust and Deposit Company and intends reorganizing the company with a new board of directors and new management.

The new company will have a cash capital of \$500,000 and branches will be opened in St. John, Halifax and Toronto.

At the burial of a South London man his six dogs draped in black followed the cortege.

INSANE SAILOR IS FOUND DEAD.

Search Revealed the Body of Bark Emigrant's Carpenter Strangled.

THE CAPTAIN'S STORY.

The Demented Man Could Not Be Induced to Come from Vessel's Hold—Wm. Carver Drowned at Ingram River While Logging.

Halifax, May 13—(Special)—This morning the crew of the bark Emigrant, which arrived last night from Bermuda, began shifting cargo in the vessel's hold with the result that the body of the carpenter was found near the skin of the vessel pinned down under a sliding scale, so that it had evidently been dead for some days. He had strangled himself to death, a leather strap being found drawn tightly about his neck. It is supposed he crawled among the empty casks when the crew were searching for him.

Captain Taraldsen reports that the ship left Bermuda April 16 and on the 17th arrived last night from Bermuda, began shifting cargo in the vessel's hold with the result that the body of the carpenter was found near the skin of the vessel pinned down under a sliding scale, so that it had evidently been dead for some days. He had strangled himself to death, a leather strap being found drawn tightly about his neck. It is supposed he crawled among the empty casks when the crew were searching for him.

The carpenter stayed in the hold for a few days but later gave the captain the hold again and escaped into the hold again, staying there ever since. The captain and men called to him and lowered foot down the hold. The bread disappeared from the forecastle and the captain thought the carpenter was eating it. Later on the men went in to search with lights but could not find the carpenter.

The captain says the man, Stefan Oscar Wirtanen, was a native of Mygale, Finland, and had been on the vessel for about 17 months and was highly thought of, being a good workman and always ready to do his duty.

The Allan steamer Caribbeian, from Glasgow via St. John's (Nfld.), arrived this afternoon with 322 passengers to land here. The majority are Norwegians and Finns bound to ports in western Canada and the United States.

News of a drowning accident reached the city this morning from Ingram River. The victim is William Carver, an employe of a lumber company. Carver with others was at work logging on the lake about 10 miles from Ingram River and yesterday morning fell off the end of a run of logs and was drowned. His body sank and up to this morning had not been recovered.

The schooner Laura C., reported missing while on voyage from Halifax for Louisiana, has been sighted. The vessel, which had received word today that she had turned up at Barbados, having been blown off the coast.

WEEKLY SERVICE BETWEEN PICTOU AND SOURIS, P. E. I.

Government Enters into Contract for Summer Season With N. S. Steel Company.

Ottawa, May 12—(Special)—The department of trade and commerce concluded a contract today for a term of years with the Nova Scotia Steel Company for a summer weekly service between Pictou and Souris (P. E. I.), and the Magdalen Islands. The same company are already performing a service between Chatham and Pictou.

The New Glasgow delegation was joined here today by Dr. Kennedy and J. Underwood along with Hon. D. C. Fraser and Mr. Bell of Pictou they waited on Hon. James Sutherland and Hon. W. S. Fielding and presented their claim for government assistance for opening up and developing the East River in Pictou county. The principal speakers were Mr. McDonald, M. P. P., Mr. Cantley and Mayor Crockett. The ministers said they would give the matter favorable consideration and the delegates were all satisfied with the way they were received.

It is said that women who wear reefs of a reddish hue are in danger of a disagreeable and serious ailment. The poison in the dye is absorbed through the skin and inflames the eyes.

Not Only Relief, A Cure.

Many Discouraged Asthmatics who long have been unable to get relief, find relief in HERRICK'S ASTHMA CURE. It is a powerful and permanent remedy that acts instantly and does not injure the system.

The late Sir Dr. Morrell McKenzie, England's foremost physician, used HERRICK'S ASTHMA CURE constantly in his private practice. If you are discouraged send for a generous free sample. It will not disappoint you.

HERRICK'S ASTHMA CURE is a standard remedy prescribed by many eminent physicians and sold throughout the world for over a quarter of a century. A truly remarkable testimonial is itself.

HERRICK'S ASTHMA CURE, 14-17 Trinity St., New York. For sale by all druggists.

HOW A BEAUTIFUL WOMAN ESCAPED SPRING CATARRH BY USE OF PE-RU-NA.

Nothing Robs One of Strength Like Spring Catarrh - Spring Fever is Spring Catarrh.



MISS HELEN WHITMAN. Miss Helen Whitman, 303 1/2 Grand avenue, Milwaukee, Wis., writes: "There is nothing like Peruna for that tired feeling, which gives you no ambition for work or play. After a prolonged illness, about a year ago I felt unable to regain my health, but four bottles of Peruna made a wonderful change and restored me to perfect health. As long as you keep your blood in good condition you are all right, and Peruna seems to fill the veins with pure, healthful blood. I thoroughly endorse it."

Have you got nerves? Well, you ought to have nerves. If you ought to be strong nerves, good nerves, does your hand tremble? You are living too fast. Does your heart flutter at times? You had better call a halt. Americans live too fast. They crowd too much into a single day. They have too little leisure. The hospitals and insane asylums are overflowing. The quiet, pastoral scenes of yore are becoming rare. It's time that we quit this sort of business.

First, repair the injury already done to your nerves. The way to this is to do exactly as did Mattie B. Curtis, Secretary of Legion of Loyal Women, Hotel Salem, Boston, Mass. She said in a recent letter: "I suffered for over a year with general weakness and debility manifested in severe headache and backache. I took four bottles of Peruna, and for two months have been entirely free from these maladies."

Nervous Prostration. Thousands of cases might be quoted in which Peruna has been used to rescue people from the perdition of deranged nerves, and put them on the good solid foundation of health. The County Auditor of Erie county, New York, Hon. John W. Keefe, in a recent letter written at Buffalo, New York, stated: "I was persuaded by a friend to try a bottle of your great nerve tonic, Peruna, and the results were so gratifying that I am more than pleased to recommend it."

A Spring Tonic. Almost everybody needs a tonic in the spring. Something to brace the nerves, invigorate the brain and cleanse the blood. That Peruna will do this is beyond all question. Everyone who has tried it has had the same experience as Mrs. D. W. Timberlake, of Lynchburg, Va., who, in a recent letter, makes use of the following words: "I always take a dose of Peruna after business hours, as it is a great thing for the nerves. There is no other spring tonic, and I have used about all of them."

Catarrh in Spring. The spring is the best time to treat catarrh. Nature renews herself every spring. The system is rejuvenated by spring weather. This renders medicines more effective. A short course of Peruna, assisted by the balmy air of spring, will cure old, stubborn cases of catarrh that have resisted treatment for years. Everybody should have a copy of Dr. Hartman's latest book on catarrh. Address The Peruna Medicine Co., Columbus, Ohio.

Mrs. Lulu Larmer, Stoughton, Wis., says: "For two years I suffered with nervous trouble and stomach disorders until I seemed that there was nothing to me but a bundle of nerves. I was very irritable, could not sleep, rest or compose myself, and was certainly unfit to take care of a household. I took nerve tonics and pills without benefit. When I began taking Peruna I grew steadily better, my nerves grew stronger, my rest was no longer fitful, and today I consider myself in perfect health and strength. My recovery was slow but sure, but I persevered and was rewarded by perfect health."—Mrs. Lulu Larmer.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis. Take care of a household. I took nerve tonics and pills without benefit. When I began taking Peruna I grew steadily better, my nerves grew stronger, my rest was no longer fitful, and today I consider myself in perfect health and strength. My recovery was slow but sure, but I persevered and was rewarded by perfect health."—Mrs. Lulu Larmer.

Dr. Thomas Walker was chosen chairman of the Dufferin Hospital. There were also present James Collins, F. C. Monahan, D. Magee Jr., L. B. Knight, John Rose, Alderman Chas. F. Tilly, James H. Pullen, T. P. Pugsley, A. E. Macaulay, S. T. Golding, John Bond, John Bain, H. J. Fleming, H. H. Moss, Dr. Pennington, Joseph Stenfield, Henry Gallagher, Dr. D. E. Berryman, E. L. Jewett, Daniel Michaud, J. H. Armstrong, James Sterling and Jesse Proctor, of Sussex.

D. C. Clinch, Dr. Thos. Walker and H. J. Fleming were chosen a committee to wait on the St. John Agricultural Society to purchase or lease Moosepath Park and they are to report at another meeting to be held at the Dufferin Hotel on Thursday evening next.

A vote of thanks was tendered Manager Charles Campbell, of the Dufferin, for the use of room for the meeting.

The gentlemen having the matter in charge do not say at present what their plans are.

Bikes—"How on earth did you come to marry such a perfect goose?" "Why—" "She's a goose with a golden egg."

SOLDIER CHARGED WITH KILLING FIVE WIVES.

Douglas Got Rid of Two of His Spouses at Halifax, it is Claimed.

Villain is Under Arrest in England for Murder and Fugery—One of His Victims, Whom He Did Not Kill, is Living in Halifax Now.

Halifax, N. S., May 13—Douglas, who is under arrest in England charged with the murder of five wives, had an interesting career in Halifax. He came to Halifax from Shoreham (England), and was a quartermaster sergeant, while on this station. He filed the position of chief clerk in the office of the commanding officer of the Royal Engineers. When Douglas first landed in Halifax he was accompanied by a wife and two children. He was quartered in the military lumber yard. Two more children were born in Halifax. Mrs. Douglas became suddenly ill, and soon after died. She was buried the day following her death. Three weeks following the death of wife No. 1, Douglas left Halifax for England and returned five weeks later with another woman, who he introduced as his wife. She was young and good looking, and it was stated at the time that she had considerable money. She seemed to be in excellent health, but shortly after her arrival here she took fits of vomiting and coughing. It was distressing to the neighbors to hear her. Within 14 days after her arrival she was a corpse, and the husband and one other mourner were all who were present at Port Massey cemetery when the body was interred. It was not necessary in those days to obtain a permit for burial from the city. Douglas requested that the funeral be as quiet as possible, and the remains were interred the day following the death, and a small wooden slab with a number thereon marks the grave of wife No. 2.

Soon after another young woman appeared on the scene, this time a Halifax woman, who is now the wife of Superintendent Vennor, of Halifax public park. Douglas had a fondness for good looking women, and his Halifax choice was no exception. Douglas wanted to take his Halifax madam to England on a military post. He represented to Col. Atkins that she was his wife. Wife No. 2 was hardly cold in the grave at this time. Colonel Atkins doubted that the Halifax woman was Douglas's wife. He said if Douglas could prove that he was married the woman would be taken on the strength of the corpse and would be supplied with a ticket for England. Douglas informed the commanding officer that he had been married at Bedford, and a messenger was sent there to make inquiries. He reported that no such marriage had been solemnized there. The woman was refused passage. Douglas, however, paid her way, and when he arrived in England he and the Hal-

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SUNLIGHT SOAP advertisement. Sunlight Soap makes homes bright. should be used to clean your house as well as wash your clothes. It does twice the work of a common soap in half the time and with less labor. Don't take our word for it, but try it for yourself. ASK FOR THE OCTAGON BAR. Sunlight Soap Washes the Clothes White and won't Hurt the Hands. LEVER BROTHERS LIMITED, TORONTO.