

ALEX. GIBSON CO.

To Be Recapitalized by
John F. Stairs and
Associates.

Mr. Gibson will be President of the Co., and H. McLean Probably a director.

A conference was held in St. John Thursday, which, according to report, will have an important bearing on one of the foremost of New Brunswick's industrial interests. The gentlemen who attended the meeting were Alexander Gibson, of Marysville, the president of the Alex. Gibson Railway and Manufacturing Co. (Ltd.); Lt. Col. McLean, K. C., the secretary of the company; D. J. McLaren of Liverpool, one of the directors of the company; John F. Stairs, and Max Aitken of Halifax.

Reporters of the Sun saw Col. McLean and Mr. Stairs last evening but they declined to give anything for publication. Mr. Aitken was also seen, but he was equally reticent.

The Sun learns, however, that the Alexander Gibson Railway and Manufacturing Company will within a short time be re-capitalized by Mr. Stairs and his associates in the sister province. Bonds, preferred stock and common stock will be issued in a sum exceeding \$6,000,000. Mr. Gibson will be the president of the company and will have associated with him as directors J. F. Stairs, the president of the Nova Scotia Steel and Coal Co.; R. E. Harris of Halifax, a director of concern, and other prominent Nova Scotia financial men. It is understood Col. McLean of this city will be made a director. The securities will be listed on the Montreal stock exchange. The new company will own and operate the Canada Eastern railway, the cotton mill at Marysville and the timber limits and saw mills on the Nashwaak and at Blackville. The Canada Eastern line is 137 miles in length and of late the road has shown excellent earnings. The cotton mill is said to be the largest individual cottonmill in Canada and gives employment to several hundreds of hands. The mill, with its admirable equipment, is said to be worth over a million dollars. The timber limits are understood to cover 200,000 acres, and the Nashwaak river is owned outright by the concern. The new company propose to manufacture between thirty and thirty-five millions of lumber per year. The town of Marysville is another asset of the company, all the land being owned by it as well as the houses which are occupied by the Gibson company's employees. The company will also operate the very extensive timber limits at Blackville, where they have saw mills, a grist mill and a shingle mill.

It is said within a month the new company will be in control of all these vast interests. The lands which they have are capable of a much greater production of lumber, and it is safe to assume that the production of the saw mills will in the course of a few years be greatly augmented.

Mr. Gibson returned to Marysville last evening, and Mr. Stairs and Mr. Aitken left for Halifax late last night.

Mr. Gibson's career has been a remarkable instance of what energy and perseverance, coupled

Bad Appetite, Indigestion

Mr. Jas. McMath, of Inverness Street, Stratford, Ont., states:—"My digestive organs were entirely deranged, my appetite was poor, I was run down, and had severe attacks of dizziness and nervous headaches. The use of Dr. Chase's Nerve Food has entirely cured me, as my digestion is very much improved, the headaches have left me and my appetite is real good. I can recommend Dr. Chase's Nerve Food most heartily, knowing it to be an exceptionally good medicine."

Being slightly laxative Dr. Chase's Nerve Food regulates the action of the excretory organs and through its restorative influence on the nerves and muscles ensures the healthful and vigorous action of the respiratory and digestive systems. If you are weakened by overwork, worry or disease, this great food cure is bound to be of benefit to you. As a restorative it has never been approached, 50 cents a box, at all dealers, or Edmondson, Bates & Co., Toronto.

Dr. Chase's Nerve Food

with good intellect, can achieve. He started out at the age of 15 years without any more of this world's goods than the ordinary lad has and in the course of 10 or 12 years owned a most valuable lumber property at Lepreau. He disposed of this and by a master stroke secured the entire control of the Nashwaak river and the timber lands thereon. This property was purchased from Robert Rankin & Co. over thirty years ago, when it was valued at \$130,000. On commencing operations on the river, Mr. Gibson saw at once that the principal obstruction to be overcome was a large boom held by a mile or two of piers. He constructed dams and increased the river facilities so much, that hang-ups on the Nashwaak were out of question. It is said Mr. Gibson has cut fully six hundred million feet of logs into deals on the Nashwaak. The Cotton mill was built from bricks manufactured by him within a stone's throw of the structure. It is lighted by electricity from Mr. Gibson's own dynamos. Mr. Gibson was able to land lumber at St. John at lower figures than any of the other operators on account of his escaping the charges incident to a connection with the corporation drives, years ago Mr. Gibson built a railway extending from Gibson to Woodstock. This has since passed into the possession of the C. P. R. The Canada Eastern was then built from Gibson to Chatham, and later on the bridge across the St. John river gave this line an entrance to the interior. This giant of industry constructed so many years since at Marysville what was then one of the largest cotton mills in America. He conceived the idea of building about the mill a town for the cotton mill's employees and this he successfully carried out. And now within the attractive little town of nearly 2,000 inhabitants reside only the Gibson concern's employees. Mr. Gibson is now a man over 80 years of age, but he retains the same vigor and splendid business ability that marked him for a great man a quarter of a century ago. All through his life Mr. Gibson's charity has been a by word in and about the district in which he moved and did business.

Mr. Stairs, the president of the Nova Scotia Steel and Coal Co., is recognized as one of Eastern Canada's foremost financiers. Some years since he consolidated the cordage companies of Canada in which is known as the Consumers' Cordage Co., of which for some time he was president. But his great effort was in the development of the steel and coal industries of Nova Scotia. He consolidated the sugar refineries of the two provinces, and is the founder and president of the Eastern Trust Co. Mr. Stairs is connected with numerous other financial and industrial corporations. New Brunswick will not regret the acquisition of Mr. Stairs and his associates in the greater development of the Alex. Gibson Company.—Sun.

IN THE ELECTRIC CHAIR

Auburn, N. Y., Nov. 18.—John Truck was put to death in the electric chair in the state prison here this morning. Truck's crime was committed in the town of Virgil, Cortland County, on the night of March 14, 1899. Neighbors discovered the house of Frank W. Miller, who lived alone, in flames. Before the burning dwelling had entirely consumed they made out the body of a man in the ruins. Water was thrown upon the body to prevent cremation and it was afterwards identified as that of Truck. The autopsy showed that death had occurred before the fire had touched the body, the skull having been crushed by a blunt instrument. It was known that Truck had spent the night before with Miller and had been in the neighborhood for several days. The next day Miller's wagon was discovered in Truck's barn in Homer, and when arrested Truck was wearing Miller's clothes and had his watches, his horse and wagon. He claimed to have been in Homer, but told several conflicting stories. He was convicted and sentenced to electrocution.

Pa, what is the eastern question? How much have you got.

SAN FRANCISCO FIRE.

Loss Estimated at
\$100,000.

Several Lives Supposed to Have Been Lost.

San Francisco, Nov. 20.—The Southern Pacific depot and Ferry slip, at the end of the Alameda Mole, which extends far into the bay from the eastern shore, was totally destroyed by fire early today. A large number of passenger coaches were also burned and it is said that several lives were lost. The loss may exceed \$100,000, but it cannot yet be closely estimated.

The fire broke out from an unknown cause soon after the ferry boat Oakland had reached the slip on her last trip from this city about 1 o'clock. The kitchen crew of the steamer had retired to their lodging near the end of the pier. Suddenly the flames burst out quickly spreading through the depot, a big building of wood and glass. The upper works of the Oakland caught fire and her captain was forced to cut loose and leave her men behind. They may have escaped, but they have not yet reported.

The burning slips were inaccessible for fire engines from the Alameda county shore, but two fire boats were dispatched to the scene from the city and succeeded in confining the flames to the end of Mole. Nothing else could be done, however, and everything on the broad extension of the pier was soon totally destroyed. The depot will be the terminal for trains to Santa Cruz and for trains to Oakland and Alameda, on which latter line the cars are of the most improved pattern. During the year the Southern Pacific expended many thousands of dollars in repairing the approaches to the Mole and the wharf proper. The ferry buildings proper covered several acres and contained the offices of the railroad operators.

BLAIR'S IDEA OF ANOTHER LINE TO THE COAST.

The Proposed I. C. R. Extension to Pacific.

Will Sir Wilfrid Laurier, at the request of his Cabinet, and especially of Hon. A. J. Blair, Minister of Railways and Canals, at the next session, ask Parliament to sanction the undertaking of the establishment of a transcontinental Government railway?

Such is the question that leading railway officials have been asking since Mr. Blair announced through the Sunday Sun that he felt sure that the one great thing that would help to solve the transportation problem in the Northwest would be a Government railway.

That such an undertaking is at present being contemplated by the Liberal Government the Sun is today in a position to show by the statements made by Hon. Mr. Blair in a recent speech at Vancouver, and on his return from the West; the opinion offered by Mr. William Mackenzie, of Mackenzie and Mann, proprietors of the Canadian Northern Railway, and the outline of the proposed Government railway by a Minister of the Dominion Cabinet, who recently visited the West, and is in close touch with the Minister of Railways.

As soon as Hon. Mr. Blair announced through the Sun that there were excellent opportunities for a Government railway through the Canadian Northwest, Mr. J. I. Tarte, in an editorial in his paper referred to the statement made at Vancouver by Mr. Blair to the effect that while in St. Paul he had conferred with Mr. Hill, the American Magnate, who has control of the Northern Pacific and the Great Northern Railways. The announcement, Mr. Tarte pointed out, followed, as it was, by the one to the effect that after looking into the situation he was sure that there was a good opening for such a railway, showed that Mr. Blair had evidently made far greater negotiations than he was willing to make public.

While in the city yesterday Mr.

BACKACHE.



Backache is a forerunner and one of the most common symptoms of kidney trouble and womb displacement.

READ MISS BOLLMAN'S EXPERIENCE. "Some time ago I was in a very weak condition, my work made me nervous and my back ached frightfully all the time, and I had terrible headaches."

"My mother got a bottle of Lydia E. Pinkham's Vegetable Compound for me, and it seemed to strengthen my back and help me at once, and I did not get so tired as before. I continued to take it, and it brought health and strength to me, and I want to thank you for the good it has done me."—Miss Kate Bollman, 142nd St. & Wales Ave., New York City.—\$5000 forfeit (original of above letter proving genuineness cannot be produced).

Lydia E. Pinkham's Vegetable Compound cures because it is the greatest known remedy for kidney and womb troubles.

Every woman who is puzzled about her condition should write to Mrs. Pinkham at Lynn, Mass., and tell her all.

William Mackenzie, of the firm of Mackenzie and Mann, when asked if there was any truth in the statement that the Government was negotiating for the probable purchase of the Canadian Northern, said that up to the present time the Government had always assisted the railway and would most likely continue to do so. He felt sure that there was a great future before the Canadian Northern, by its being extended both eastward and westward. Up to the present time, section by section, the railway had paid for itself, and there was not any reason why, under good management it should not continue to do so after further extensions were made. He would not, however, admit whether any definite negotiations had yet been made.

And now comes the information, from a Cabinet Minister, that such a line has actually been contemplated, and that it may not be very long before the Government will take definite action.

In conversation with a representative of the Sunday Sun, the minister made the following statement:

The road that is being most contemplated at the present time, and will undoubtedly be recommended by Hon. Mr. Blair, is that the Intercolonial Railway should be extended to unite with the Canada Atlantic at Gagetown, Que. The purchase of the Canada Atlantic would bring the line to Depot Harbor, whence an extension, offering some difficulties in the way of construction, would have to be built to join with the Algona Central now controlled by the Clergue Syndicate. From the end of this line but a few miles of road would have to be constructed in order to join with the Canadian Northern at Port Arthur. Then, as Mr. Mackenzie has already announced that the work of extending the line to the Pacific Coast would be started in the spring, the Government railway would run from Halifax right through to the Pacific.

Of course, such a gigantic undertaking would involve the outlay of many millions, but then it would most possibly prove that such an undertaking would in the future be worth many millions to Canada as a nation. There can be little doubt that the western extension of the Intercolonial is the one thing that will permit of its being run with substantial profits.

When seen yesterday, Ex-Mayor Prefontaine, who is now assured a place in the Cabinet, states that as yet he had not looked into the question sufficiently to express any definite opinion thereon. The undertaking, he said, was a gigantic one, and would, undoubtedly, be carefully considered by Parliament.

FITS
Epilepsy, Fits, St. Vitus' Dance, etc.
CURED
THE LIEBIG CO., 175 King Street West, Toronto.

HEAVY IRONING
can be done with less labor and worry when you use
BEE STARCH.
Try it and prove for all time our assertion. The iron cannot
the linen—nor will the latter crack when BEE STARCH
TEN CENTS PER PACKAGE. SAVE THE
SNOWDON, FORBES & CO., 440 St. Paul St., Montreal.

On hand and to arrive

500 tons, best screened house and steam coal, viz:
Acadia and Drummond egg, Pictou, Old Mine Sydney and
Reserve, Cape Breton, Alban Mines, (Blacksmith) Pictou.
Delivered from vessels at reduced rates.
New weight scales in working order.

John Russell & Co.
Newcastle.

PATENTS GUARANTEED

Our fee returned if we fail. Any one sending sketch and description of any invention will promptly receive our opinion free concerning the patentability of same. "How to obtain a patent" sent upon request. Patents secured through us advertised for sale at our expense.
Patents taken out through us receive special notice, without charge, in THE PATENT RECORD, an illustrated and widely circulated journal, consigned by Manufacturers and Investors.
Send for sample copy FREE. Address,
VICTOR J. EVANS & CO.,
(Patent Attorneys.)
Evans Building, - WASHINGTON, D. C.

Standard Oil's big Profits.

Pays \$10 a Share for Quarter and Total for the Year is \$45,000,000.

New York, Nov. 17.—Standard Oil directors met yesterday and declared the fourth quarterly dividend for the year of \$10 a share. This brings the total dividend disbursements for the year up to \$45 a share, or \$3 less than the amounts declared in 1901 and 1900.

In all the Standard Oil Company will have distributed \$45,000,000 to its stockholders this year when the dividend declared yesterday is paid. The date set for the payment is December 15. Its capital is \$100,000,000. In the past three years the stockholders have received \$141,000,000 in dividends.

The capital of the big steel trust is about \$1,016,000,000. Its dividends for one year on the preferred and common stock approximately aggregate \$55,580,000. The difference is brought out more clearly, however, when the stocks of the two companies is compared. Standard Oil, was quoted on the curb yesterday at \$670 at the close, while the total of the preferred and common stocks of the Steel Trust shares was \$121 50.

There is no regular dividend basis for the Standard Oil Company. Its directors declare a suitable dividend out of the moneys paid into its treasury from the various subsidiary companies which it controls, in the winter and spring months the dividends are usually larger, and during the summer and fall months the smaller amounts are divided. It is said the decrease this year is not due to decreased earnings, but to increased expenditures in buying new properties and in building new vessels.

She's a smart woman, I'm told. Well, in the sense that she can say things about people that make them smart she is.

BE PREPARED
Sore Lungs, Inflamed Throat, Quinsy and Croup occur more frequently during damp cold weather, always use Kendrick's White Liniment. This valuable household remedy should be always on hand. Every family needs it, every dealer keeps Kendrick's.

Hired Girl (about to leave)—Mrs. McJames, can you give me a recommendation?
Lady Mistress—No, but I will

THE ST. LAWRENCE ROUTE.

This Week Will Bring Transportation to a close.

MONTREAL, Nov. 18.—The last vessels of the Allan Line to sail from Montreal this season will be the Aradian on Thursday and the Sicilian on Sunday. J. R. Clancy will leave on Sunday to act as manager for the company at Portland. Mr. W. Wainwright will fill the position of manager at St. John, N. B. Messrs. Andrew Allan and H. Watson will also be connected with the St. John office.

EDITOR KILLED.

New York, Nov. 20.—Nelson Hirsch, editor of the Sunday editor of the New York World, was instantly killed near his home at West Brighton, Staten Island, today, by being thrown from a buggy. He was driving home before daylight and ran into the ditch which he could not see. He was 41 years old a native of Illinois, and a graduate of Yale class of '80. Two years ago he became editor of the Sunday World. He leaves a widow and family.

40th Anniversary
For over Forty Years
Gray's Syrup
of
Red Spruce Gum
AS A SPECIFIC FOR
COUGHS, COLDS, ETC.
Has been tested and has become the Family Cough Specific of thousands throughout Canada and the United States. It never was more popular nor more largely used than it is today.
MERIT ALWAYS TELLS.
Cough Remedies come and go. New preparations are tried and abandoned, but the old reliable remains. The present is a trying season for both old and young, and colds, coughs, and croup are apt to remain for weeks unless promptly cured. No better remedy can be found than
Gray's Syrup
SOLD BY ALL DRUGGISTS.