OTTAWA LETTER.

Tribute to the Late Mr. Cargill of East Bruce.

Liberals Seek to Belittle the Vast Petitions Presented Against the Grand Trunk Pacific Job.

gig Expenditure at Sorel, a Quebec Visionary Terminal, Called Out an Indignant Protest From the Leader of the Opposition.

(Special Cor. of the Sun.)

OTTAWA, Oct. 3.—Each session of parliament has its sad side. In 1891 Sir John A. Macdonald died in harness. Those who were in parliament at that time, well remember the gloom which was cast over parliament hill by the demise of the man who laid the foundation for the Canada of today. Among those associated with Sir John, none enjoyed the esteem of his leader more than Henry Cargill, the late member for East Bruce. On Thursday Mr. Cargill, was apparently strong and vigorous, yet without a moment's warning he was stricken down almost in the midst of debate in the commons chamber, and a few hours later his mortal remains were taken to the home which he had so well graced as husband and father. In the commons chamber a magnificent wreath of flowers pay an eloquent tribute to a life which was devoted to the services of his country and his fellowmen. Sir Wilfrid Laurier, and R. L. Borden endeavored to place on record their appreciation of the sacrifice which their late confrere had made in behalf of Canada. Both leaders addressed their remarks to the house in subdued and almost choking sentences. Around them strong men were moved to tears. This was a testimony of the worth of Henry Cargill, than which no greater could have been offered. The sad event has darkened the declining days of the longest session of the Canadian parliament. It has removed one of the best and most laudable men that ever adorned public life in this country.

The Grand Trunk Pacific scheme has been transferred from the commons to the senate, where it is meeting with the same warm reception from the electors which greeted it in the lower house. Petitions are still coming in against the deal and as the senate is the court of last resort in this instance the fate of the bill will be the subject of great interest for the next few days. The commons failed to appreciate the feeling in the country against Sir Wilfrid Laurier's policy, but the senate is in a position to demonstrate its usefulness as a part of the government of Canada, by refusing to sanction a measure concerning which so little information exists. It is hoping against hope to pin one's faith in the rejection of the bill in the upper house, but it may be that the senate chamber will hearken to the prayer of the thousands who have petitioned against undue haste in such an important matter.

The liberals seek to belittle the importance of the petitions which have been presented to parliament. It has been stated that men in Quebec, who protested against the deal, did so unwittingly. However, it is just as well that the people of the maritime provinces and other sections of Canada outside of Quebec should be informed as to the tactics which the government supporters are adopting amongst the French-Canadians. In several instances those who signed petitions against the Grand Trunk Pacific deal have been informed that they had protested against Sir Wilfrid's railway. They have been upbraided with doing an injury to one who has been held up to them as the greatest man ever sent forth from Quebec. There has been no attempt made to explain the true character of the deal; no political or economic presentation of the situation has been made; again the demagogues have been at work and now the Grand Trunk Pacific is surrounded by a more dangerous atmosphere—that of racial bitterness. Wherever it is considered profitable to the liberal cause French-Canadian electors who have petitioned against the Cox scheme are upbraided with deliberately attempting to defeat Sir Wilfrid. "Mon Dieu," replied those whose consciences have been awakened by the racial appeal, "I did not know that I was protesting against Sir Wilfrid Laurier's railway." This is the version of the situation by Mr. Marcil of Bagot, and it should be an object lesson for those who fully understand the iniquity of the policy which the government has forced upon the country.

In supply ths week an item of $43,000 for the completion of terminals at Sorel, was the signal for a sharp criticism of the government's doings in that section. Sorel is the terminus of the United Counties and South Shore railways, two concerns which have been insolvent for some time past. The Bank of St. Hyacinthe, of which Hon. N. E. Bernier is a director, is largely interested in these two roads. It occurred to Mr. Bernier, or some other friends of the bank, that if the government could be induced to develop Sorel as an ocean port it would be well with the United Counties and South Shore railways, and naturally enough, under the policy of the present administration, Sorel has been developed. The cost of making Sorel a port capable of accommodating large ocean-going vessels will be in the vicinity of $1,000,000. After the money has been spent it is highly improbable that one steamer a year will be handled at this freak outlet for Canadian traffic. It has no well developed country behind it which can be depended on to provide freight for Atlantic liners, and for all practical purposes the government might as well throw the million dollars into the sea as invest it in terminals at Sorel.

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Dear Sirs:— Gallipot, N.M., June 18, 1902.
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I enclose a stamp for your "Treatise on the Horse and his Diseases."
Yours very truly, H. W. LAIRD.

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Eugene D. Lafleur, acting chief engineer of the public works department, addressing himself to the minister of public works on January 10th, 1900, reported on the Sorel terminals as follows:

"With reference to file No. 208,734, being an application from J. N. Greenshields, on behalf of the United Counties Railway, for the construction of deep water terminal facilities at Sorel, I have the honor to state that a certain portion of the ground to be occupied by the improvements in question has already been surveyed by Assistant Engineer F. W. Cowie, and that judging from the estimate of the cost of the works then proposed, which only consisted of one thousand feet of wharfing, instead of the two thousand feet applied for, the estimated cost of the works now required cannot be placed at a less figure than $935,000, as follows:

Dredging in an area 800 feet wide by 25,000 feet in length, an average depth of 18 feet to 27 1-2 feet at extreme low water ..	$255,000
Cribwork and sheds..	430,000
Elevator of 1,000,000 bushels capacity..	250,000

"If the department decides to undertake this work it will, of course, be necessary to have a complete survey made, in order that the above estimate may be revised, especially as far as the dredging is concerned."

As Sorel is nothing more than a visionary terminal, it is difficult to understand how the government can justify the expenditure of such a large sum of money at that point, when Montreal, Quebec, St. John and Halifax are all in need of further shipping facilities. The standing of those ports in the shipping world is undisputed, but Sir Wilfrid Laurier, in the cases of Montreal and Quebec, insists upon the harbor commissioners of those ports becoming responsible for loans advanced for the purpose of constructing works which are almost of a national character. At St. John and Halifax the government lays down even more exacting conditions. The people of those cities have been compelled to put their hands into their pockets in order to construct elevators and provide wharfage accommodation which are at the disposal of the country at large. Why should Sorel be accorded more generous treatment than cities where money can be expended to great advantage? The only explanation of the whole situation is that Sir Wilfrid Laurier, forwarned that a million dollars would have to be expended at Sorel in order to gratify the wishes of Mr. Greenshields et al, promised to make the requested improvements for unexplained reasons. The prime minister was evidently moved by the argument that "Time cannot wait" in this as in the Grand Trunk Pacific deal. But there should be an end to this reckless extravagance and it is high time that the electorate resented this parish distribution of the public funds.

R. L. Borden protested against the discrimination in favor of Sorel. He showed that in the argument advanced by Sir Wilfrid Laurier in favor of the Grand Trunk Pacific scheme, there was no need of constructing terminals at Sorel. Now Sir Wilfrid is going on an absolutely different principle from that which guided him in the matter of the transcontinental railway. He has embarked on a project of constructing a railway, nearly 2,000 miles in length, from Quebec to the maritime provnces, on the theory that rail transportation is cheaper than water transportation—if that is not the reason there can be no reason for it. It is as clear as day that Sir Wilfrid has experienced a great change of heart snce he entered upon the policy of developing Sorel. The great advantages of railway transportation had not become crystallized in his mind, but if he is to be consistent, in the light of his new theory, he must now see that the Sorel project is absurd. But Sir Wilfrid seems to forget nothing and to learn nothing. He is going ahead with the Sorel scheme, despite the fact that within the last two months he has persistently discouraged the views of transportation experts in regard to the advantages of water carriage.

Apart from his own arguments against this immense outlay of money at Sorel there stands out prominently in opposition to this latest extravagant proposal the fact that the transportation commission has not reported. The gentlemen appointed to investigate the needs of Canada in the matter of transportation have not even commenced their work. If after fully investigating the whole question they find that it is in the interests of the people to have Sorel transferred into an ocean port, then, and only then, will the government be justified in spending a million dollars in this work. Everything that the government is doing in the way of providing better methods of transportation is characterized by lack of deliberation and haste. If the transportation commission reports in favor of Montreal and Quebec, as against Sorel, and they will undoubtedly do so, the money now being spent at the latter port will be wholly wasted. A million dollars spent in reducing the grades of the Intercolonial, or in constructing terminals at St. John and Halifax, would result in far greater advantage to the country than the work being carried on at Sorel. The only practical result obtained at Sorel, so far, has been the largely increased majority in favor of liberal candidates. Sorel is a veritable incubator, but surely the project which Sir Wilfrid has put his hand to cannot be defended on this ground.

J. D. McKENNA.

BRIDGE REPAIRS.

Large Expenditures to Be Made Shortly

By the Local Government on Various Bridges Throughout the Province—The Programme an Extensive One.

Large expenditures are about to be made on the bridges throughout the province by the department of public works. Chief Commissioner Labillois met in this city yesterday A. R. Wetmore, the provincial engineer, and T. B. Winslow, the secretary of the department and various matters of improvement were discussed. The contract for the superstructure of the Bucctouche bridge was awarded to the Dominion Bridge Co. of Montreal. This will be the most difficult engineering work ever gone through by the department for years. The bridge will be completed on July 1st, 1904. The structure is a lengthy one and the depth of water at once place is 30 feet. Burpee & Simmons have the contract for the substructure and have the work well advanced. The contract for the repair of the high water wharf at White's Cove, Queens Co., was given to Thos. McLaughlin of Mill Cove, Queens Co. This wharf was damaged by the spring freshet and it is estimated its re-construction will cost about $1,700. The contract for rebuilding the Swamp Meeting House bridge at Springfield, Kings Co., has been given to Edward A. Northrup of Belleisle Creek.

Benjamin Haines of the public works department, is at Petitcodiac looking after the repair of the steel bridge there. It is receiving a new flooring. Mr. Haines will also make temporary repairs on the Hall's Creek bridge at Moncton. This is a very large structure situated near the sugar refinery in close proximity to Moncton city. It will be replaced by a stone and steel structure during the summer of next year. Plans and specifications will be prepared during this winter. Another stone and steel bridge is to be put in at Norton, Kings Co., next year. Orders have been given by the department to have temporary work done on the present bridge, so as to render it safe till the new one is substituted.

Northumberland is to get a new stone and steel bridge at Frenchfort Cove. It will form part of the highway between Newcastle and Douglastown and will fill a long felt want in that vicinity. Besides replacing the old bridge, which has outlived its usefulness, it will serve to do away with the use of two monster hills. The authorities at Newcastle have made arrangements to change the highway from Newcastle to Frenchfort and land damages have been assessed. The town has called for tenders for building a new road. The contract for the substructure for this work will be awarded in a few days and notices will be sent out soon after calling for offers for the superstructure.

In the course of a few days another contract will be given out for the repair of the Bathurst Basin bridge. It was erected 50 years ago and runs from Bathurst town to the village. Its length is 3,000 feet. The improvements will, it is expected, cost $7,500.

Engineer Wetmore has just visited Victoria county, where he inspected a number of bridges, including the suspension bridge at Grand Falls. He will shortly report to the chief commissioner the requirements there. Mr. Wetmore also spent some time in Charlotte Co., examining while there the Lynton Brook, Young's, Lower Falls, Bocabec, Big Pocologan, New River Mills, St. George and Bocabec school house bridge. Immediate steps will be taken by the department to repair these bridges. The St. George steel bridge is receiving a new flooring and other repairs.

Mr. Harrison of the department has been up looking over the Enniskillen bridge at Queens Co., near the Woods mill, and it will be repaired.

Albert Brewer of Woodstock has been instructed to attend to the repair of the Edmundston bridge at Madawaska.

Bridges in Westmorland have been looked over by the engineer at Bayside, in Botsford, Memramcook, Murray's Mill, Calhoun's, Rockland, Harshman, Abougagane, and in Albert structures at Grave Yard, Hillsboro, Weldon, Herring Cove (Alma), Germantown Lake (Harvey), and Anderson's Hollow (Alma), most of which will be put under contract this fall to be repaired or rebuilt next summer.

St. John has not been forgotten. Surveyor General Dunn was before the chief commissioner yesterday, and talked over the desirability of putting repairs on bridges in this county. It was agreed to repair the Loch Lomond bridge and several others.

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OR NOT CURABLE,

Just exactly according to the way it is treated. Let alone, doctored theoretically or through the stomach—It's a Stayer!

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Thousands say so, from glad experience.

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DR. AGNEW'S HEART CURE RELIEVES HEART DISEASE IN 30 MINUTES AND CURES. 15

CHAMBERLAIN'S SPEECH.

His Views on the Fiscal Policy of Great Britain.

A Masterful Address Before the Good People of Glasgow, Where Free Trade First Took Birth.

He Is No Longer a Party Leader or a Party Man, and Will Not Raise Any Party Issues—But He Is Still a Loyal Servant of the Great Empire Building Party Led by Balfour.

(U. S. Associated Press.)

GLASGOW, Scotland, Oct. 6.—Mr. Chamberlain, commencing his speech, said that his first duty was to thank the great representative audience for offering him the opportunity of explaining for the first time in some detail his views on the subject of the fiscal policy in the city from which free trade first took birth and in which Adam Smith taught. Continuing, he paid a tribute to Adam Smith, who, he said, was aware of the importance of home markets compared to foreign ones, and Mr Chamberlain had been impressed by the manner in which he advocated retaliation under certain conditions and how he urged reciprocal treaties between the colonies and the mother country.

It was known to every man that Scotland had contributed out of all proportion to her population to the building up of the empire which genius, capacity and courage had created and maintained. Mr. Chamberlain said:

"I do not regard this as a party meeting. I am no longer a party leader, but an outsider. I do not think it right to raise any exclusive party issues, but after what has occurred since the meeting at Sheffield, a word or two might be given me to say that though I am no longer a leader, I am still a loyal servant of the party whose union and strength is essential to the welfare of the empire and which had found a leader whom every member may be proud to follow."

The speaker paid the highest tribute to Mr. Balfour, with whose principle and policies he fully agreed, and said he admired this courage and resource with which the premier had faced difficulties unsurpassed in political history.

Mr. Chamberlain continued: "It seems as though in this country there have always been men who do not know the meaning of loyalty and friendship. To them I say that nothing they may do will have the slightest influence to affect in the slightest degree the friendship and confidence existing between the premier and myself.

"I have invited discussion on a question peculiarly within my province, owing to my past life and the office I so recently held. Taking up the position of a pioneer, I go in front of the army. If the army is attacked I will return to it. I am always an optimist. It is possible that the nation may be prepared to go farther than the official programme. I now ask the question, Is it so prepared? Great Britain in the past has played a great part in the world's history. I desire her to continue, and see the realization of the great ideal of an empire such as the world has never seen. If that is to be attained this matter should be treated on its merits, without any personal feeling or bitterness and without entering on questions of purely party controversy."

Mr. Chamberlain then alluded to the recent visit he paid to Venice, when he found the Campanile, which when he previously visited Venice seemed as permanent as the city itself, now a mass of ruins.

He continued: "I do not say that I anticipate such a fate for the British Empire, but I do say that I see signs of decay, cracks and crevices showing that the foundations are not broad and deep enough to sustain it. Am I wrong to warn you? Is it not strange and inconsistent that the same people who indicted the government for its unpreparedness in the South African war should now denounce me in language equally extravagant because I want to prepare you for a struggle so serious that if we are defeated the country will lose its place among the great nations—a struggle which we are invited to meet with antiquated methods and tactics?"

Adducing statistics, Mr. Chamberlain contrasted the moderate increase of seven and a half per cent. in the export trade of Great Britain and the increase of thirty per cent. in her population since 1872, with the enormous increase of trade in the United States and Germany, and he asked how the country could expect to support its growing population.

"On the other hand the protected countries which you have been told, and I myself one time believed, were going rapidly to wreck and ruin, have progressed infinitely better in proportion than ourselves and instead of, as Cobden believed, our remaining the workshop for the world, we are sending less and less of our manufactures abroad, while the protected countries are sending more and more of their manufactures here. Thus our manufactured exports from £100,000,000 in 1872 have gradually dwindled to £73,500,000 in 1902, to the protected countries of Europe and the United States.

"In the same period our exports to non-manufacturing countries like Egypt, China and South America have practically remained unchanged. This loss of trade to the protected countries has not been noticed hitherto, because during the same period our exports to the British colonies have increased in ratio to counterbalance the loss and are now more valuable than our trade with the whole of Europe and the United States together. Our colonial trade, in fact, is the most rapidly increasing, important and valuable of all our trade. Meanwhile the foreign exports to the United Kingdom have risen from £63,000,000 in 1872, to £149,000,000 in 1902.

"It is plain that our imperial trade is essential to our prosperity. If it declines or fails to increase in proportion to our population and to the loss of our foreign trade, then we shall sink into a fifth rate nation. We have reached our highest point, and I am not certain but that some of my opponents regard that with absolute complacency. I have the misfortune to be an optimist. I do not believe in the setting of the British star, but then I do not believe in the folly of the British people.

"Have you ever considered why Canada takes so much larger an amount per head of British manufactures than the United States, Australasia thrice as much as Canada and South Africa more than Australasia? These are all protective countries.

"The countries to which I have referred are in different stages of the protective process. In the United States the process is complete. She produces everything and excludes everything. Canada has been protective a long time. The principal industries are there, and you can never get rid of them, but the secondary industries have not yet been created, and there is an immense trade still open to you to maintain and increase. Australasia is less developed and takes more than Canada. In the Cape there are practically no industries.

"We can intervene now, but it is doubtful whether we could intervene twenty years hence. We can say to our great colonies, we understand your views and aspirations. Let us exchange with you for your productions; do it because we are kinsmen, because it is good for the empire as a whole, and because we have taken the first step to set you the example; we offer you a preference, and rely upon your patriotism and your affection that we shall not be losers thereby.

"Suppose we had made such an offer to the United States and Germany ten or twenty years ago, do you suppose that we should not have been able to retain a great deal of what we have now lost and cannot recover?

"If we had made some such concessions to Germany we should still have been exporting to that country many articles the market for which is now closed to us. We are to lose the colonial as we have lost our foreign trade we should have arrived at the parting of the ways. If the opportunity is not now seized it will not recur."

Mr. Chamberlain said he believed that the colonies "are prepared to meet us in return for a very moderate preference."

He had spoken with many colonists, who believed that the present colonial relations could not be permanent. They must either be drawn closer together or they would drift apart. He wished to repeat explicitly that he did not wish to tax raw materials used in British manufactures. Therefore it was evident that if they wanted to prevent separation there must be a preferential tax on food. He proposed to put a low duty, not exceeding two shillings (48 cents) a quarter on foreign corn, but none on corn from the British possessions. He proposed no tax on maize, partly because it formed the food of some of the very poorest among the population and partly because it was raw material as feeding stuff. He proposed a corresponding tax on flour and he would give special preference to the miller.

A small tax of about five per cent. on foreign meal and dairy products would be imposed, excluding bacon.

Lastly, he proposed to give a substantial preference to the colonies on wines and fruits.

Against these increases he proposed some great remission. He proposed to take off three-quarters of the duty on tea, half the duty on sugar, with corresponding reductions upon cocoa and coffee. If, as he believed, a great part of the taxes on food would be paid by the foreigners, there would be a reduction in the cost of food both for the artisan and the agricultural laborer.

The loss to the exchequer, he estimated at two million, eight hundred thousand pounds, but that and more he proposed to find in another branch of the policy of fiscal reform which was sometimes called retaliation and sometimes reciprocity. A moderate duty of ten per cent. on manufactured goods, varying according to the amount of labor in them, would give to the exchequer nine million pounds a year, and if he were chancellor of the exchequer he would make use of that sum for the remission of taxation.

Mr. Chamberlain concluded:

"It is because I sympathize with their object and appreciate the generosity of their offer, that I have given up the office I was so proud to hold and taken up new burdens and come before you as a missionary of the empire. I implore you to do nothing that will tend towards the disintegration of the empire, not to refuse to sacrifice futile superstition and inept prejudice and thereby to lose the result of centuries of noble effort and patriotic endeavor."

IT WAS A MASTERLY SPEECH.

(U. S. Associated Press.)

GLASGOW, Oct. 6.—Whatever may be the opinion held regarding the great question which Mr. Chamberlain has raised, or the probable issue of his campaign, it is generally admitted that he has opened it in a masterly manner, befitting the momentous occasion and that he can no longer be accused of nebulosity in presenting his case. For nearly two hours, only referring occasionally to fairly full notes for figures and statistics, he held a vast and enthusiastic audience absorbed by one of his finest oratorical efforts.

As though inspired by the knowledge that the practical collapse and break-up of the unionist party left him in sole possession of the field he spoke with more than his customary energy and persuasiveness, lacking nothing in lucidity, either of phrase or argument, while his appeal to the working classes, upon whom more than any section of the community, especially since the defection of the Duke of Devonshire from the administration, the success or the failure of his presidential scheme will depend, was eminently calculated to enlist their support.

St. Andrew's Hall, where he delivered his speech, was packed with men and women, cheering and waving handkerchiefs, as the chairman, Sir Matthew Arthur, led Mr. Chamberlain to the platform. The late colonial secretary, pale, but self-possessed and alert, with his customary eyeglass and orchid, stood bowing his acknowledgments of the acclamations while the organ played See the Conquering Hero Comes.

A distinguished company of peers and members of the house of commons was present with a host of ladies, including Mrs. Chamberlain, in the reserved gallery.

When the applause which greeted his arrival had subsided, Mr. Chamberlain began to speak and in addition to encouraging cheers from time to time in the course of his oration, he was greeted at the close with a great demonstration. The points of his speech attracting remarkable attention were his eulogy of Mr. Balfour and his repudiation of the idea of superseding him; his representation of the coming struggle as one greater in its consequences than the Boer war; his declaration that all workingmen in the colonies were protectionists and that any labor leader visiting the colonies would inevitably be converted to protection; his description of the American tariff as an abomination and his curious presentation of the case as affecting the workman's exchequer.

TAYLOR-BURTT.

One of the prettiest weddings Hartland has ever known took place Thursday, at 1 o'clock, at the residence of Geo. R. Burtt, when his eldest daughter, Elizabeth Mary, and Paul Millar Taylor of Norfolk, Virginia, were united in marriage.

The ceremony took place at two o'clock and was performed by Rev. S. A. Baker, assisted by Rev. W. B. Wiggins, B. A., in the presence of about 50 guests.

The bride's gown was of cream peau de sole silk with handsome yoke of applique and made with train. She carried a bouquet of bride's roses. The going-away gown was of blue canvas cloth with hat to match.

Little Miss Millicent Carter, niece of the bride, was flower girl. She was dressed in a pretty gown of pink silk with overdress of white silk and carried a basket of sweet peas and asparagus fern.

The wedding march was played by Mrs. W. B. Wiggins of Woodstock. The presents were many and very beautiful. The groom's present was a sunburst of diamonds and pearls, while to the little flower girl he presented a gold signet ring. The parlors were beautifully decorated with white asters and ferns.

Mr. and Mrs. Taylor went away on the down express and will visit Boston, New York and other places before going to their home in Virginia.—Hartland Advertiser.

CHAMBERLAIN'S CAMPAIGN.

Great Imperialist Started His Speech-Making Tour Yesterday — A Hearty Send Off.

BIRMINGHAM, Oct. 6. — Joseph Chamberlain set out from here this morning on his fiscal campaign amid every demonstration of good will from his fellow townsmen. Hundreds gathered at the railroad station and alternately sang "For he's a jolly good fellow" and shouted "Good old Joey" and "The country's with you." Vain appeals were made for a speech, but the only expressed opinion that could be extracted from the former secretary for the colonies was in reply to congratulations on the appointment of his son, Austen, as chancellor of the exchequer, when Mr. Chamberlain admitted that there was a "lot of difficulties before the party," but he thought that they would "go through with them all right." Mrs. Chamberlain accompanied her husband on his speech-making tour, which begins at Glasgow today.

NEWFOUNDLAND APPROVES.

ST. JOHN'S, Nfld., Oct. 7.—The appointments of the Hon. Alfred Lyttleton as secretary for the colonies is warmly welcomed here. The new minister spent a long time in Newfoundland last summer, being arbitrator in the claim of the Reid Railway Company against the Newfoundland government. He studied local affairs, visited the French shore and fully posted himself on colonial issues so that he will be able to intelligently consider the Newfoundland question. The government sent him a warm telegram of congratulation.

A pure hard Soap.

SURPRISE SOAP

MAKES CHILD'S PLAY OF WASH DAY.

A PITIFUL CASE.

(St. John Star.)

From 66 Brussels street cames a sad story of destitution, William Henry Johnston, with his wife and ten-year old boy, live there. Mr. Johnston is a native of Sussex. He is a man of about fifty years of age, sober and industrious in his habits and was for about a year employed near Apohaqui. Here he was taken sick with catarrh of the stomach and could not possibly work longer. Having heard much of St. John he came here, working for a time on the water works. He again fell sick with typhoid fever; he was advised to go to the hospital, but as his wife was sick he could not go. Just as he was coming around his boy took sick with typhoid and when he was getting over it his wife was stricken with the same disease.

Mr. Johnston is very reticent, but neighbors say they have had nothing to eat in their house since Sunday, not until they had sold a fancy cup and saucer for ten cents yesterday morning had they broken their fast. Mr. Johnston's appearance bears out his statement. It is now six weeks since he was able to work. It is indeed a pitiful case.

N. B. CATTLE FOR THE WEST.

From the far Northwest to New Brunswick seems a long way to come for cattle, yet that is what many ranchers who want good stock are doing. J. Anderson, of Armstrong's Corner, who is interested in a ranch in Assinaboia, which is managed by two brothers of his, is sending this week a carload of prime young cattle. Among them are eight well bred Ayreshire heifers, which were brought in from Coldbrook and shipped early Tuesday morning by James Moreland.

Are often capable of doing injury to less positive people, the very emphasis of their affirmation making up for lack of argument and want of evidence. And the worst of all dogmatists are those doctors who, harking back to some old dogma of the schools, insist that certain patients are beyond all medical help, because, forsooth, their diseases are beyond the limited medical knowledge of the dogmatist.

"When the physicians had given me up I was cured by the use of Dr. Pierce's Golden Medical Discovery." That statement, varied sometimes in form but identical in fact, is one of the common expressions found in the letters of those cured by "Golden Medical Discovery." Sometimes the statement runs; "I was given up by four doctors," showing a desperate effort to find relief in local practitioners. But however the story begins, it almost invariably ends with the statement, "I am perfectly cured by Dr. Pierce's Golden Medical Discovery."

Persons suffering from "weak" lungs, hemorrhages, deep-seated cough, emaciation and weakness, have been restored to perfect health by the "Discovery."

The philosophy of the cures effected by this marvelous medicine is not hard to understand. Life is sustained by food, digested and assimilated. The basis of health is a good appetite and a sound digestion. In almost all cases of disease loss of appetite is an early symptom, and this is promptly followed by a wasting of the flesh. For some cause the food eaten is not being converted into nutrition and the body and its organs, being starved, must grow weak. There is only one way to get strength and that is by food. Dr. Pierce's Golden Medical Discovery heals diseases of the stomach and allied organs of digestion and nutrition, so enabling the body to assimilate the needed nourishment. Thus various forms of "weakness," so-called, are cured by the "Discovery"—"weak" lungs, "weak" heart, "weak" nerves, "weak" or sluggish liver, etc., because the organs are made strong by food, which is perfectly digested and assimilated after the "Discovery" has healed the diseases of the stomach and associated organs of digestion and nutrition.

PAIN ALL GONE.

"I have taken your medicine with the greatest satisfaction," writes Mrs. George Riehl, of Lockport Station, Westmoreland Co., Penn'a, and can honestly say Dr. Pierce's Golden Medical Discovery has cured me of a pain in my right lung that the best doctors could not help. My appetite and digestion have improved so that I can eat anything at all, and I feel better than I have for years. Your 'Favorite Prescription' has cured me of womb trouble that I suffered from for fifteen years, and painful monthly troubles. I can work a whole day and not get tired. My pain is all gone and I feel like a new person. I suffered with headache all the time, but have no headache now since taking your medicine. Your 'Golden Medical Discovery' and 'Favorite Prescription' do all that you claim for them, and more, too. I have been cured of troubles that I suffered from for fifteen years, and the best doctor in the State could not cure me. 'Golden Medical Discovery' cured me of neuralgia that I suffered from for five years, and if my letter can save one other poor sufferer, you can publish it."

"ALMOST A MIRACLE."

"I took a severe cold which settled in the bronchial tubes," writes Rev. Frank Hay, of Nortonville, Jefferson Co., Kansas. "After trying medicines labeled 'Sure Cure,' almost without number, I was led to try Dr. Pierce's Golden Medical Discovery. I took two bottles and was cured, and have stayed cured.

"When I think of the great pain I had to endure, and the terrible cough I had, it seems almost a miracle that I was so soon relieved."

Dr. Pierce's Pleasant Pellets cure constipation. They do not re-act upon the system and become a necessity, as do many other pills.

ANCIENT AND HON-ORABLE OF LONDO

Their Visit to America—A Event of Internation Importance.

A Quarter of a Million to Be Spent Their Reception, America to Pl the Host for 13 Days on a Larg Scale—Anglo-American Good Wi

BOSTON, Oct. 5.—This was the 266 fall field day of the Ancient and Ho orable Artillery Company, and wi their guests, the Honorable Artille Company of London, the Boston co pany spent the day in a steamboat e cursion along the North Shore. Th day's programme also included a r ception and banquet in Symphon Hall this evening.

At 10 o'clock the members of th home company assembled at their a mory in Faneuil Hall and formed line on South Market street to receiv their English comrades. A short marc took the column to Rowe's wha where a steamer was boarded for th day's trip.

(Special Cor. of the Sun.)

The reception of the London Honorables in America will be a notab event in the exchange of internation courtesies. While the invitatio country comes from the Ancient Honorable Artillery Company of Bo ton, the hospitality extended to th visitors will take on as much of a official character from the state an nation as is possible. The districts the zone traversed by the guests a rivaling each other in their desire make the visitors feel the sincerity the hospitality which is offered. Th influence of this genuine feeling is pe meating all branches of society; an will in the nature of things affect th body politic for good. Boston is a ready bedecked in gay attire and th streets present a strong tinge of Anglo-American good will. The lion an the unicorn bow their respects to th "all hail" of the American eagle.

There will be no effort lacking the provision for the guests. The e fort will come from the visiting gues in eating and drinking all that is s before them. A quarter of a millio dollars will be spent to entertain th Ancients while in America as follow Banquets, $30,000; steamship transpo tation, $30,000; private entertainmen $50,000; railroad transportation, $25 000; souvenirs, $25,000; accommodatio of guests, $25,000; cigars, $8,000; wine etc., $15,000; entertainment en rout $20,000; decorations, $8,000; uniform $5,000; music, $5,000; printing, offic hire, incidents, $5,000. Total, $251,000.

The above tabulated account wa submitted to a member of the commit tee and to the chef of a leading hote and pronounced to be well within th amount of money that will be spent.

Private entertainment makes th largest figure in the expense this be ing calculated on the basis of cost entertainment provided for the visitor at Providence, New York, Washington Buffalo and Montreal, where money will be spent freely to give the visitors a royal time.

Steamship fares will equal at leas $30,000, and railroad transportation with the luxurious special trains ordered and the distance travelled, wil easily eat up $25,000.

Both companies will be lavish wit souvenirs, and while the London com pany has appropriated $10,000 for tha purpose, the Boston company wil spend at least $5,000 more than that.

For the accommodation of guests i the several cities and in Boston $25,000 makes a not too lavish amoun to devote to that purpose.

In cigars an expert has allowed $8,000, while the hotel chef has figured that $15,000 will easily be spent for wines and so forth.

Music and uniforms need the addition of at least $10,000 more, while $8,000 will be spent in decorating throughout the cities visited.

Everything added will make an expenditure of at least a quarter of a million dollars.

The allowance of $1,000 by the state will enable every organization to have a band for the occasion, and should the weather prove favorable and the steamship be on time, the citizens of Boston will see a military parade such as has had few equals in the city.

Lieut. Col. C. S. Courtenay, whom your correspondent saw this morning, is commander of the British naval and military association of Massachusetts, had the honor of holding the late Queen Victoria's commission of ensign and lieutenant in the 7th Royal Fusiliers, a London regiment. He joined his regiment in the Crimea in 1855, and subsequently accompanied his regiment to India, being ordered there on the outbreak of the Indian mutiny. In his term of service he was quartered in England, Malta, the Crimea and India. He was retired in 1866.

Lieut. Col. Courtenay said to me this morning that he had accepted over forty officers from Canada who would be in the parade. He looks forward to a fine showing from Canada, and desires every man to be present who has received an invitation at the American House at 8.30 a. m. Friday, whether he has previously accepted or not.

The following are the names of those who visited Boston in 1888: Maj. Durrant, commanding, Capt. Woolmer-Williams, Capt. Nunn, Maj. Baker, trooper Woodman, Sergt. Harnlyn, private Dicking, Sergt. Bradshaw, Corp. Nicholson, Sergt. Brickett, private Kilpatrick, Corp. Phillips, Lieut. McKenzie, Sergt. Perkins, private Reid, Sergt. Clarke, Drill Sergt. Painter, private Parslow.

The London committee is working most efficiently, every sub-committee attending strictly to duty, and nothing