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## THE WEEKLY SUN

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## SUN PRINTING COMPANY,

ALFRED MARKHAM,

Manager.

## THE WEEKLY SUN.

ST. JOHN, N. B., JUNE 26, 1895.

## THE BALTIC CANAL.

Last Thursday the German emperor welcomed at Kiel, on the occasion of the formal opening of the Baltic canal, an international fleet, the most imposing in regard to iron strength and destructive force that ever rode the sea. The magnitude and character of the work amply justify the imposing ceremonial that has been arranged for the opening of this great artificial waterway between the Baltic sea and the German ocean. For many centuries there has been an earnest desire to connect the North sea and the Baltic by means of a canal, but various reasons prevented the plans being carried into execution, and it was not until January, 1886, that the Reichstag passed a bill for the construction of the present canal, at an estimated cost of \$38,235,000. This estimate, it may be remarked, was not exceeded. The foundation stone was laid by Kaiser Wilhelm the First on June 3, 1887, and as a little over a year was occupied in preliminary labors, it may be said that about seven years were taken up in building the canal and its locks. The main object of the canal is strategic, its secondary object commercial. The German government felt that it would be an enormous advantage to the empire to have the means of effecting a juncture between the fleets of the Baltic and the German ocean in the event of a menacing war or the actual declaration of hostilities, and this object has been kept clearly in view in the dimensions of the canal and its locks. The advantages to commerce are classed under two heads, a saving of life, and a saving of money and time.

It is calculated that from Hamburg, for example, says the London Telegraph, a saving of 425 sea miles, or 45 hours in time, will be effected for steamers by taking the canal route to the Baltic, instead of that round the Skaw; from Rotterdam there will be a saving of 237 sea miles and 22 hours; and from London, and all ports south and west of it, a saving of at least 237 sea miles and 22 hours. The saving in time and distance from the Baltic ports and for other foreign ports is proportionately large. As regards the saving of life, statistics show that from 1877-81, owing to the dangers attending the passage round the Skaw in the Skager Rack and Cattegat, ninety-two German vessels of in all 20,000 registered tons, representing a value of about \$201,500, were lost, and 708 persons perished, this being an average of 177 lives and about \$75,400 lost per annum on this short passage alone to the German merchant service. According to calculations up to the year 1886 about 200 ships were lost per annum along this course, and, as only about 8 per cent. of ships round the Skaw are German, the loss to foreign commerce may be considered as relatively considerably higher than to German merchants. It is further calculated that the canal dues will represent a considerably less sum than the average losses by the other route, plus the cost of insurance and pilots.

The canal is almost sixty-one miles long and as the mean height of the waters of the Baltic is little different from that of the lower Elbe, it was possible to construct it without any locks at all except at the two ends. The breadth of the surface of the

water of the canal is nowhere less than 65,178 yards, when passing through lakes. It is considerably broader, according to the size of the lakes, and at the six sidings, which are 437,452 yards long, it is 108,363 yards broad, while at several of its reaches it is 72,179 yards and no more. The breadth at the bottom is 24,069 yards, and the depth of the canal is 8,842 feet. From this it will be seen that two merchant vessels of the type that frequent the Baltic can easily pass one another at any part of the canal, for none of these vessels have more than 6.55 yards draught, whilst most of them are considerably less in size, and their beams are never over 13 yards. At a depth of six metres the navigable bottom of the canal is as much as 39.37 yards, so that there would be a distance of about 13 yards between two of the largest Baltic vessels passing abreast. The centre of the canal will always be kept clear when men-of-war are passing, and signals will give warning of their approach sufficiently long enough in advance to enable other vessels to take up their position and make themselves fast in the sidings, which are meant to be used for this purpose. The largest German men-of-war do not exceed 122.43 yards in length, and their beam is not over 21.325 yards. They will always pass singly and from the figures just given, it will be seen that they will always have plenty of water under their keel. A section of the canal shows that from the centre bottom of 24,069 yards the sides slope at various gradients. A glance at a map which gives the line of route of the canal will show that the aim of the engineers was to avoid curves and to render those that do exist as gradual as possible. This was done mainly in the interest of the large men-of-war.

## THE GRAND TRUNK PRESIDENT.

It is believed that Sir Charles Rivers-Wilson, the new president of the Grand Trunk railway, who is now on his way to Canada, will make many radical changes in the general policy of the road and particularly in the matter of its American through freight connections to the west, which, it is alleged, have seriously handicapped its legitimate Canadian business.

The Toronto World says: While the shareholders of the Grand Trunk have been suffering several large subsidiary corporations have been paying large dividends yearly by reason of the fat contracts they hold from the railway. The Pullman Car company have certainly profited by their monopoly of the Grand Trunk lines. The Great Northwestern Telegraph company have had a good thing for many years through their control of the Grand Trunk telegraph system. The carriage department of the Grand Trunk has been in the hands of several firms who, wealthy in the business, it is not at all unlikely that the president will make an effort to break up the system and operate it the same way as they are controlled by the C. P. R. The Canadian Pacific owns its own sleeping cars, and the company that handle their goods in the large cities is practically a part of the C. P. R. system. The Canadian Express company has prospered through its connection with the Grand Trunk system. If the express company could make the carriage of express matter on the Grand Trunk pay so handsomely, it stands to reason that the system should pay equally well in the freight and passenger departments. So it does, but what is gained in Ontario is squandered in the states. The new directorate will, we imagine, be opposed to the principle of maintaining a big business in the hands of a few firms. The carriage and sleeping car companies, the harness and the telegraph, if it were not for a good thing for Canada if the business that is done by the Grand Trunk in the dominion could be separated from the rest of the country. The Canadian business is all right, and if the return from it could be presented by themselves, instead of entering a constant depressing influence upon Canadian securities, they would have the contrary effect.

Sir Charles Rivers-Wilson is an English financier of more than ordinary eminence. He was born in 1831, commenced his public career as a clerk in the English treasury office, acted as private secretary to Disraeli when chancellor of the exchequer in 1867-8. He did valuable service in Egypt in examining and placing the finances of that country on a sounder basis, and has since 1879 been one of the British government's administrators of the Suez canal. Last year Sir Charles devoted four months to the inspection of the Central Pacific railway, on the affairs of which company he issued an elaborate report.

## LIGHTS AT SEA.

The United States pilot chart of the North Atlantic for June gives an interesting summary of the new researches on the visibility of lights at sea. According to the latest data, a white light of one candle power is visible 1.40 miles on a dark, clear night and but one mile on a rainy night. To attain a visibility of two, three, four and five miles, lights of 4, 7, 13 and 19 candle power. The American experiments conducted at Long Beach light stations gave the following results in very clear weather, "A light of one candle power was plainly visible at one nautical mile, and one of three candle power at two miles. A 10 candle power light was visible with a binocular glass at four miles, one of 29 candles faintly at five miles, and one of 33 candle power visible without difficulty at the same distance. According to the Dutch government experiments conducted at Amsterdam, a light of one candle power was visible at one nautical mile, 3.5 at two miles and 16 candle power at five miles.

In respect to colored lights the report says: The candle power required for a green light to be visible at one, two, three and four nautical miles is

2, 15, 51 and 106 respectively. The experiments at Long Beach gave green light, 2.2 candle power, fairly visible at one mile, and 23.5 clearly at two miles, these results, however, being from a limited number of experiments. The report shows that it is of the utmost importance to select for the glass a shade of color which will least interfere with the intensity of the light. A clear blue-green is recommended, but yellow-green, and grass-green should not be used. For the red a coppery-red is probably best.

## A GREAT WATER POWER PROJECT.

The latest scheme to utilize the waters of the upper lakes for the development of power for manufacturing purposes is that of the Hamilton and Lake Erie Power Co., now seeking incorporation by the dominion parliament. The idea of the company is to dredge the Welland river, which empties into the Niagara river, about fifteen miles from its mouth to a point near the town of Welland. When this is done, a portion of the waters of the Niagara river, instead of going over the falls, will pass along the channel of the Welland river to a point where a canal will be cut directly north to Jordan, where the water will be dropped over the mountain and then into Lake Ontario. At the point on the mountain where the fall is there is a splendid natural basin, and two splendid drops of sufficient capacity to generate almost any amount of power. The power station will be less than 30 miles from Hamilton, and it is expected that there will be no trouble in transmitting the energy by wire, not only to Hamilton, but also to Toronto. The act of incorporation has already passed the private bills committee of the commons.

## THE U. S. TARIFF.

The tariff question will doubtless be to the fore again in the next United States congress. It is stated that the actual deficit in revenue during the first nine months of the Wilson tariff, ending June 1st, was \$56,713,900, and that the most favorable official estimates count on a total deficit of \$88,000,000 by the end of November. This must be provided for. Whether it shall be done by issuing more bonds or by a readjustment of the tariff, is the question now being considered. The next congress will be republican, but radical changes in the tariff would probably be vetoed by the democratic president. One suggestion is that the tariff on luxuries, such as diamonds, velvets, wines, cigars, etc., which the democrats reduced to the extent of some \$40,000,000, be increased again, and that the tax on beer be also increased. Action of some sort must be taken, but it is not probable that any radical changes will be proposed.

From the weekly report of the Registrar General of June 5th, it appears that the health of London is now better than it has ever been since it became a great city. The rate of mortality was only 15.5 per cent, which are considerably below the London average even at this season of the year. Just now, says the London Telegraph, the metropolis, taking it as a whole, is much healthier than most of the large provincial towns, and than many seaside places. If this state of things continue the metropolis may yet become a great summer resort for those who wish to live long, and the railway companies, instead of attracting Londoners with announcements about "A Day at the Seaside," will find themselves constrained to run excursions for the benefit of jaded seashore who wish to breathe the pure and healthy air of London for twelve hours or so.

Leslie's Weekly has an article on the jury system, sharply criticising what it describes as "the fetich of the unanimous dozen." It appears that the recent trial of Police Inspector McLaughlin of New York resulted in a disagreement, ten men favoring conviction and two opposing it. The trial cost, according to Leslie's Weekly, over \$34,000. It says that while the trial occupied only two days, it took twenty-two days to get a jury, and it argues that some \$30,000 is rather too much to pay for the "dreary absurdities" of the system.

## BUCHANAN'S CASE.

The Death Watch Placed Over the Doctor at Sing Sing Wednesday Night.

Sing Sing, N. Y., June 20.—Warden Sage is preparing to carry out the third sentence of death of Dr. Buchanan, the convicted wife murderer, who is to be executed during the week beginning July 1st. The death watch was placed over the condemned man last night.

Buchanan during the past two days has shown signs of nervousness and breaking down as his doom approaches. There seems but little chance now for Buchanan to escape the death chair, as his lawyers have virtually abandoned his case.

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## THE CANAL OPENED.

A Great Demonstration Witnessed by an Immense Crowd.

French and German Exchange Greetings and Show That a Most Friendly Feeling Prevails.

Holtenau, June 20.—The formal opening of the Kiel canal was one of the most stupendous demonstrations witnessed for a long time. At four o'clock the imperial yacht Hohenzollern sailed the great stretched across the canal and the procession of the fleet of the great war vessels of the great nations began. On the whole the passage of the canal by the imperial procession was a success, although there were two slight mishaps. The North German Lloyd steamship Kaiser Wilhelm III. grounded for a short time in the canal, but she sustained no damage. The Russian gunboat Grossajachtzich passed Rendsburg at 4.30 p. m. in tow of a tug and apparently having sustained some damage either to her machinery or by grounding, each side of the canal was guarded throughout by infantry and cavalry, and behind the troops were gathered the crowds of people, who loudly cheered the vessels as they passed. The different points along the canal were decorated with the Kiel harbor were decorated in most elaborate manner, bunting of all colors flying in streams to the breeze and giving everything a bright holiday appearance.

The warships of the United States, the New York, Columbia, San Francisco and Marblehead, which latter vessels took part in the procession, formed striking features of the naval display, standing out finely among the other warships, which, as a rule, have dark colored hulls. The white sides of the famous cruisers undoubtedly gave them an extremely pleasing appearance, and caused all United States vessels to be greatly admired.

There was one of the features of the procession which should calm the excitement among the members of league of patriots of Paris, who raised such a hubbub when it became known that the French government intended to send a squadron to participate in the Kiel fete.

As the French gunboat Surcouf passed the several points along the canal route she was greeted with hearty cheers, and the different nations played the Marseillaise as she went by, proudly flouting the tri-color of France before the drawn up troops of Germany.

The French officers acknowledged the cheers from the Surcouf by touching their caps and bowing, and when flags were dipped in honor of passing ship, the ensign of the French boat was promptly dipped in acknowledgement of the courtesy.

Admiral Menard, the commander of the French squadron, entertained the officers of the German battleship Bayern on board the Hoche, the French flagship, today, in return for a similar courtesy, extended to the officers of the Hoche on board of the Bayern, coupled with the toast of Emperor William and President Faure. A warm feeling of camaraderie existing among the naval men all the world over. Admiral Menard at today's dinner on board the Hoche responded with a similar toast and re-echoed the utterances of the German commander in chief, Admiral Tirpitz, who, in reference to the estate of Charles Lloyd, late of Chatham, deceased, said: "The officers of the Hoche, and Herbert Pallen, druggist, vendors of lipoups for Chatham."

Albert-Lorenzo Chapman, M.D., licenced vendor at Hopewell in place of Elias Purdy, M.D., deceased; and Gordon D. Steves, licenced vendor at Hillsboro in place of John A. Beatty, deceased.

Victoria—Moses F. Parks, justice of the peace; Alexander Stratton referee in equity.

Gloucester—Geo. Gilbert and Narcisse Landry, referees in equity.

Restigouche—John S. Bassett, commissioner of the parish of Colburn civil court, instead of John McMillan, deceased.

Kings—David M. Hamm, justice of the peace.

AN ISLAND CHEESE FACTORY.

A correspondent of the Charlottetown Guardian says: "Monday was the best day in the history of the Vernon river cheese factory. Notwithstanding the fact that the Kinross, Orwell, Pownall and Mount Mellick routes were cut off the quantity of milk aggregated 20,000 lbs. over 2,000 lbs. more than the largest amount received on any day last summer. The factory opened on May 14th. There was manufactured up to June 21st 24 cheese, but on Monday your correspondent counted 240 cheeses on the shelves of the curing room. Owing to the fact that this factory cannot accommodate the large quantity of milk received, the Union Dairying association contemplate building an addition to their already commodious factory."

A TENNESSEE METHODIST.

It was a Tennessee Methodist class leader who had before him a six months' probationer whom he was questioning for admission to all the privileges of the church. "Well, Sambo," said the class leader, "I hope you are prepared to live a Christian life in accordance with your profession. Have you stolen any chickens during the last six months?" "No, sah, I done stole no chickens." "Have you stolen any turkeys or pigs?" Sambo looked grieved. "No, sah!" "I am very glad to hear this good report," continued the class leader, "and I trust you will continue to live an honest Christian life." After which Sambo hurried home with his wife, who had overheard the catechizing. When they were fairly out of everybody's hearing he drew a long breath of relief and turned a self-satisfied glance to his better half. "Golly," he said in a half cautious whisper, "he'd or said ducks I'd be'n a lost nigh-gah, euah."

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Mr. Lucas followed with an address on the Duties and Opportunities of Parish Officers.

Rev. S. J. Perry of Oromocto led the opening exercises of the afternoon session. The Rev. N. McLaughlin being called away to other duties, his subject, The Teacher's Study of the Bible, was given to Mr. Lucas and was followed by remarks from Rev. A. D. McCully and some of the superintendents.

The following were elected officers for the ensuing year: President, T. L. Alexander, Fredericton Junction; secretary, Miss Maude Sharpe, Burton. The following were elected as vice-presidents, each for their own parish: Lincoln, Taylor Mesereau; Burton, John L. Cambridge; Gladstone, Ernest A. Tracey; Ellersville, W. D. Smith; Sheffield, Miss George Randall; Maugerville, Jas. Raymond; Northfield, —. An earnest presentation was made of International Evangel and copies distributed. The county statistical report was not complete, as the convention is at an earlier date than that at which statistical forms are expected to be in. In absence of the county secretary, Mr. Lucas read and showed that as far as reports to hand there is both an increase of schools and an improvement in methods and number of months open.

The president and others joined with deep interest in this discussion. A normal Bible lesson was then given. The speaker said that a forward look is often important in S. S. work, and as teachers present will shortly resume studies in the book of Exodus, this was chosen as the subject. Liberal use was made of the blackboard and teachers asked to copy and memorize the outline. President Alexander advocated the financial interest of the work.

The evening session was opened by Rev. A. D. McCully. The minutes being read by Miss Sharpe, the normal committee supplemented them by additional members of the executive and also five persons to represent this county in the provincial convocation next October. A normal lesson on the superintendent's duties was given with the use of the blackboard. This was discussed by Rev. A. D. McCully, Messrs. Ward, Kenney and others and made profitable. An address by Mr. Lucas gave to young people points in the historical development of this work, and especially emphasized the home department, international daily Bible reading and other points of vital interest to home, school and church life.

The convention for next year was invited by Chas. L. Ward to Oromocto. Votes of thanks were passed. Kilduff reference was made to the field secretary and his faithful work. The motion was adopted by a rising vote. In reply Mr. Lucas spoke a few earnest words to the young people about a true purpose in life and how to make themselves helpful to others.

## RESIGNATIONS AND APPOINTMENTS.

The following notices appear in the Royal Gazette.

The resignation of James Hickey, vendor of liquor at Chatham, and of Hugh Montgomery, justice of the peace for Carleton county, have been accepted.

The reappointment of all the sheriffs is announced. Also the following: Mr. John C. F. Harrison, to be a justice of the peace; Geo. Blingay of Yarmouth, commissioner for Nova Scotia; Thos. Dunning, notary public.

Northumberland—Richard B. Bennett, Judge of probate pro hac vice, in reference to the estate of Charles Lloyd, late of Chatham, deceased.

Chas. S. Bremner, justice of the peace; Clifford Hickey, druggist, and Herbert Pallen, druggist, vendors of lipoups for Chatham.

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## FUTURE STARS AT A BENEFIT.

Dramatic Pupils Make Their First Appearance in Jersey City.

(New York World, June 14.) A benefit to Alfred L. Usher was given by pupils of the Lawrence School of Acting at the Jersey City Opera House last night. The trial scene from The Merchant of Venice, a scene from Won at Last, the second act of The Dancheffs, and a one act play, Fennel, were selected for the occasion.

With few exceptions the pupils acquitted themselves admirably, the best work being done by August H. Miller, Lawrence Henderson, A. L. Usher, James A. Swallow, Frederick B. Hall, Miss Eulalie Bennett, Blanche Arden, Josephine Watts, Marie B. Dixey and Marie Nelson.

Between scenes little Flo Perry recited, sang and danced to the great delight of the audience, which filled the theatre.

Miss Bennett's declamation of Portia's Mercy speech was particularly effective. Miss Watts made a charming Glanville in Fennel.

The many friends of Miss Watts in this city will be glad to hear of her success in her chosen career. Miss Watts is a sister of Conductor Watts of the I. C. R. northern division.

## AN EGYPTIAN MUMMY

Presented to the Peter Redpath Museum by Dr. Roddick.

The Peter Redpath museum at McGill university has recently been the recipient of a most valuable and interesting gift, that of the hands of Dr. Roddick of this city, consisting of an Egyptian mummy, 2,500 years old, excavated from the tombs at Hawara-et-Maktae, Fayoum, Egypt. The mummy, which is that of a lady of rank, is in a remarkable state of preservation, the body being carefully wrapped from head to feet in mummy cloth, showing little, if any, trace of the decay incidental to the lapse of centuries. Over the face and breast is a shield, composed of gold and plaster, upon which Egyptian characters, setting forth the rank of the deceased, the place of death and the name of the reigning dynasty in Egypt are engraved. Not the least interesting portion of this donation is the coffin which has enclosed the remains for so many centuries, and which was brought to this city with the body. Built of cedar, and square in shape, it enables archaeologists and the present generation to understand more fully the degree of perfection to which carpentry had attained even in that early period of the world's history. The donation has been placed in the Egyptian corridor of the museum, where it may be viewed at any time.

## ESTATE SALE.

W. A. Lockhart had a large quantity of real estate to sell at Chubb's corner on the 19th. The first property offered was the front lot at Chubb's corner, Paddock street, and owned by the late Mayor Peters. Mrs. T. W. Peters became the purchaser at \$1,200. The following properties were offered belonging to the DeVeber estate:

The lot with five story brick building on the corner of North street and Water street, now occupied by Dearborn & Co.—the old DeVeber stand; assessed value \$16,000; annual rental \$1,000, insured for \$14,500. Dearborn & Co. became the purchasers for \$9,000.

The large brick building situate on the corner of North street and Water street, with lot subject to annual rental of \$53 to city of St. John. This is known as the Thurgar property; assessed value \$3,900, rent \$200, insured for \$6,000. The first bid was \$1,000, and James Manchester became the owner at \$2,500.

The two-and-a-half story dwelling, with stable and lot situate on Leinster street, corporation lease, \$8 per annum; assessed value \$2,000; annual rental, \$200; insured, \$2,000. Dr. Sheffield became the purchaser at \$1,525.

Two freehold lots, with cottage, on Sheffield street, assessed value \$1,000; rental, \$150 per month. Mrs. Mary Gilbert became the purchaser at \$525.

The mortgage on the John McBride property, situate on Leinster street, amounting to a little over \$6,000; annual rent of property, \$760. Fred Magee became the purchaser at \$5,570.

The mortgage on the Geo. H. Martin freehold property, situate on Union street, amounting to \$1,544, was sold to W. W. Turnbull for \$1 over the claim.

Twenty-two shares of Bank of New Brunswick stock with interest were offered—13 shares at 160 per cent. premium to Robert Thomson; 3 shares to James Reynolds at 157 per cent. premium; 3 shares to A. H. Hamilton at same, and 3 to Francis Smith at same. Mr. Reynolds purchased a \$500 Provincial 6 per cent. bond, due October 2, 1906, at 181-4 per cent. premium.

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" 3—15 Montreuses, handsome " 50c

" 4—15 Roses, everblooming beauties " 50c

" 5—15 Window Collection, 1 each, " 50c

" 6—15 Fuchsias, 15 ft. plant, 1 yr. " 50c

" 7—15 Sweet Scilla's Germanium, " 50c

" 8—15 Manettia Vine, Tropaeolum, " 50c

" 9—15 Geraniums, finest assorted " 50c

" 10—15 Cereus, fine assorted colors " 50c

" 11—15 Iris, finest varieties " 50c

" 12—15 Cereus, 15 ft. plant, 1 yr. " 50c

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