

THE SEMI-WEEKLY TELEGRAPH, ST JOHN, N.B., SEPTEMBER 9, 1899

THE SEMI-WEEKLY TELEGRAPH
An 8-page paper and is published every Wednesday and Saturday. It is a year in advance, by the TELEGRAPH PUBLISHING COMPANY of Saint John, a company incorporated by act of the legislature of New Brunswick. THOMAS DORRIS, Business Manager, JAMES HANWAY, Editor.

ADVERTISING RATES.
Ordinary commercial advertisements taking the run of the paper—Each insertion \$1.00 per line.
Advertisements of Wants, For Sale, etc., at one-half the above rates.
Notices of Births, Marriages and Deaths at one-half the above rates.

IMPORTANT NOTICE.
Owing to the considerable number of communications as to the misreading of letters, we have decided to insert in this office, we have to request our subscribers and agents when sending money for this paper to be sure to put on the office order or registered letter, in which case the remittance will be at our cost.
In remitting by checks or post office orders, our patrons will please make them payable to the TELEGRAPH PUBLISHING COMPANY.
All letters for the business office of this paper should be addressed to THE TELEGRAPH PUBLISHING COMPANY, St. John, and all correspondence for the editorial department should be sent to the Editor of THE TELEGRAPH, St. John.

FACTS FOR SUBSCRIBERS.
Without exception names of no new subscribers will be entered until the money is received.
Subscribers will be required to pay for papers sent them, whether they take them from the office or not, except of course, if they are sent to them by express or by mail. There is no legal discontinuance of a newspaper subscription until all that is owed for it is paid.
It is well settled principle of law that a man must pay for what he has. Hence, who ever takes a paper from the post office, whether directed to him or somebody else, must pay for it.

RULES FOR CORRESPONDENTS.
We solicit and take special pains with letters on one side of your paper only. Attach your name and address to your communications as evidence of their being written for which you are not responsible to be held personally responsible.

This paper has the largest circulation in the Maritime Provinces.

Semi-Weekly Telegraph.

ST. JOHN, N.B., SEPTEMBER 9, 1899.

GERMANY IN SOUTH AMERICA.

The purchase by the German government of a large tract of territory in Southern Brazil is a suspicious and significant circumstance. The territory purchased is as large as the county of St. John, and it is situated in that portion of Brazil that is most temperate as respects climate and therefore best adapted to settlement by men from a northern land such as Germany. The state of San Catharina, a portion of which has been purchased by Germany, has an area about equal to that of New Brunswick and a somewhat smaller population. From that it may be gathered that it is a new and somewhat undeveloped portion of Brazil, and therefore a place where colonization could be carried on. A strong German colony might be established there which in the course of time would become an important factor in Brazilian politics. The central government of Brazil is weak and there is a constant tendency on the part of the states to set up on their own account and disregard what is being done at Rio Janeiro. The German possessions are also close to the borders of Uruguay, a comparatively weak state which was once politically united to Brazil, and which possesses some of the best land in South America. With Germany once established in Southern Brazil, a colonizing power anything might become possible, and even Uruguay might fall under German control. It is no secret that Germany has long entertained designs with respect to South America which were totally opposed to the Monroe doctrine. The Germans have always believed that on that continent they might find a suitable sphere for their best efforts as colonizers and might rival in some respects Great Britain, whose colonial empire extends all over the world. But as long as the Monroe doctrine seemed to be acknowledged as a principle of American politics there seemed to be no chance for Germany to acquire American colonies. Now, however, the Monroe doctrine has become a dead letter, for a nation that undertakes to hold Asiatic Islands such as the Philippines, cannot object to a European nation obtaining territory in South America. If the United States objected to the presence of Germany as a colonizing power, the occupation of the Philippines by the United States would be a sufficient answer to the American claim.

THE TRANSVAAL.

It is difficult to write about the Transvaal situation for the aspect of affairs changes from day to day, almost from hour to hour. Tuesday morning's despatches were extremely warlike and indicated that the Boers were ready to take the field and in fact would do so within forty-eight hours. Thirty thousand Transvaal Boers and twenty thousand from the Orange Free State were to make a raid on Natal, first capturing Laing's Neck, which is said to be undefended. This brilliant operation looks wonderfully simple on paper, and if the Dutch Boers could travel 100 miles a day they might possibly carry out such a programme. But

ALL HEADACHES
from whatever cause cured in half an hour by
HOFFMAN'S HEADACHE POWDERS.
10 cents and 25 cents at all druggists.

the distances in that region are enormous. The Boer population of the Transvaal, which does not exceed 100,000, is scattered over a territory more than four times as large as New Brunswick. The Orange Free State is about twice as large as New Brunswick, and has only 80,000 white inhabitants. To talk of these two petty states placing 50,000 armed men in the field at a moment's notice, and making a sudden raid on Natal is the merest nonsense. There is only one railway connecting the Transvaal with Orange Free State, and the distance from Bloemfontein, the capital of the latter, to the Transvaal border is 200 miles. From thence to Pretoria is another 100 miles, so that under the most favorable circumstances it would take some time to carry the 20,000 men of the Orange Free State, if they had so many, to the capital of the Transvaal. Then, again, Laing's Neck, the pass on the northern point of Natal which is to be seized or rushed by the Boers, is 174 miles from Pretoria, Kruger's capital and military headquarters. We do not believe that under any circumstances Kruger could collect 30,000 armed Transvaal Boers, but if he could it would take him at least a fortnight to do it. Nor could the Orange Free State supply any such contingent as 20,000 men. The placing of 30,000 men in the field by the Transvaal, and 20,000 by Orange Free State would be about equal to New Brunswick placing an army of 100,000 men in the field. Every sensible man knows that such a thing could not be done, and if we had that number of men to place in the field, even with the excellent facilities that we possess in the shape of railways and roads, it would take a good many days to bring them together to say nothing of their necessary supplies. We believe, however, that 15,000 men is the utmost number the Transvaal Boers can place in line of battle, and we doubt whether they will be able to obtain any assistance from the Orange Free State. That little state has no particular interest in the quarrel of Kruger with the British government, and although it may have made an offensive and defensive alliance with the Transvaal such are not always faithfully adhered to. The rulers of the Orange Free State may well conclude that in undertaking to fight Kruger's battles they will be only injuring themselves without benefiting him.

THE HALIFAX BOAT ACCIDENT.

The shocking boat accident at Halifax, which we related Tuesday, by which seven persons lost their lives, appears to have been caused by an oversight that is very uncommon, yet which ought to be understood by way of warning to those who go out boat sailing. The wind was heavy, but those who were sailing the boat appear to have been able to manage her, and they would have reached their destination in safety but for the step of the mast splitting, so that the mast itself came down, the planking of the boat and made a hole in it which filled and sunk her. It is evident that this accident was due to weakness in the boat, and it indicates a new source of danger against which few persons would think of taking precaution. The unfortunate people who were drowned had hired the boat and had no knowledge of its weakness, but after this the steps of masts and other parts of the fittings and rigging of sail boats will be more closely examined by those who go out sailing in a high wind.

THE CANADIAN CONTINGENT.

The London despatch which we published Wednesday to the effect that Canadian officers in the British army have been informed that the war office does not anticipate war and that there will be no opportunity of service for them or any Canadian contingent is somewhat obscure, nor is it feasible. It diminished by the addition that if any Canadian Transvaal regiment is formed its organizers will be expected to land the regiment in England fully equipped. A London correspondent of the Toronto Telegram is responsible for this piece of news, but we are not told what British authority made these statements. Certainly, if there is to be no war in the Transvaal, there will be no opportunity for service there either for Canadians or Englishmen. In that case no Canadian contingent would be needed, so that it seems superfluous to talk about what would be required of Canada with respect to it. Some understrapper in the war office may have made the statement we have just quoted, but we do not believe that either the political head of the office, the Marquis of Lansdowne, or the parliamentary under secretary, Mr. Wyndham, would insult Canada by suggesting that we were likely to send over a contingent without arms or equipment. If there should be a war in the Transvaal, and a Canadian contingent sent there it will not only be fully armed and equipped by the dominion, but will be maintained in the field at the cost of Canada. The people of Canada do not need any instruction in regard to their duties from war office clerks. Whatever Canada does in this direction will be done properly and well. As early as the year 1868 Canada raised a regiment of infantry and presented it to Great Britain, fully equipped and armed. This

regiment was numbered the 100th of the line and was designated the Prince of Wales Royal Canadian. After the reorganization of the army into territorial regiments the 100th regiment became the first battalion of the Leinster regiment, an Irish corps with headquarters at Birr in the county of Kings in Ireland. Linked with it is the old 109th, a regiment taken over from the East India Company when India was placed under the direct control of Great Britain. The 109th was a Bombay regiment and had no more to do with Ireland than the Royal Canadians, but Ireland now claims both battalions. This transformation of a regiment created by the efforts of Canada and at the cost of Canada into an Irish corps is sufficiently absurd to be worthy of the attention of Mr. Gilbert when he next wants a subject for a comic opera, but the climax is reached when it is seen that the Mills Royal Canadians is still retained, in parenthesis, as part of its title, although all connection with Canada has long since ceased and the regiment is wholly Irish. The people of Canada do not expect this amazing blunder to be repeated, or we would not hear much of raising a Canadian contingent for service in the Transvaal.

THE WINTER PORT SITUATION.

We are very glad to notice that the Sun is taking such an interest in the port of St. John, and we have also to thank the Sun for the great interest it is taking in THE TELEGRAPH. The Sun appears to think that THE TELEGRAPH should at once go in opposition to the government during the pendency of the negotiations between the Canadian Pacific and the government connected with the running arrangements to be made between the C.P.R. and I.C.R. The Sun in supporting the late government did not take such a course during all the years that the government was acting against the interests of St. John. Even when it was proposed to sidetrack St. John and build the Short Line into Moncton the Sun did not have the courage to take any action against the government. On the contrary, the Sun approved of the government's action which, if carried out, would have involved the building of a railway by the government from Harvey, in the county of York, to Salisbury, in the county of Westmorland, for the express purpose of avoiding St. John. Indeed, the Sun has always cheerfully and consistently supported that policy which was imposed upon the Conservative party by Sir Charles Tupper, and which had for its principal plank the suppression of St. John as a winter port of Canada. When the late government indignantly refused to build an elevator here or to assist in the building of one the Sun gave no sign of disapproval. When St. John was ignored in the Fast Line arrangements the Sun was as silent as an oyster. The patronage of the government was much more dear to it than the interests of St. John. It approved and defended the Harris land job by which a great industry, employing hundreds of men, was driven away from the city; indeed, the late government could do nothing against the interests of this city which the Sun was not ready to sanction. So far has it carried its partisanship that it has attacked Mr. Blair for building wharves and an elevator here, and has endeavored to show that it was impossible that any through business could be done by the Intercolonial at this port. THE TELEGRAPH is not that kind of a paper and can point to a record of thirty-seven years of steady support of the interests of this city. THE TELEGRAPH can always be depended on to stand up for the interests of St. John against all comers. We approve of the action of the members of the common council in calling a special meeting to discuss the present situation with respect to freight and the interests of this port. The present government has shown such a strong interest in St. John, has expended so much money here and has taken such extensive plans for the future which require the expenditure of still greater sums that we do not believe the government will set in this matter in any way that will be detrimental to the interests of the city. We are satisfied that government will concede any reasonable demands of the C.P.R.; The Sun has been kind enough to smear at our support of the Canadian Pacific in the past. We have supported the Canadian Pacific strongly because we believe that they were doing everything they could to advance the interests of this port. We felt, also, that St. John could not be developed as a winter port without the aid and assistance of the Canadian Pacific. Last winter the C.P.R. was able to bring more freight here than could be handled by the steamers, and we are satisfied that if the proper arrangements are made that they

will this winter be able to bring all the freight that can be handled by the lines of steamers coming here. We have always felt in spite of the sneers of the Sun that it was in the interest of the City of St. John to give a generous support to this railway to induce them to develop the traffic for our winter port, and this policy we believed then and believe now is the correct policy for the government. We have not gone into hysterics over this matter, because we believe that the present government, which is a just and liberal government, will concede all the just demands of the Canadian Pacific Railway. Mr. Blair in the past has shown himself to be a strong friend of the city of St. John, and we do not think that he is now going to cancel his past record and do anything that will be against the interests of the city.

In a letter which we published elsewhere the Rev. G. W. MacDonald repudiates the suggestion which seems to be embodied in the resolution passed by the Evangelical Alliance; that the Reformed Baptists had any connection as a religious body with Sunday excursions that take persons from the city to their camp grounds at Beulah. The Reformed Baptists are willing to admit all strangers and visitors to their services whether they reach the camp grounds by steamboat, sail boat, canoe, horse and wagon, by bicycle or on their own feet. They do not think they are bound to inquire how their hearers reach the place of meeting and in this respect they probably resemble other religious denominations all of whom aim to have their meetings as well attended as possible. In the rural districts many people have to go long distances to attend church and in most cases the distances are too great to be accomplished by a pedestrian. A certain amount of labor is therefore involved in attending church and without that labor it would be impossible to have any church services at all.

The end of the Dreyfus trial is in sight, and it is thought that a decision will be given on Monday. All the evidence for the prosecution is now in, and in a British or Canadian court it would not be regarded as sufficient to justify any other verdict but one of acquittal. Most of it, indeed, is of such a character that it would not be admitted or regarded as evidence at all. What the court trying Dreyfus will do no one seems to know. The refusal yesterday to admit the depositions of the foreign attaches is variously interpreted. Some regard it as a proof of the bias of the judges against Dreyfus and their determination to convict him. Others hold that the evidence was rejected because the court had already made up their minds to acquit the prisoner. Our readers may accept whatever theory they please, but both seem to have some show of reason to support them.

Interest in the coming yacht race between the Columbia and the Shamrock has been greatly stimulated by the arrival of the owner of the latter, Sir Thomas Lipton, and by the appearance of the champion under sail in New York Bay. The Shamrock was seen Tuesday in American waters for the first time and she made a good impression on those who saw her, sailing fast in a rough sea and carrying her sail well in a strong breeze. Those who saw her were greatly impressed by her speed, but it must be remembered that she was then sailing alone. However there would seem to be no doubt that the Shamrock is a fast and weatherly yacht, and that she is likely to give the American representative, the Columbia, a good race.

The Dreyfus case is likely today to add one more to the sensational features that have marked it, for it is said that M. Labori, the counsel for Dreyfus, may retire from the case on the ground that the president of the court is so prejudiced against the prisoner that he will not permit any evidence in favor of him to be given. This would be a dramatic climax to the trial and no doubt as a demonstration would be effective, but it would be a foolish thing to do all the same, and it probably will not be done. When M. Labori has left over the matter he will probably conclude to go on with the case.

Those Conservatives who have been conjuring up the vision of a general dominion election this year will feel relieved by the despatch from Quebec which states that there will be no election until next year. This statement is made on the authority of a cabinet minister and it will give the ranks of the opposition infinite relief. Why they should have supposed there would be an election this year is not easy to understand. The Liberals do not do business in that way. When the proper time comes parliament will be dissolved, but that will not be done this year.

Every one will regret the accident by which Premier Emmerson was injured and will join in the hope that his injuries may not prove serious. Our premier is a man in whom the people of New Brunswick have much faith, and they expect great things from him in the future in assisting in the development of the resources of this province.

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Those who read, enjoyed and profited by Dr. SPOURLE'S recent treatise on Catarrh in general will be delighted to learn that he has just completed and will send



FREE
Another
New
Book.

Which deals especially with
CATARRH of the STOMACH, LIVER and BOWELS
and conclusively proves it to be the cause on this continent, of nearly every case of

CHRONIC CONSTIPATION,
INDIGESTION, ETC.

If you have been trying in vain to get relief, using purgative after purgative, this book will tell you why you failed.
If you need it write for it.
Dr. SPOURLE, B. A. (formerly Surgeon British Royal Naval Service) English Catarrh Specialist, Will Send It To You Free On Request. Address, 7 Doane St. Boston.

JAMES LOGAN GORDON ORDAINED.

Pastor of the Union Street Congregational Church.

A special council of the Congregational churches called to participate in the ordination of Rev. James Logan Gordon as pastor of Union street Congregational church, met at seven o'clock Tuesday evening in the basement of the church. Rev. E. E. Brailwaite of Yarmouth, N. S., was moderator, and Rev. A. B. Ross of Keswick Ridge, N. B., scribe. Rev. Mr. Gordon was examined as to his views and experience and the council concurred in the action of the church in calling him to the pastorate. A public ordination of the Rev. Mr. Gordon was conducted in the body of the church, where special floral decorations had tastefully been made. Rev. Mr. Gordon was ordained by Rev. A. B. Ross of the minutes of the council meeting previously held. After prayer by Rev. E. E. Brailwaite, a portion of the scriptures was read by Rev. G. Duff of Brooklyn, N. S. Hymn 458, "Thou Who Thyself Didst Sanctify," was sung and then an excellent sermon was preached by Rev. Mr. Brailwaite. He took his text from 1st Timothy, 3:15. Three chief points were brought out in his able discourse—the church stands for what is vital and fundamental as distinguished from the unessential; she stands also for the eternal as distinguished from the temporary; and she stands to represent God Himself. At the close of the sermon the ordaining prayer was offered by Rev. Mr. Ross and was followed by the organ response. This closed the first part of the service. In the second, Rev. J. W. Cox, of Noel, N. S., after a short address, referred to Rev. Mr. Gordon the right hand of fellowship on behalf of the Congregational Union. He hoped for blessing on the pastor's work and that he would be with the church long and yet be the chairman of the union, the singing of hymn 455, "We bid thee welcome in the name," was sung. The charge to the pastor was delivered by Rev. Norman McKinnon, who was formerly pastor of this church, but is now located at Foxcroft, Me. Prayer was offered, hymn 554, "Lord, direct us with thy blessing" was sung, and the benediction was pronounced by Pastor Gordon, closing the service. Among the ministers of other denominations present were Rev. J. W. Clarke, of Waterloo street Free Baptist church, and Rev. S. M. Hunter, of the United Baptist church. The service over some time was spent in personal greetings of Rev. Mr. Gordon by the congregation. During his stay in St. John he has proven himself a practical man, earnest in the Christian cause, and an eloquent and powerful speaker.

Farewell Service.

Main street Baptist church was crowded Tuesday night when the farewell service for Rev. J. A. Gordon was held. The church platform was tastefully decorated with plants for the occasion and Deacon E. M. Sprague presided, while seated on the platform were Rev. Messrs. A. T. Dykeman, D. Long, M. C. Higgins, J. C. B. Appel, George Steele, Dr. Black and J. A. Gordon. After a selection had been rendered by the choir, letters of regret were read from Rev. A. H. O. Morse and Rev. J. W. Manning. On behalf of the church Mr. W. F. White presented Mr. Gordon with an address, which referred to his excellent work in the church during the past six years of his pastorate. Mr. Gordon briefly replied, referring to the work done and expressing his gratitude and a good time may be expected. All orders attended to with promptness. Thanking our patrons for past patronage and hoping for a continuance of the same.

J. G. DOWNEY.

A sleeping car will be attached to the train leaving St. John at 12:10 o'clock for Quebec and Montreal. A sleeping car will be attached to the train leaving St. John at 2:30 o'clock for Truro and Halifax.

Vestibule Dining and Sleeping cars on the Quebec and Montreal Express.

Trains will leave at St. John.

Suburban Express from Hampton..... 5.30

Express for Campbellton, Pictou, Pictou and Halifax..... 7.25

Express for Halifax, New Glasgow and Pictou..... 11.50

Express for Moncton..... 12.45

Suburban Express for Hampton..... 17.40

Express for Quebec and Montreal..... 18.10

Accommodation for Moncton, Truro, Halifax and Sydney..... 22.30

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Suburban Express from Hampton..... 21.50

Accommodation from St. John, Truro and Moncton..... 1.35

All trains are run by Eastern Standard time. Twenty-four hour notation.

MONCTON NEWS.

Cabinet and Provincial Ministers in the Railway Town—An Interesting Wedding.

Moncton, Sept. 5.—A. A. Barker of Barker Bros., proprietors of the White Store, was married this afternoon to Jessie, second daughter of the late D. M. Trilles, of Moncton. The ceremony was performed by Rev. E. B. Hooper. The couple went to Halifax on a wedding trip.

For Mr. Blair, Davies, Premier Farquharson, Hon. Berj. Rogers and D. A. McKinnon, of Charlottetown, are in the city. Hon. Fielding returned to Halifax this afternoon. The minister of railways today visited the I. C. R. offices and shops. Lieutenant Governor McKellan who was attending the maritime sport here returned to government house at Riverview today, accompanied by Speaker Hill, of Charlottetown, who will spend a few days in Albert.

Mills Burned.

Moncton, Sept. 5.—The flour mill and shingle factory of Mills Bros. were destroyed by fire this morning. They were insured for \$5,000.

The flour and oatmeal mill of Hiram Boston was also destroyed, while the woollen factory of Walshe & Co. was considerably damaged by fire and water. Both of the latter buildings were insured.

Intercolonial Railway.

On and after MONDAY, the 19th June 1899, trains will run daily (Sundays excepted) as follows:

Trains will leave St. John.

Suburban Express from Hampton..... 5.30

Express for Campbellton, Pictou, Pictou and Halifax..... 7.25

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D. POTTINGER, Gen. Manager.

Moncton, N.B., June 14, 1899.

CITY TICKET OFFICE

7 Elder Street, St. John, N.B.

FOR BELLEISLE.

Steamer Springfield

having been rebuilt under the supervision of the most practical government inspectors, will leave North End, Indian Point, every TUESDAY, THURSDAY and SATURDAY, at 12 o'clock local time, and further notices, for the BLUE WATERS of the BELLEISLE, will be issued, calling at the intermediate points on the river and Bellesle returning on alternate days at 1 p.m. Freight and fare low. A usual good accommodation. Meals at all hours. Waters in attendance and a good time may be expected. All orders attended to with promptness. Thanking our patrons for past patronage and hoping for a continuance of the same.

J. G. DOWNEY.

P.S.—Excursion tickets are issued Saturdays, good to return until Wednesday following.

No other Man

In New Brunswick can claim the honor of starting so many young men on successful careers as the Principal of the St. John Business College. Almost every clerical position here, worth having, is held by his graduates.—Daily Telegraph.

Catalogue containing terms, courses of study, etc., mailed to any address.

Now is the Time to Enter.

S. KERR & SON.