COURTENAY BAY NEWS OF INTEREST IN A FEW DAYS

Minister of Public Works Makes Announcements Relative to Important Matters

Salisbury & Harvey Railway Offer Accepted by Owners and Rails Are in Process of Being Supplied—Hon. Mr. Pugsley Shows Hazen Government is Responsible for Delay in Beginning Valley Railway Construction—The Durant Sugar Refinery Property.

Saturday, Aug. 26.

Hon. Mr. Pugsley, minister of public works, gave a Telegraph reporter Friday evening interesting information in regard to several projects in which the people of this city as well as the whole province are keenly interested.

When asked about the work at Courtenay Bay, Hon. Mr. Pugsley said: "I have nothing to say at present but in the course of a few days I will have an announcement of interest to the people of St. John to make in this connection."

Rails Being Supplied.

Hon. Mr. Pugsley was also asked in reference to the Salisbury & Albert railway and to the Standard's report that no authority had been given for the turning over of I. C. R. rails to carry on operations on the road. To this the minister of public works said that the company owning the road had accepted the proposition made by the minister of railways, the matter had been definitely settled and the rails were now in process of being supplied.

The Valley Railway.

A question as to the St. John Valley railway brought from Hon. Mr. Pugsley the following important statement:

"I shall be glad to give the public such information as I have in regard to this very important undertaking which is of so much importance to the people of this city as well as the residents of the St. John valley and, indeed, the whole province.

"Realizing the importance of having the valley line constructed all the way from St. John to Grand Falls, the federal government asked parliament for authority to grant a subsidy for the whole distance, it being provided that, in case the cost of the line exceeded $21,800 per mile, subsidy to the extent of $6,400 per mile should be granted.

"Later on, readers of The Telegraph are aware, at the urgent request of a delegation from the St. John Valley Railway Co., and others interested in the early construction of the road, authority was obtained from parliament for the dominion government to take over the line in sections as completed and operate the same as part of the Intercolonial railway.

"It will be remembered that it was provided in the statute giving this authority that the road should be built up to the general standard of the Transcontinental railway in New Brunswick, which means that in no case should it exceed one-tenth of one per cent. to the mile but, where the physical features of the country reasonably permitted, the Transcontinental standard of four-tenths of one per cent. per mile against east-bound traffic and six-tenths of one per cent. against west-bound traffic should be adopted.

"When representatives of the provincial government asked me as representing the federal government to consent to the granting of a subsidy for a line which was to be—not from Grand Falls—but from a point on the border of the State of Maine, in the county of Victoria, and thence to a point on the Canadian Pacific between Westfield and Welsford, without making provision for government operation, I, after careful consideration and consultation with the Liberal members of this province, declined to recommend to my colleagues the granting of the subsidy and so informed Hon. Mr. Flemming who at the time was acting premier.

Met People's Approval.

"I am satisfied that this decision met with the almost universal approval of the people of the St. John Valley as well as the whole province, who looked with feelings of very great alarm upon the proposal of the provincial government to pledge the credit of the province to a very large amount for the purpose of building a line which would, to all intents and purposes, be merely a branch of the C. P. R. and that, too, an electric road, the successful operation of which, particularly in the winter season, would be, to say the least, very doubtful.

"Shortly after our decision had been made known to the provincial government, Hon. Mr. Flemming and some of his colleagues had several interviews with me and, as a result, the provincial government decided to practically accept the conditions imposed by the federal government, namely that the road should be built all the way from St. John to Grand Falls and should be constructed to a high standard, namely, between Fredericton and St. John—to have a grade of not less than four-tenths of one per cent against east-bound traffic and six-tenths west-bound traffic and that between Fredericton and Grand Falls the grade should be the best which the physical features of the country reasonably admitted of and in no case to exceed one per cent per mile.

"We also had a very satisfactory negotiation in reference to mutual aid by the two governments towards constructing three large bridges which have to be built—one at Andover across the St. John river, one at or near the Mistake, over the St. John river, and one across the Kennebecasis at or near Perry Point.

Mr. Hazen Is Effectively Answered

"I mention these facts because I have noticed, by a newspaper report of a speech recently made in Gagetown, that an attempt was made by Mr. Hazen, the premier, to throw the responsibility for the delay in starting construction upon the federal government.

"In this connection I have this further to say, that Hon. Mr. Flemming, on behalf of the provincial government, having given me definite assurance that they were satisfied as to the financial ability of the St. John and Quebec Railway Co., of which Mr. Gould is president, to construct the road, I had in reply to a letter from Mr. Gould, informed him I would have much pleasure in recommending to my colleagues that the federal subsidy should be granted his company.

"In view of this, the readers of The Telegraph may judge of my surprise when, at our last conference at Ottawa, when the draft contracts were agreed upon—and which were in all respects satisfactory to the railway company—Hon. Mr. Flemming requested me not to have the contract for the dominion subsidy entered into with the company because he desired to get further information as to its financial ability, to which I consented.

"Since that time I have heard nothing further from either the provincial government or the company, and I do not know whether the information required by the provincial government has or has not been furnished by Mr. Gould.

"Under these circumstances, I think the readers of The Telegraph will agree with me that, before making the statement that the failure of the dominion government to grant a subsidy has caused the delay in commencing construction, Hon. Mr. Hazen should have conferred with his colleague, Hon. Mr. Flemming, and ascertained from him the facts of the case.

"All that I have stated can be confirmed by reference to the documents and correspondence."

The Durant Property.

The matter of the Durant sugar refinery property was referred to, and Hon. Mr. Pugsley said that Mayor Frink and Ald. Russell, representing a committee of the common council, waited upon him yesterday in reference to the federal government permitting the city to retain the property, on which it had been expected that Mr. Durant would erect a sugar refinery, in case his rights should be forfeited by not proceeding with the work pursuant to the agreement made by Mr. Durant and the city.

"I informed the committee," said Dr. Pugsley, "that I would recommend to the minister of railways that the request of the city should be complied with on condition that there should be erected on the property some large manufacturing establishment which would afford to the Intercolonial Railway the same proportion of freight which was assured in case the refinery had been built."

LIBERAL WORKERS INSPIRED BY ASSURANCES OF VICTORY

All Are Certain of "Both Seats This Time," and Prospects Were Never Brighter—Rank and File Taking Deep Interest in Issues of the Campaign.

The certainty of a double success in the city and county in the coming election is reflected in the confidence with which the workers of the Liberal party are engaging in the preparations for the campaign. The fact that the prospects were never brighter than they are this year is not being made an excuse for lessened efforts but is, instead, inspiring the members of the party to greater activity than ever. At the committee rooms in the various sections of the city unusual interest is being shown in the election and the number of workers who are volunteering for service is larger than ever.

It is noticeable this year that the rank and file of the party are taking an unusual interest in the issues of the campaign and wherever reciprocity is discussed it has been found that not only are the Liberals unanimous in their faith in the benefits wihch the community will derive from the adoption of the trade agreement, but many citizens who have in the past opposed the government are making no secret of the fact that they intend to vote for reciprocity at the coming election.

The personality of the candidates is also making the work of their supporters easy. Irrespective of politics, citizens who have the interest of the city at heart are going into the campaign to return Hon. Mr. Pugsley to parliament in order that he may continue his work for the city and province. Mr. Lowell's popularity in the county is too well known to leave room for any doubt as to the size of the majority he will roll up outside the city and within the city limits he is showing a strength which, while not surprising, is very gratifying to the workers of the Liberal party.

At the different ward committee rooms the work of preparing the lists was progressing rapidly last night, the number of workers available making the task a comparatively light one.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

ACCOUNTED FOR.

Wife (to returning hubby)—I see you have an extra trunk. Did you buy a lot more clothes?

Hub—Not an article; but you see you weren't there to pack my duds coming back.

Boiled rice or baked potato will go well with sweetbreads, and the dish is good for the sick.

OBITUARY.

Mrs. Elizabeth Wilmot.

Monday, Aug. 28.

A telegram was received Saturday announcing the death of Mrs. Elizabeth Wilmot in Boston. She was the wife of Geo. E. Wilmot, of Boston, and was a daughter of Caroline and the late William McCutcheon, of this city. She is survived by her husband in Boston, mother in St. John, four brothers and two sisters. The brothers are: John J. and Samuel H., of this city; James W., of North Dakota, and Reuben, of Rumford Falsl (Me.) The sisters are: Miss Ada, of Boston, and Mrs. G. Gordon Boyne, of this city. The funeral will take place here today.

T. S. Wilkins.

The death of Theodore S. Wilkins at his residence, 395 Haymarket Square, on Saturday, removed one of the most popular and best known figures in the I. C. R. employ. He had been connected with the government road for nearly thirty years and lately had been running as driver between St. John and Moncton. He was suffering from pleurisy last January and did not wholly recover during the winter, being obliged to discontinue his work in May. Since then he has grown rapidly worse and on Saturday passed away. During his residence in Moncton the late Mr. Wilkins took a warm interest in all lines of sport there and for a time was captain of the Moncton ball team. Known affectionately as "Bud," he was a great favorite on the road and the news of his death will be received with general regret.

He was a son of the late John Wilkins, of this city, and was 49 years of age. He is survived by his wife, two daughters and one son, four brothers and one sister. Miss Lillian and Miss Theodora are the daughters, and Robert J. Wilkins, Jr., the son. Rev. W. T. Wilkins, of Toronto; Edward, of Mexico; Samuel, of H. M. customs, at this port, and Robert J. Wilkins are the brothers, and Miss M. J. Wilkins, of this city, the sister. The funeral will be held on Tuesday afternoon from his late residence, and there is expected to be a large representation of railway men.

Andrew Myles.

Monday, Aug. 28.

Many people in the city and province will regret the death of the well known contractor and builder, Andrew Myles, which occurred yesterday at his home, 61 High street. His death was the result of an accident about a year ago, in which he sustained a broken hip. Mr. Myles was born at Ballyshannon, Ireland, and came to this country with his parents in 1836. Many dwellings and churches were built under his supervision. Among these are Portland Methodist and St. Peter's churches in the North End, and the Dufferin, Aberdeen and LaTour schools. The surviving members of the family are W. J. S. Myles, principal of the High school; and two daughters, Mrs. J. N. Harvey, Vancouver (B. C.), and Miss Ada, at home. The funeral will be held from his late residence, 61 High street, at 2.30 o'clock on Tuesday.

John Gibson.

The death occurred early Saturday at his home in Marysville, York county, of John Gibson, after a few weeks' illness. He is survived by his wife, one daughter, Mrs. G. T. Bliss, of Dorchester (Mass.); three sons—William A., manager of the Imperial Life Company, St. John; Arthur M., manager of J. Gibson & Sons, Fredericton; and Fred H., of the Bank of Montreal staff, Quebec. All have been with him during the last week. His brother is Alex. Gibson, Sr., of Marysville, and there is one sister, Mrs. Clendenning, of St. Stephen. Mr. Gibson will be very much missed, both in his home and native town where he had resided for more than forty-five years.

Mr. Gibson built several schooners including the Fred H. Gibson, Arthur M. Gibson, Genesta and Galeea, which sailed out of St. John. For some time he had been engaged in the grocery business in this city. He also carried on lumbering operations on the Nashwaak. He was twice married.

LOCAL NEWS

Correspondents who send letters to The Semi-Weekly Telegraph and who wish to have them returned if they are not printed, must send stamps for return postage.

Miss Hazel Dibblee, of 205 Paradise Row, recently returned from Public Landing, where she was the guest of Gladys Ashe.

Commander Henry Thompson, chief inspector of life saving stations in Canada, who arrived in the city Thursday, left last night for Grand Manan, where he will inspect the stations there. It is a regular trip of inspection.

Miss Nettie Miller, stenographer on the staff of Wm. Thomson & Co., left last night for her home in St. Andrews, where she will pay a visit to her parents before going to the west. She will leave in a fortnight for Winnipeg.

It was announced Friday evening that Fraser, Fraser & Co. had purchased the dry goods stock of Robert Strain & Co., of Charlotte street, and would continue the business at the same premises. The store was formerly a branch of one of the largest dry goods houses in Canada.

The ladies of Hillside Cottage, Brown's Flats, gave a very enjoyable tea to Mrs. L. A. Carmen in the Holder Woods on Wednesday evening last. The tea was followed by a delightful spin on the water in Mrs. C. A. Gorham's motor boat. Mrs. Carmen, who is at present visiting in St. John, will return next week to her home in Sharon (Mass.)

The Thorne Wharf & Warehouse Company are building a new warehouse on Walker's Wharf recently acquired by them. The new structure will be 55 x 75 and will be for the accommodation principally of the small steamers trading on the bay route. The steamers coming to this wharf are the Amelia, Brunswick, Harbinger, Connors Bros., Westport III., Ruby L, Margaretville and Valinda. The building, which will be a substantial one, will be completed at an early date. It is understood that the Thorne Wharf & Warehouse Company will spend about $10,000 in improvements to their property.

Another step in the C. P. R. development work at Long wharf will be entered upon today when a pile driving crew will begin to lay the foundations of the big freight shed on the property which is being rapidly filled in. The crews will work day and night under the supervision of T. L. Burns, of Montreal, and John Curry, who arrived on Saturday. The crews will work for a month and will drive 402 piling for the building and to strengthen the roadbed for the six switches which will be laid in the reclaimed yards. Only a narrow strip near the I. C. R. elevator chute now remains to be filled and the tide will be excluded from the whole property in the course of two or three weeks.

ST. JOHN MARKETS

The wholesale prices given out in the local markets yesterday show the price of sugar to be still on the upward grade. Yesterday the price went up 10 cents per barrel. The price of cheese also took a slight jump. In the fish and fruit markets the prices remain almost stationary. Several changes are quoted in the country market, all of which are on the upward scale. Yesterday's wholesale quotations are as follows:

COUNTRY MARKET.			
Beef, western	0.09½	to	0.10½
Beef, butchers	0.08½	"	0.10
Beef, country	0.07½	"	0.09
Mutton, per lb	0.10	"	0.12
Pork, per lb	0.9½	"	0.10
Native cabbage, per doz	0.40	"	0.50
Spring lamb, per lb	0.00	"	0.12
Veal, per lb	0.08	"	0.10
Potatoes, per bush	0.70	"	0.75
Eggs, hennery, per doz	0.30	"	0.30
Eggs, case, per doz	0.00	"	0.25
Tub butter, per lb	0.18	"	0.21
Roll butter, per lb	0.23	"	0.24
Creamery buter	0.24	"	0.25
Ducks	1.50	"	2.00
Fowls, pair, fresh killed	1.00	"	1.25
Spring chickens, pair, fresh killed	1.00	"	1.25
Turkeys, per lb	0.17	"	0.18
Lettuce, per doz	0.40	"	0.50
Maple syrup, per gal	1.00	"	1.25
Maple sugar, per lb	0.14	"	0.00
Bacon	0.22	"	0.24
Ham	0.00	"	0.16
Carrots, doz bunches	0.00	"	0.30
Beets, doz bunches	0.00	"	0.30
Mushrooms	0.50	"	0.00
Squash	0.00	"	0.01½
Turnips, bush	0.00	"	0.50
Calfskins	0.00	"	0.17
Wool (washed)	0.00	"	0.22
Wool (unwashed	0.14	"	0.15
Native beans, per bushel	0.60	"	0.75
Native peas, per bushel	0.00	"	0.75
Cucumbers, per bbl	0.50	"	0.60
New potatoes, per bushel	0.00	"	1.40
Beef hides	0.00	"	0.11½
Lamb skins	0.35	"	0.40
Green beef hides	0.00	"	10½
Rendered tallow	0.00	"	0.05½
FRUITS, ETC.			
Grenoble walnuts	0.14	"	0.15
Marbot walnuts	0.13	"	0.14
Almonds	0.15	"	0.00
California prunes	0.12½	"	0.14
Filberts	0.11	"	0.12
Brazils	0.14	"	0.15
Pecans	0.14	"	0.16
New dates, per lb	0.05	"	0.08
Peanuts, roasted	0.10	"	0.11
Bag figs, per lb	0.04	"	0.05
Lemons, Messina, box	4.50	"	5.00
Cocoanuts, per doz	0.60	"	0.70
Cocoanuts, per sack	4.00	"	4.50
Corned beef, 2s	3.35	"	3.45
Peaches, 2s	1.95	"	2.00
Bananas	1.75	"	2.75
California late Valencias	4.00	"	5.00
Val. oranges	0.00	"	0.00
American onions, bag	2.75	"	3.00
Ontario onions, per pound	0.00	"	0.00
New figs, box	0.03	"	0.12
Cal. peaches	1.50	"	2.00
Cal. plums	2.00	"	2.25
Cal Pears	2.50	"	2.75
GROCERIES.			
Choice seeded raisins, ls	0.10½	"	0.10¾
Fancy do	0.10¾	"	0.11
Malaga clusters	2.35	"	3.00
Currants, cleaned, ls	0.08¾	"	0.09
Cheese, per lb	0.13¼	"	0.13½
Rice, per lb	0.03¼	"	0.03½
Cream tartar, pure, box	0.24	"	0.25
Bicarb soda, per keg	2.10	"	2.20
Molasses, fancy Barbados	0.30	"	0.31
Beans, hand-picked	2.40	"	2.50
Beans, yellow eye	2.50	"	2.55
Split peas	5.75	"	6.00
Pot barley	5.50	"	5.75
Cornmeal	3.35	"	3.40
Granulated cornmeal	4.65	"	4.75
Liverpool salt, per sack, ex store	0.70	"	0.75
SUGAR.			
Standard granulated	5.50	"	5.60
United Empire granulated	5.40	"	5.50
Bright yellow	5.30	"	5.40
No. 1 yellow	5.00	"	5.10
Paris lump	6.25	"	6.50
PROVISIONS.			
Pork, domestic mess	21.00	"	22.00
Pork, American clear	22.00	"	23.00
American plate beef	18.00	"	18.25
Lard, pure, tub	0.12	"	0.12½
Lard, compound, tub	0.10¾	"	0.11
FLOUR, ETC.			
Oatmeal	5.50	"	5.60
Standard oatmeal	6.00	"	6.10
Manitoba high grade	6.25	"	6.35
Ontario medium patent	5.10	"	5.20
Ontario full patent	5.35	"	5.45
CANNED GOODS.			
The following are the wholesale quotations per case:			
Salmon, cohoes	7.00	"	7.25
Salmon, red spring	7.75	"	8.00
Finnan haddies	4.40	"	4.50
Kippered herring	4.25	"	4.40
Clams	4.00	"	4.25
Oysters, 1s	1.35	"	1.45
Oysters, 2s	2.25	"	2.50
Corned beef, 1s	2.00	"	2.10
Peaches, 3s	3.00	"	3.05
Pineapple, sliced	1.85	"	1.90
Pineapple, grated	1.60	"	1.65
Singapore pineapples	1.65	"	1.80
Lombard plums	1.20	"	1.25
Raspberries	2.05	"	2.10
Corn, per doz	1.10	"	1.15
Peas	1.20	"	1.80
Strawberries	1.85	"	1.90
Tomatoes	1.55	"	1.60
Pumpkins	1.05	"	1.10
Squash	1.20	"	1.25
String beans	1.05	"	1.10
Baked Beans	1.15	"	1.25
GRAINS.			
Middling, car lots	25.50	"	26.00
Mid., small lots, bagged	27.00	"	28.00
Bran, ton lots, bagged	24.50	"	25.00
Cornmeal, in bags	0.00	"	1.60
Provincial oats	48.00	"	50.00
Pressed hay, car lots	10.50	"	11.00
Pressed hay, per ton	12.00	"	13.00
Oats, Canadian	0.51	"	0.53
OILS.			
Pratt's Astral	0.00	"	0.18½
White Rose & Chester	0.00	"	0.16
High grade Sarnia and Arclight	0.00	"	0.16
Silver Star	0.00	"	0.15½
Linseed oil, boiled	1.09	"	0.00
Linseed oil, raw	1.06	"	0.00
Turpentine	0.75	"	0.60
Extra lard oil	0.87	"	0.00
Extra No. 1 lard	0.81	"	0.00
FISH.			
Small dry cod	4.50	"	4.60
Medium dry cod	5.75	"	6.00
Pollock	3.50	"	3.75
Grand Manan herring, bbl	5.25	"	0.00
Grand Manan herring, half-bbl	2.75	"	3.00
Fresh haddock	0.02½	"	0.03
Pickled shad, half-bbl	8.00	"	11.00
Fresh cod, per lb	0.02½	"	0.03
Bloaters, per box	0.85	"	0.90
Halibut	0.10	"	0.15
Finnan haddies	0.05½	"	0.06
Kippered herring, per doz.	0.30	"	0.00
Salmon	0.17	"	0.25

WEDDINGS

Morrison-Scott.

Bathurst, N. B., Aug. 24—A pretty wedding took place at the home of Mr. and Mrs. Edward Scott, Janeville, Gloucester county, on Aug. 23, when their daughter, Rena, was married to Murray J. Morrison, of the same place. The wedding ceremony was conducted, in the presence of relatives of the happy young couple, by Rev. W. McN. Matthews, of Bathurst. The bride was given in marriage by her father and was attended by Miss Agnes Brown, while Andrew J. Scott, brother of the bride, supported the groom. The newly married couple are very popular in their native place. The bride received many tokens of good will, including gifts of money.

Bowen-Calvin.

Miss Margaret Mae Calvin, who has for several years been one of the cheery operatives at the St. John "Central," had the pleasure of saying "Hello" to a crowd of friends on Saturday who gathered at her home in Grand Bay to rejoice with her on the occasion of her wedding. The happy groom was W. Edward Bowen, of Boston, who is a traveler in the dry goods line representing the J. R. Ainslee Company, of that city. Although the cards had been restricted to the immediate relatives and friends of the young couple, the gathering was large and included a considerable number from St. John and Fairville. The bride presented a lovely appearance in a gown of blue silk and carrying white carnations. She was attended by her sister, Miss Dora Calvin, who was gowned in white and carried pink carnations. The groom was supported by Frederick Morrow. Because the bride's father, John Calvin, was unavoidably detained in New York, his place was taken in the ceremony by his eldest son, who gave the bride away. The Rev. Geo. A. Ross, of Fairville, was the officiating clergyman. The pair were presented with many gifts, among which were a sterling silver scallop dish from the operatives of the telephone company and a cheque from the bride's father, forwarded from New York. The bride's traveling costume was a neat tailor gown of brown serge with black dress hat. The happy pair left on the afternoon train for St. John 'midst showers of rice and good wishes. They took the Boston boat in the evening for the future home. They will reside in Dorchester. Among the guests from here were Mr. and Mrs. William Golding, Mrs. William Lester and Mrs. Arthur McColgan, from Fairville, and the Misses Smith, Syner, Frost and Lawson, from the St. John telephone office.

Dill-Lawson.

Plaster Rock, Aug. 24—The home of G. W. Lawson was the scene of a very pretty wedding on Wednesday, Aug. 23, when their second daughter, Olive Pearl, was married to James Cochrane Dill, of Plaster Rock, in the presence of about seventy-five guests.

The ceremony was performed by Rev. Kenneth McLennan. The rooms were tastefully decorated for the occasion, the participants standing beneath a large arch of flowers, ribbons, etc. The flower girls were little Misses Armstrong, the niece and cousin, respectively, of the bride. The bridesmaids were Miss Una Lawson and Miss Foster, who wore pink silk dresses. The bride's dress was cream satin, trimmed with applique to match, and she wore an embroidered net veil with a coronet of orange blossoms. The groom was supported by Herman Reed, of St. Elmo. The presents were numerous and varied, including several sums of money.

Mr. and Mrs. Dill went to their new home at Smith's Falls (Ont.), on the noon train, where Mrs. Dill will be at home to her friends after Aug. 29th.

Girdwood-Greer.

A goodly number of guests assembled at the residence of Mr. and Mrs. John Greer at New Maryland on the afternoon of August 23. The occasion was the marriage of their youngest daughter, Pearl, to the Rev. William Girdwood, of Prince William. The day threatened to be wet, until the hour set for the wedding, when the clouds broke away and the marriage took place in the open air. The bride was given away by her father and the ceremony was performed by Rev. Dr. W. H. Smith. The bride was tastefully gowned in Duchess satin de chene, with baby Irish trimmings, and a bridal veil caught with orange blossoms. She carried a wreath of white carnations, roses and hide's fern.

After the ceremony supper was served in the dining room, which was tastefully decorated for the occasion. In the evening a party of friends of the bride drove up bearing tokens of their good will.

The bride was the recipient of many beautiful and useful presents, including silver, cut glass, linen tableware, a dining set of early English oak, mission design, and cash. The Barony section of the Prince William congregation sent a purse and address carrying their good wishes.

After a short vacation Mr. and Mrs. Girdwood will return to Prince William, and will be at home to their friends at the manse after Sept. 12.

INDIAN GUIDES SAVE HUNTER FROM DEATH

Frank W. Lord, of Boston, Has Experience He Will Not Soon Forget.

(The Evening Times.)

A correspondent sends the following:—Nothing less than an exceptional brave act on the part of Jack Solomon and Chief Noel Sacrbi, two famous Indian guides, saved the life of Frank W. Lord, of Boston, on Wednesday, August 16. They had been fishing at Trout Lake, near Glenwood, N. B., and had their tent pitched near the stream that runs from the lake. Mr. Lord wandered down stream about dusk, and Sacrbi and Solomon becoming anxious, started after him.

They were just turning a bend in the stream and had sighted Lord when they heard the unwelcome yell of the "Injun Devil," or species of wild cat. They quickened their steps and reached Lord's side just as the cat leaped toward him.

Solomon drew his hunting knife and as the cat landed on Lord's back Sacrbi, with super-human strength caught the beast by the fore leg and turned it round a little. Then Solomon made a lunge at it's throat with the knife, but missed. However he made another thrust and almost cut off the cat's head. Lord was struggling and writhing with pain, but the cat was conquered and a man's life saved. Mr. Lord was very badly bruised, and it will be a few weeks before he will be able to fish again, but he will never forget his narrow escape and the great bravery displayed by Chief Sacrbi and Jack Solomon. The skin was sent to Fredericton to be mounted.

Accompaning the article sent to the Times was a picture of Mr. Lord and the guides taken at their camp.

BRIGGS' BLACKBERRY SYRUP
FOR THE CURE OF
Dysentery, Diarrhoea, Cholera Infantum and Kindred Complaints
Manufactured Solely By
CANADIAN DRUG CO.
LIMITED
Wholesale Druggists, St. John, N. B.
Original Bears Register No. 1295

HULL OF FINE NEW TUG TOWED HERE YESTERDAY

The Neptune III. to Be a Great Addition to the Harbor Fleet—The Jas. S. Gregory Also a New One.

Saturday, Aug. 26.

The Neptune III. is the name of the latest addition to the harbor tow boat fleet and the new one when ready for commission will be one of the most powerful at this port. The hull arrived yesterday morning from Port Greville, N. S., where it was recently launched from the yards of A. E. Graham. Coming across the bay in tow of the steamer Margaretville, it was placed at Walkers wharf, where it was taken hold of by the tug Neptune and placed at the ballast wharf, where the machinery will be placed aboard by the St. John Iron Works.

A portion of the machinery of the present Neptune will be used. The shaft is coming from Glasgow and the propeller from England. As the old Neptune came alongside of the new one, the older one looked decidedly small. Of course, being light and standing high out of water, the new craft has the advantage, but for all that she is much the larger. She will be of more beam and deeper than the Lord Kitchener, though not quite so long. Her dimensions are: Length 85 feet, depth of ten feet.

She gets her numeral as being the third tug of that name here. The first was broken up twenty-six years ago. The owners were J. H. Scammell & Co., E. D. Jewett, and Patrick Lynch. She was built above Indiantown. Her owners had the present old Neptune built at Hilyard's on the Strait Shore, the builder being Daniel McLaughlin of this city, who is also the designer of the new Neptune. Messrs. William Thomson & Co., who became the owners of the boat, are the owners of the new one. Captain Thomas Clarke, one of the best known and most capable tow-boat captains at this port, who is in command of the present boat, will be the skipper of the Neptune III.

Another new tugboat that has recently joined the harbor fleet is the James S. Gregory, owned by James S. Gregory, who also has the Kenton. The Gregory is in command of Captain William Fardie, formerly of the Lillie, and is regarded as one of the best tow boat men in the business. Mr. Gregory's new boat is a credit to her owner and to the harbor squadron.

THE COST OF AN OLD AGE GOVERNMENT ANNUITY

Details Furnished on Application to Superintendent, Ottawa—No Postage Required on Letter.

What is the cost? The answer to this question is that the cost of a Canadian government annuity depends upon four things: 1st, the age of the applicant; 2nd, the amount of annuity; 3rd, the age at which the annuity is to commence, and, 4th, the plan on which the purchase is made.

Tables which answer these questions have been published by the department and may be had on application. Annuities are payable for life, but for a small additional payment may be guaranteed for a number of years certain, not exceeding twenty, so that should death occur before the guarantee period expires the annuity would be continued for the remainder of the twenty years to the annuitant's legal representatives. By the latter plan the return of a specific sum is assured.

Any other details of this important annuity plan may be had on application to the superintendent of Canadian government anuities, Ottawa. Postage free.

YORK COUNTY GIRL DIES AFTER RETURN FROM CHURCH PICNIC

Fredericton, Aug. 25—Miss Millie Sparks of Green Hill, was one of those attending a picnic conducted by the Baptist church at Cross Creek yesterday afternoon. Last night she died and the sad affair has cast a gloom over the community.

Miss Sparks, who was 16 years old, was apparently one of the happiest young people at yesterday's picnic and enjoyed the day. Last night she was taken suddenly ill with heart trouble and died during the night after everything possible had been done to save her life.

Miss Sparks was the daughter of Mr. and Mrs. Alonzo Sparks and besides her parents is survived by a family of twelve brothers and sisters.

ST. JOHN AND SHIP BUILDING

Further Statements by Managing Director of Cammell, Laird Co., Who Favor This Port.

The desire of the big ship-building firm of Cammell, Laird Co., to establish shipyards at St. John, and their anxiety to proceed with the project if the necessary arrangements can be made, was frankly discussed at a public dinner recently by R. R. Bevis, managing director of the company's Birkenhead shipyard. He said that his company had selected St. John as the best site for the shipyard for the Canadian navy, and also informed his hearers that he had strong nopes leading to their establishing this industry would be successful.

The dinner at which this announcement was made was given at Sheffield, England, on August 2, by Messrs. Cammell, Laird & Co., in honor of the members of the Canadian Royal Commission on industrial training and technical education. The commission is at present touring Europe with the object of ascertaining what systems of industrial education and training are in vogue in other countries and had visited Sheffield for the purpose of inspecting the shipyards and investigating their system of training their workmen.

Dr. James W. Robertson, Ottawa, with the Rev. Dr. G. Bryce, Winnipeg; Mr. E. Belanger, Montreal; D. Forsythe, Berlin, Ontario; J. Simpson, Toronto, and T. Bengough, secretary, Toronto, were the guests. Mr. A. D. Wedgwood, managing director, presided and there were also present R. R. Bevis, managing director of the company's Birkenhead shipyard, the Master Cutler (Alderman George Senior); Sir William Clegg, A. J. Hobson, president of the chamber of commerce; C. D. Leng, Prof. McWilliam, J. Little and J. D. Barker, general managers, and L. Munns, commercial manager.

The Sheffield Daily Telegraph of Aug. 3, in giving an account of the dinner, reports the remarks of Mr. Bevis as follows:

"R. R. Bevis made an interesting reference to the introduction of the ship building industry into Canada. Canada, rightly or wrongly, he said, was determined to build its own fleet and warships. Very many rumors had been in the papers both in Canada and in this country as to the successful competitors. He ventured to say for the information of their Sheffield and Canadian friends that he had strong hopes that negotiations which they as a firm had had might ultimately result in the work not being brought to England, but placed with a firm that would be established in Canada, and which would be assisted, organized, and developed by their company. (Hear, hear.)

"In the negotiations which were taking place they had pitched upon St. John, New Brunswick, as the best site for the shipyards of Canada. It was a big venture, and one which one looked forward to with, perhaps, a little avidity, but he hoped that it would materialize, and that Sheffield would benefit by the creation of ship-building and engineering works in Canada. (Applause.)"

SENATORS SEE NOTHING BUT LIBERAL VICTORY

Senator King returned to the city Saturday night from Westfield, where he was one of the speakers at a meeting held in the interests of the Liberal candidate. The other speakers were Mr. Rand, of Moncton, and A. B. Copp, M. P. P. The meeting, he said, was largely attended and the speakers had every reason to feel proud of the reception accorded them. Reciprocity is taking a strong hold on the farmers and he has no doubt as to the outcome of the election on September 21. In both Kings-Albert and Queens-Sunbury it will only be a question of how great the majorities will be for Dr. McAlister and Colonel McLean.

Senator Gillmor, of Charlotte county, who arrived in the city Saturday, brought very encouraging reports from that county. "There is not a shadow of doubt," he said in speaking to a reporter for The Telegraph, "that Mr. Todd will be returned with a handsome majority. The farmers and fishermen realize that their rights are at peril and they are rallying together fighting as one man in the interests of the Liberal cause."

Patent leather shoes should be carefully wiped off with a soft cloth when they are removed, and then a few drops of olive oil should be rubbed into them. This will keep the leather soft and prevent them cracking.

Towels should be perfectly dry before they are placed in the linen press, or mildew is liable to form upon them and cause skin diseases.