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SUN PRINTING COMPANY.

ALFRED MARKHAM,

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., AUGUST 17, 1901.

CHICAGO'S FAILURE.

The loudly proclaimed attempt make Chicago an ocean port-has re-sulted in failure. The insurance rates steamships from Chicago to make the shipment of grain from that inland city more expensive than from New York, Beston and other ports on the North Atlantic seaboard. But, as the Montreal Gazette points out, there were other causes that contributed to the failure of the scheme in a greater degree than the high tariff insurance on vessels using the St. Lawrence route. The capacity of the Chicago vessels was limited by the size of the canal locks through which they had to pass, and they could not for this reason compete on equal terms with grain carrying steamers that plied the ocean direct from seaboard to seaboard. The Gazette, in defending the St. Lawrence route against the strictures of the Chicago press, writes only from the present-day standpoint, but what has happened in the case of Chicago should be a warning to Montreal that the time must come when its career as a seaport will see its finish. We quote the Gazette's article in full:

"In announcing the failure as a commercial enterprise of the attempt to make Chicago an ocean port, the press of that city is laying more on the disadvantages of the St. Lawrence route than the facts justify. The insurance rates on the vessels that ran from Chicago to Europe and return, as is pointed out, were high; they are high on all vessels using the St. Lawrence, and events of this season have done crease for any given period of years that may be taken. The frequent storms, dense fogs, changing cur-Chicago journal refers to as St. Law-rence drawbacks, did not cause any more risk to the Chicago bound steamers than they do to those that for years have been profitably using the St. Lawrence, which are using it now. and which will, no doubt, profitably insurance rates that the Chicago bers paid. The causes behind the failure of the Chicago enterprise, if it They are in a way akin to those which far inland with and for its cargoes as it can get. The Chicago vessels were limited in capacity by the size of the and their draft below was, in con-sequence, restricted to about, 18, feet. Vessels of such capacity have been in effect driven out of the St. Lawrence by the competition of ships of and four times their size, drawwhen loaded, from 25 feet up. cars as a load trying to compete with a road whose equipment of 90-ton loco-motives drew forty and fifty cars at a That ships could use the route from Chicago to the ocean and return, it did not need this season's experi-ment to demonstrate. That there would be profit in carrying freight, by them was not believed by those who had studied the situation in knowledge of all the facts. The unsatisfactory voyages only show that the promoters of the Chicago enterprise had courage beyond their discretion. It did not condemn the St. Lawrence route.'

THE EASTERN SOUDAN.

The conquest of the Soudan by General Kitchener was a victory for civilization. While the gallant soldier is now working out in South Africa the problem that he effectually solved along the Upper Nile region and its continuation, it is gratifying to hear that the eccupation of the province of Bahr-el-Ghazal by the British has completed the restoration of the Egyptian empire in the Eastern Soudan, which was temporarily overthrown by the Mahdi and his successor, the Khalifa Abdullahi. The history of the events leading up to this restoration of peace and order over a large section of Africa is thus summarized by the New York Sun:

It will be remembered that in 1894 England leased the province of Bahreel-Ghazal to the Congo Free State in return for the lease of a strip of land between Lake Tanganyika and the Nile basin, which strip was to form a

way from the Cape to Cairo. Owing to the opposition of Germany and France, this interchange of leases had to be renounced, but until the other day some stations in the Bahr-el-Ghazal were still occupied by Belgian garrisons. It was this anomalous state of things, Belgium having no leasel claim and Ferryt baying comlegal claim and Egypt having con-structively forfeited its original title by non-user, that prompted the French desire to secure the territory, a desire which led to the Marchand expedition and the Parhoda incident. In return for certain concessions made by Lord Salisbury in the zone of Central Africa, which lies south of the Sahara France agreed to withdraw the pretensions that she might have based on cognize Egypt's right to the Bahr-el-Ghazal.

The theoretical right has now been translated into fact, a Soudanese force under Col. Sparkes having occupied Meshra-er-Rek, Fort Desaix, Jur Ghattas and Rumbek, important strategic points in the province, whence the Belgians, on their part, have retired. The British have also established a post on the right bank of the Nile within two hours of Lado, and have thus restored communication between Uganda and the Soudan. Meshra-er-Rek is the port at the head of navigation on the Bahr-el-Ghazal, and Rumbek and Jur Ghattas were formerly Egyptian stations on the road leading westward from the Nile. The re-establishment of Angloroad leading westward new The re-establishment of Anglo-Egyptian authority in this section will doubtless have the same regenerative has exercised in other parts of the Soudan. El Obeid, the capital of Kordofan, and once the neadquarters of a Catholic mission was only a heap of ruins under the Mahdist rule, but now has some seven thousand inhabitants. At Ed Duem, the most important station on the White Nile and the emporium of Kordofan, where gum, the principal article of export, is received for transit in boats down the river, trade is again flourishing, and the population has in-creased from some hundreds to several thousand.

If we turn to the country watered

by the eastern tributaries of the Nile. the Atbara and the Blue River, we find the natives grateful for deliverance from the devastating rule of the Dervishes, and exhibiting conclusive proofs of progress. Gedarif, the centre of the black-earth region known as "cotton soil," now has a population of thirty thousand, and at Gallabat also, where there is an active interchange of products with Abyssinia, the num ber of the inhabitants has increased At Kassala, and all the other import ant places recently visited by the Sirdar, the supreme representative of Anglo-Egyptian authority, the natives loyalty and contentment.

BELFAST'S EXAMPLE.

Belfast is the most progressive city in Ireland. Its population is 348,965, or greater than that of Dublin, Edinon all vessels using the St. Lawrence, burgh, or Bristol. Besides its linen and events of this season have done and cotton industries, it is a great those who fix them. They do not, Montreal Gazette gives these interest

ing facts about Belfast ... The largest, and in some ways the best, ships in the world are Belfast built. In 1899 the new shipping launch ed at Belfast measured 127,652 tons; and for this production all the raw material had to be imported, coal as well as iron, some from England, some from this continent. Belfast ships also are now engaged where they are built, instead of being sent to the Clyde. And her enterprise is not yet exhaust ed. Having spent millions in making ship waterway out of a shallow and crooked stream, her people are to add to their marine conveniences the largest graving dock in the world. With her linenstrade, her ship building and her other industries, Belfast in a hundred years has increased her population from about 30,000 to nearly 350,000, the growth since 1891 having been 93,000. The customs receipts in five years rose from £2,505,000 to £3,159,000. There is hardly a more remarkable increase in the Empire. It has been attained under the same laws as apply to the rest of Ireland and the rest of the United Kingdom. Mr. Wyndham said not long ago of Belfast that "she had saved herself by her exertions" and might "save Ireland by her example". might 'save Ireland by her example.'
The case presented by Mr. Fisher gives
point to Mr. Wyndham's phrase. If
the energy given to politics was diverted to business there might be saveral Belfasts in Ireland, a more sen-

erally prosperous people, and a grow-ing instead of a decreasing population, COLONIALS AT THE FRONT. The army list for July gives the following statement of the number of

colonial officers serving in South

Africa, with the British dominions from which they come: th Australia

contributes six. As the Toronto Mail and Empire remarks: "Canada cuts this figure because the government at Ottawa, weary from its first reluctant effort, declined to permit any further aid to be given to the cause of Empire."

officers at the front, of which Canada

NOT A CHEAP WINTER

The Boston Herald advises its eaders to begin figuring on the coming winter, when the cost of living will be higher than usual. What the Herald says applies in part to the maritime provinces, which have felt the effect of the prolonged dry spell as much as any part of the United States. The Herald says: "The potato crop nakes a bad showing, that having suffered damage only less than the damage to corn. The apple crop will be very small. All summer vegetable crops in the west and south have been injured, and command uncon prices. The same drought that has essened their growth and yield has liminished the winter supply. It will not be a cheap year in the matter of able supplies. This is settled already, for no possible improvement of condi-

a rapid rate if the following from the editorial columns of the liberal Free Press can be taken literally:

"And satan trembles when he sees the reakest saint upon his knees." The atendance at the majority of the churches at present leads to the conclusion that satan has no occasion to be in a trembling mood There are but few "weakest saints" in attendance at all, and indifference seems to reign rampant. "It's hardly worth taking the plate round," remarked an elder o something last (Sunday) night.

A LAKE DISASTER.

Awful Calamity at the New Water Works Tunnel, in Lake Erie.

Workmen Caught in a Burning Crib, Others Imprisoned in the Tunnel-Number of Lives Lost.

CLEVELAND, Ohio, Aug. 14.-In the new water works tunnel in Lake Erie, five miles from shore, en awful calamity occurred at an early hour this morning. Crib No. 2 caught fire and was almost demolished by the an intention to reply to the affidavi lames. Three gangs of tunnel workable death by suffocation. It is known that at least three men were drowned and a number were rescued. Fourteen

time the fire broke out.

A few minutes before 3 glolock oller in the crib exploded with terrific force. One gang of eight men was at work in the tunnel beneath the lake and two more gangs were asleep in the crib at the time. As soon as the explosion occurred, one of the gangs above the lake started down the elevator to get the gang undereath out, but while on the way down the power operating the elevator gave out, and they were cut off with their

companions.

men were at work in the tunnel at the

In a few minutes the remainder of the party in the crib discovered that their position was critical. About twenty-one men and one woman were nemmed in by the burning crib, which was of wood and was filled with inflammable material. Too terrified to dress, they were forced back step by tep to the water's edge by the advan ing fire. Smoke enveloped them, and their only hope seemed the water of the lake. They were without boats, and they had no hope of aid reaching Soon the flames forced them into the water, and, gathering any piece of wreckage possible, they jump-ed into the lake. There was not even a ledge around the crib for the erilled people to cling to, and they were floating near the burning cribs, screaming for help, when the tug Sprangle reached the scene. The tug was in the harbor when the fire was first seen, and though it went at ful speed to the burning structure, the building had burned to the water's edge when it reached there.

Captain Thorn of the Sprangle stat

ed that he found the lake in the vicit ity of the fire swarming with men They were all naked and were swim ming about in the water almost ex hausted. He says that he saw at les one man throw up his arms in despai and sink to a watery grave. Captain Thorn and his crew rescued 18 of the men and brought them to Clevelan The known dead are: Arthur Hast ngs, John Martin and Mike Linder. Later Foreman Vinhartman, which rescued him and his fellow workers, went down in to the tunne shaft, a depth of 120 feet. A rope wa tied around his body, so that if should have become overcome by the smoke he would have been drawn to the top. He was down in the shaft to fifteen minutes, and said that the me in the tunnel were alive; he claime that he could hear them answer hi calls. The tug immediately returne to the city to get storage electric best teries, so that the bottom of the shall can be lighted and the rescue of 14 men imprisoned in the tunnel ca

Nine were subsequently taken from the funnel shaft alive.

be effected.

REMOUNTS FOR SOUTH AFRICA.

MONTREAL, Aug. 15.—The Elder Dempster steamship Raeburn sailed today with another cargo of 900 Canadian horses to South Africa for

HAMPTON.

Proceedings in the King's County Probate Court-General News.

HAMPTON, Kings Co., Aug. 14.-In he probate court today, before Judge Gilbert, the following matters were

The will of the late Robert D. Robinson of Sussex, printer, who died July 3rd last past, was admitted to probate, and the executors, Howard P. Robinson and Lavinia A. Robinson, son and widow respectively of de-ceased, received letters testamentary, and were duly sworn as executors to administer the estate, which is valued at \$3,725, of which \$2,025 (subject to a mortgage of \$800) is real and \$2,500 ersonal property. Besides the petiloners deceased leaves one daughter, Laura B. Robinson, to participate in he estate. L. A. Allison, proctor. John E. Ryan of Sussex, administra-

tor of the estate of the late Patrick H. McCreary, a member of the first contingent of Canadian troops to South Africa, who was killed at Paardeberg, petitioned for the issue of a citatio for the passing of the accounts of the which consisted of insurance and back pay. The participants in the estate are two half-brothers M. McCreary and James H. McCreary Sherwood, wife of R. Paxton Sherwood of Hammond, and Mabel Alice McCreary, spinster, of Springfield. The petitioner also prays, for an allowance to be made him for adminis-Ottawa must be going to the dogs at tering the estate. Judge Gilbert ordered the issue of a citation for passing the accounts, returnable Septem ber 19th. L. Allison, proctor.

C. N. Skinner appeared for Bridget A. McLean of Sussex in response to a citation issued on the petition of Hattie M. Steeves, executrix of the estate of the late Fennimore E. Morton of Apohaqui, calling for the filing and passing of the accounts of the estate of the late Arthur McLean of Sussex, notel keeper, who died in 1888 the former estate being a creditor of the latter to the extent of \$848.77. Mr. Skinner read an affidavit of Mrs. Mc-Lean denying that her husband's estate was indebted to the Morton estate, and appending an inventory the goods and chattels, money, as receipts, which, in accordance with the terms of the will of her husband, were equally divided between her son, Ira A. McLean, and herself, she paying the funeral expenses, etc., out of her own money.

There was a long discussion between the counsel on each side and the judge as to the allowance of costs for the citation, and it was finally decided that the judge would put his decision on the question in writing, the proc-tor, J. Arthur Freeze, to make appli-cation at the next sitting of the court for a citation returnable on the first Thursday in September (5th), for the passing of the McLean estate acton estate to give ten day's notice of men who live at the crib were caught like rats in a trap, and either had to jump into the lake and possibly drown, or else so in to the lake and possibly drown, or not. It is understood that suit will be brought in the supreme court to recover the claim of the executrix of the Morton estate from the executrix

of the McLean estate. The will of the late John Murray of Penobsquis, blacksmith, was offered for probate, the signature proved by Lewis J. Murray, one of the witnes and letters testamentary granted to Caleb R. Palmer and Sar ward, the executors named in the will The es' te is valued at \$3,150, of which \$1,500 is real and \$1,650 personal pro

perty. The picnic of the combined Method. ist and Presbyterian Sunday schools was held yesterday on the Point Farm, Passekeag. The party was conveyed in carriages, hay carts, buggles Democrat wagons, and almost every other kind of conveyance, including the bicycle, and presented when in on a nondescript but interest ing sight. The weather was perfect and the day was most enjoyably spen in rural sports, rambles, social conerse and much eating and drinking.
Mr. and Mrs. Barbour and Mr. Willis of St. John were guests at Miss Coch rane's yesterday. Mrs. Sarah ham and Miss Leesie W. Cunnin of Boston are also visiting Mr. ham, the parish clerical

Miss Cochrane's. E. J. Kaye, D. J. Doherty, Golding and Miss Golding, Miss Fenry and J. F. Strang of St. John, and J. S. Baxter of Stellarton are registered at the Vendome hotel. Horatio Ruggles and Mrs. Ruggles

nee May Vincent, of Boston, Mass.

were among the visiting Clifton ex cursionists today. They called on old friends at the station and expres themselves as delighted with their trip on the beautiful Kennebeccasis. Gordon lodge, I. O. G. T., held a pleasant social tea and concert in their hall at Smithtown on Tuesday evening. Robert H. Cother occu the chair, and addresses were deliver ed by J. W. Smith and Fred M. Sprou The latter also gave a humorous reading which was highly appreciated The attendance was good, the musto fine, the people delighted, and the hall

and organ fund largely augmented. of Upham, but for the past eight year resident at Providence, Rhode Island, arrived here yesterday, and after re-newing old triendships took the St. Martins train for their old home. William Vaughan, son of the late Captain Thomas Vaughan of St. John, who has resided here for the past twelve years, has gone to Petitcodia

to reside with Mr. and Mrs. Thomas Miss Agnes Tufts of Marysville visiting Miss Lodge at the Methodist

Ernest Brittain, a young lad, son of Archibald Brittain, received a bad wound in the leg from a scythe in the hands of his brother, Allan, on Monday. The latter was mowing and Ernest came within reaching distance inopportune moment. Dr. J. N. ith put in a few stitches and the ad is doing well.

CRAMPS, CHOLERA, DIARRHOEA and all Summer Complaints in Children and Adults readily cired by Fuller's Blackberry Cordial. Always reliable. At all dealers at 25 cents.

CATARRH SPECIALIST SPROULE

Explains Why Physicians and Patent Medicines Fail to Cure.

Diseases Stomach



Of all the chronic ailments which afflict modern humanity, none, perhaps, procure for their victims less sympathy than the various forms of stomach trouble, which are all, popularly and erroneously classed under the head of "dyspepsia."

Not only is the blood impoverished by the poor digestion, but a great nerve system is kept perpetually on the rack. Thus both mind and body are affected. and the victim grows to be a burden to himself and friends.

I have often felt my blood boil with and indignation, as I have seen the impatience and lack of pity towards these unfortunates. Their trouble gets to be such an old story that those around no longer worry over them; and then impatience soon

They try doctor after doctor, cure after cure, remedy on remedy, with no benefit, or only temporary relief. They grow worse rather than better. The things which they can eat without distress become fewer and fewer in

number. Till at last life grows scarcely worth the living.

What do I do when such a case comes to me? Continue the dosing and drugging with pepsins, pancreatics, acids, alkalies, soda, etc.? Not at all. As all treatment for regular stomach trouble has failed, it is fair to conclude that the cause lies in another direction. My long experience taught me not to waste time, but to ask at once if the patient has or ever has had Catarrh of the Head. Nine out of ten times the patient is much

This, then, was why all "dyspepsia cures" had failed. In all such cases the stomach is perfectly well able to digest. But the Catarrh mucus has dropped down from the head and gradualy coated over the lining of the stomach. The digestive juices are thus prevented from doing their work. The food is not digested and fails to nourish the body, so that the blood grows poor and weak and does not feed the nerves.

At length the Catarrh germs attach themselves to the membranous lining of the stomach, and eat into it, forming gradually festering sores and ulcers. These are all as tender as similar ones would be on the surface of the body. The result is that, when this latter stage is reached, any food put These are all as tender as similar ones would be on the surface of the into the stomach causes pain, and the man is more than ever convinced that

HE HAS CATARRH OF THE STOMACH. Properly treated he can easily, simply and quickly be rid of it. But he must have treatment for Catarrh, and the proper treatment at the hands of an expert specialist. Thousands of poor discouraged souls have applied to me as a last hope, after having been treated in vain by doctors and patent medicines for dy-spepsia or indigestion. I have treated them for Catarrh, and in each case the despondent, suffering chronic invalid gave place to a strong, healthy, happy man or woman. I will gladly send you the names of many such people in your own province. I have cured them after they had dosed themple in your own province. I have cured them after they had dosed them-selves for years with their family physicians' prescriptions, and nearly all of the advertised dyspepsia cures, with only the result of becoming thor-oughly discouraged, and hopeless of ever getting cured. Reader, if you are one of these discouraged people, just pluck up courage to make another trial. Write me, and it is nine chances out of ten you will never again have

trial. Write me, and it is nine chances out of the dose yourself for dyspepsia or indigestion.

So as to enable you to find out if the disease you are troubled with is Catarrh of the Stomach and notdyspepsia, I have appended some of SYMPTOMS OF CATARRH OF THE STOMACH.

Do you belch up gas? Is your tongue coated? Are your bowels irregular? Do you suffer from nauses?
Are you drowsy after meals?
Is your flesh soft and flabby?
Do you suffer with headache?
Do you suffer with headache?
Have you rumbling in your bowels?
Have you palpitation of the heart?
Do you feel languid in the morning?
Do you have pain just after eating?

Have you pain in pit of stomach?

Do you have chilly and then hot flushes?

Do you have a desire for improper food?

Is there a sour or a sweet texts in the courts? Have you feeling of emptiness in morn

Have you a burning in back part of throat called heartburn? If you are troubled with some of the above symptoms, mark them on the piece of paper, cut it out and mail to me, also write any other informa-tion you may wish to give me about your case; as soon as I reveice your letter I will study it over carefully. This is no trouble to me. I will then make a diagnosis, giving my opinion of your case, and if it be suitable for my treatment, will tell you just how much this course of treatment will cost. This I always make as reasonable as possible, leaving you perfectly free er over carefully, and then take treatme

just as you consider best.

Perhaps I may be able to do you good and relieve you of much suffering, and the more suffering I can alleviate, the happier I can make my fellow human beings, the fuller will be my reward in the Great Hereafter dsssbe wound te,raah ufcprte Irda

Dr. SPROULE, B. A., (Graduate Dublin University, Ireland, formerly Surgeon British Naval Service), English SPECIALIST in GATARRE and NERVOUS DISBASES, 7 to 13 DO4NE STREET, BOSTON

C. P. R. WRECK.

Fairly Complete Casualty List Re Harves Train Accident-

WINNIPEG, Man., Aug. 15 -- As far s can be learned only two have been killed and eleven injured to any extent in the wreck of the excursio train from the maritime province nineteen miles east of here. The dead are: Dan Leblanc, known as White, laborer, Kent City, N. B., and Daniel McKegan, miner, Caledonia mines, C. B. The latter was pinned down under the wreck for two hours and died while hundreds were watching him hundreds were watching him and unable to assist him. The injured James Craig, St. Mary's, N. B. mill laborer, serious scalp wound, will recover; John McKinnon, laborer, George's River, C. B., little finger torn off; Arthur Langford, Bristol, England, kneecap injured, lips split; Edward L. Kleyes, St. John, N. B., railroad freight clerk, left arm badly lacerated; Geo. McLeod, Port Marin, C. B., laborer, cut and bruised; James Little Robert Forward and Geo. Porter, addresses unknown in New Brunswick, bodily injured but not serious; Martin Almann, George River, head badly cut; John Reed, Newfoundland, head and leg injured; Thomas Corwin, fireman of engine, Moose Jaw, mill laborer, serious scalp wound, will win, fireman of engine, Moose Jaw, leg amputated, may die. There were \$50 bluenoses on the train at the time, and scores sustained slight injuries. The engineer's pluck saved hundreds of lives

RECENT DEATHS

John Smith, of Welsford, died Tuesday evening, aged 83. News has been received here of the death at Huldani Kumaon, India, on June 22, of Ernest Bridgman, formerly well-known here. Mr. Bridgman married a Miss Reading of this city and she, with one daughter, survives, Rupert Bent, of Amherst, died yesterday afternoon, aged 65 years. He leaves a widow, two brothers and two sisters.

James A. Leaman, head of the firm of J. A. Leaman & Co.; of Halffax, and one of the best known turf men in the maritime provinces, died yesterday Mr. Leaman has owned some of th greatest trotting horses in the country. His estate is estimated to be worth \$100,000. Mr. Leaman was a native of Butternut Ridge; and his re ins will be interred at Moncton. leaves a widow.

E. S. Peters, of Moncton, who went to Boston for treatment for an affection of the ear had an operation perform-ed and seemed to be doing well, buton Monday he fell in a faint and fractured his skull, causing death. The oody will be brought home for inter-The late Mr. Peters was bookfor the R. F. & M. Co. and leaves five brothers, all residents of The death is reported of Alexander

Hamilton, son of Joseph Hamilton, which occurred from hemorrhage, Wednesday evening at his home, 75 Westmorland road. Mr. Hamilton was forty-five years of age and was a mason by trade. He had been ill about a year.

NEW RIVER STEAMER.

Steel Flyer to Go on the Route Next Spring.

Upon the opening of river navigation next year a fine new steamer will imence running between Indiantown and Gagetown or the Washademoak. The order for the steamer has already been given to the Vulcan iron works of Toronto, and work on her will be begun at once. The new craft will, in general make-up and appearance greatly resemble the Prince Rupert. she is to be a steel side-wheeler, with a length of one hundred and forty feet and a twenty-five foot beam. paddles will be fitted with feathering feats and the paddle boxes flush with the promenade deck. Her engines will be triple expansion of one thousand horse power and will be all below the saloon deck. She is to have a guaranbeed speed of eighteen knots, and with foot draught will be perfectly suited for all river work. In the build of the new steamer attention will be particularly paid to passenger accommodation, and her interior finishings will be in every respect first class. She is intended to make the round trip from Indiantown to Gagetown every

clude a number of prominent north end gentlemen, among whom are some of the shareholders in the Star line. The new steamer will in all probability be run under the management of the Star line, although she will be entirely independent of the other boats. The cost of the steamer will be \$45,000 .- Star.



A PURCHASING COMMISSION will visit New Brunswick, Prince Ed-ward Island and Nova Scotia after the middle of August next for the purpose of purchasing Remounts. Heights from 14.2 1-2 to 15.2 1-2, Ages, 6 to 9 years. All horses shewn will have to be ridden. Dates will be fixed hereafter.

H. F. DENT, Lt. Col. Remount Officer, Canada. CITY

Recent Around

Together With from Corres Excha

When ordering to WERKLY SUN to the NAME of the which the paper that of the office Remember! The Office must be sel ensure prompteo

Rev. R. J. Cough has been registered

riages. PUBLIC INSTIT found Pain-Killer is nothing equal to bowet troubles. there is but one Davis', 25c. and 50c.

John Bullock has with a road making ler, fixing the roads Beulah Camp, Brow the repairs are finis be very much impro A Digby despatch kin of the D. A. R.

ing arrangements and Duchess of Co. the Prince Rupert e way from St. John t Louis M. Duval, of go out to Africa under the Southern the United States, for New York on th

ber, going from there work will be in the N The death occur Mrs. Ruddock, West morning, of Mrs. Gid 75 years. Mrs. Springerespected lady and le ters, Mrs. Ruddock

Clark of West End, of Boston. WHY EXPERIMEN get a remedy that h over twenty-five Blackberry Cordial Complaints in Chi and may be had at a

A. Scott Dawson, Pictou, N. S., bough M. Dixon of Newcas crow, which he has t ed. The bird is s mon crow in every color. The legs and plumage, are pure

Last Friday even Ottawa, supreme gra W. Carter of Toront secretary, accompanie cers of the Sons of Society, paid an offic Aidan's Lodge of this pleasant evening was hill, N. S., Advertiser

It is understood tha government is looking of some of the recenthis province. No value were destroyed, but n was burned over and these fires were the carelessness on the starting a small blaze.

David Adams, the c erin hotel, was badly day. He was at work vegetables when the the top struck him or chin and then passed the kitchen, where it the plaster. Adams we the service of Dr. D. E called for. It was fou put 14 stitches in the injured man, who will his home for some da

Manager Armstrong Mineral Springs Co through the city Tues ford, Mass., a small pl where his company wated water factory in time before frost gets As announced several Sussex springs people able to manufacto arrows the tine to sup-ing demand. Mr. Ar-spring fully as good Poland water has bee Chelmsford, and there be set up.-Globe.

We've think we wer him properly Boys wearees, Russian piece Suits. Suits for ron

2-Piece Suits. 3-Piece Suits. 3-Piece Suits.

SHARP &