POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MAY 3, 1902.

pensation."

TE SEMI-WEEKLY TELEGRAPH ed every Wednesday and Saturday year, in advance, by The Tele-blishing Company, of St. John, a incorporated by act of the legisla-

C J. MULARIAN, Manager.

benefit of our city.

ADVERTISING RATES.

Ordinary commercial advertisements taking the run of the paper. Each insertion \$1.0 ints of Wants, For Sales, etc.

of Births; Marriages and I

IMPORTANT NOTICE.

Owing to the considerable number of com-plaints as to the miscarriage of letters al-leged to contain money remitted to this of-fice we have to request our subscribers and agains when sending money for The Tele-graph to do so by post office order or regis-tered letter, in which case the remittance will be at our risk. in which tase and our risk. ing by checks or post office or strong will please make them pay trong will please make them pay e Telegraph Publishing Company e Telegraph Publishing Company ill be at our the Telegraph Publishing Compan-ters for the human service of the uld be addressed to The Telegrap. Company, St. John; and all cor to the editorial departmen-sent to the Editor of The Tele-John.

FACTS FOR SUBSCRIBERS.

it exception, names of new subscri not be entered until the money

will be required to pay ent them, whether they take the the office or not, until all arrears id. There is no legal discontinuar events of a sub-I a newspaper subscription that wed for it is paid. It is a well-settled principle of law that a main must pay for what he has. Hence who-ever takes a paper from the post office, whether directed to him or somebody else,

RULES FOR CORRESPONDENCE. Be brief. Write plainly and take special pains with

Write on one side of your paper only. Attach your name and address to your mamulcation as an evidence of good faith THES PAPER HAS THE LARGEST CIR ULATION IN THE MARITUME PROV

AUTHORIZED AGENTS.

The following ments are anthorized to can-mass and collect for The Semi-Weekly Tele-raph. vis

viz.: Whit SOMAR VILLE, W. A. FERREIS. cribens are saked to pay their si ons to the signals when they call.

Semi-Werkly Telegraph

ST. JOHN. N. B. MAY 8, 1902.

A SUMMER HOTEL NEEDED.

The house-cleaning time for su should not find it within the reach of all. The manufacture be heavy. The proposition is for a yard prepared according to that end, and the

828.

its own cars for storage purposes. This ooner the opportunity is taken advantage is especially true of railways running inof, the sooner it will redound to the to export terminals such as St. John, where freight must be in readiness for delivery to the steamer connections. Instead of hundreds of loaded cars being NEW CAREER FOR THE POTATO. held on the tracks of both I. C. R. and The marvellous value that an enterpris-C. P. R., it will mean that this export ng scientist can develop from a thing orfreight, excepting where prompt shipment linarily considered as of but common is possible, will be unloaded into the worth, has received its latest instance 'n terminal warehouses which must be erectthe attention paid by Emperor William ed for that purpose. What this means ing passengers at the present rates. S of Germany to potatoes. The Emperor hasn't passed any edict that people should at a great port like New York one can faintly imagine. And yet in the end it encourage potato raising by specific conis in the interests of the country at large. sumption of the tubers for food. But he Shippers will be able to obtain cars, has evidently at some time in his career farmers can realize on their cattle, their been impressed with the scientific fact that a mighty fine article of potheen can grain and other farm produce instead of having their barns bursting with the fruit be produced from the spuds. He has reaof the fields and being forced to stack soned that there would be no use at all their grain in the fields and streets of the in trying to induce Germans to substitute towns as was the experience last fall whiskey for beer and that lager requires

but a small percentage of spirits in its and winter in Manitoba and the western composition. He has also seen with plea- country of both Canada and the United sure the great benefit to his country from States. The imposition of a per diem charge on the cultivation of the sugar beet. He freight cars beween railways is in short as argued no doubt that much of the agone of the important movements in the icultural distress in Germany might be solution of the transportation problem, relieved if the people could be induced to which is the greatest problem of this grow devote more land to the advantageous cultivation of potatoes, as well as beets, for ing nation.

HALIFAX TO HAVE A SHIPYARD.

would rather raise cabbages, which may "Halifax voted overwhelmingly yesterday ossess some nicotine, but-and here eviin favor of the proposition that the city dently he saw the solution of the probshould grant a bonus of \$100,000 for the lem: potatoes-potheen; potheen-spirits; establishment of a steel shipbuilding inpirits-alcohol, science, invention, ma hinery, fuel, motive power-Eureka! dustry on the shores of that harbor. The Germany has no natural gas wells or town of Dartmouth has already voiced petroleum, but she can raise potatoes. its willingness to put up another \$100,000 The state scientists of the German Emand the Nora Scotia legislature at its last pire were set to work and a six-weeks' session voted a similar amount. The alcohol industry exposition at Berlin has proposition has been developed from the recently resulted. At it have been demonoffer of Messrs. Swan & Hunter, of New strated the manufacture and apcastle-on-Tyne, to establish the yard and lication of alcohol for technical contribute half the necessary capital 'it

It has been shown that such a bonus as has now been determined from the potato the farmers can, with upon should be raised. It would seem simple, apparatus, easily produce a vast therefore that all that remains to inau quantity of raw alcohol. This, on being denaturized by mixing with the spirit a gurate operations is to borrow the money

constituency of the Hon. Minister of A MATTER OF IMPORTANCE, Finance in the Dominion House, local talk, A MATTER OF IMPORTANCE, haps not as great an income as the man Finance in the Dominion House, local talk, cut off in the-prime of his prosperity, it is said, has begun of several names could have secured for them. To award including prominently that of Mr. Andrew Robertson, cousin of the deceased, and full and complete compensation would therefore not be practicable. On the other hand, as the New York Commercial has put it, "if the rule of gauging such damages by the income-producing capacity of the victim were always to be strictly followed, no transportation company could afford to assume the risk incident to ha the question at once resolves itself into

Carrier and the second parts

one of satisfaction-not of absolute com If in this matter therefore the higher probably not be precipitated. American courts can establish some satisfactory basis for the settlement of claims

for loss of life, it will certainly be a great advance over existing conditions. And while the higher courts are about it, if they could adjust the relative amounts payable for loss of limbs, eyes, etc., it would be another great aid in the settlement of the innumerable law suits which

arise upon claims in those matters. It has recognized this time standard as the been argued by some that the basis of the proper thing for this section of the counaccident insurance companies for compentry that it had been used all along by the sation might be accepted, but a moment's reflection will show that a man's future Tidal Survey for the publication of the tide tables. capability of earning cannot be determined

The Telegraph is now in receipt of a by his actual status at any set date and letter from Mr. W. Bell Dawson, in therefore no fair ground for settlement charge of the tidal survey, enclosing could be held upon a man's ability at any copies of tide tables for the present year particular date to carry a specified amount and noting that as the arrangement for of insurance. To declare how much risk general use of the 60th meridian time the traveler should bear and how great here had been decided upon, the publicarisk the transportation company should tion of the tables would become more be obliged to assume, is the question for widely useful and accurately appreciable the law to decide. than ever.

NEW TIME STANDARD JUNE 15. LETTERS TO THE EDITOR. So satisfactory and cordial have been the co-operation of all departments of the Canadian government concerned in the To the Editor of The Telegraph: movement for the unification of time In your issue of 26th I notice an iten throughout the maritime provinces to the standard of the sixtieth meridian, popularly known as Atlantic standard, that it may now be positively announced the new small proportion of, some foreign sub- and go ahead, although meantime the standard will be inaugurated on June 15. small proportion of some foreign sub-stance, while not being injured in its ef-Dominion government is being asked for That is the date decided upon by the In-Would you kindly give the public some ficiency for technical uses, is rendered un- a further subsidy. The outcome should cer- tercolonial and Canadian Pacific Railways fit for consumption as a beverage. And tainly be a big thing for the benefit of for the putting into effect of their sumit becomes a useful and economic fuel Halifax, although the initial taxation will mer time tables, which are now being are the judges of the invention? If it is

headed "To save life at sea," stating that the heirs of Anthony Pollok, a passenger on the lost steamship La Bourgogne, have offered a prize of \$20,000 for an invention devising a means of saving life at sea.

more information on this subject, as to the address of these heirs or their agent? Who List of Those on Board the Ill-

To Save Life at Sea.

required to be patented, etc. We have The official list of the officers of

Effort to Overcome Delay on Maine Native Beef Higher Than in Years, Central and Let C. P. R. in Here the Outlook -- Prices of Produce

. COUNTRY MARKET,

and Fish. G. A. Sharpe, superintendent of the P. E. Island Railway, passed through the city Wednesday en route to Charlottetown. Mr. Sharpe has been in Portland, Boston, Montreal and Ottawa on business con-nections at Point Du Chene which will better serve the people of the island. The late arrival of the Boston and Montreat trains at Point Du Chene, where connec-tions are made with the present sche-dule, not as satisfactory as the island people would wish. As a result of it at local business between Summerside, Tig-nish and Charlottetown has had to be carried on between 9 p. m. and 1 a. m. The market is fairly supplied with pro-G. A. Sharpe, superintendent of the P.

modate the local traffic. In conversation Mr. Sharpe said the Canadian Pacific 'people were willing to bring their train into St. John one hour and ten minutes earlier than last year's summer schedule. This would bring the Atlantic express into St. John at 11 w

Advantie explose find the bit of the office o'clock local time. According to last summer's schedule the 5.30 p. m. train for Boston made the run in 13 hours 55 minutes. The night train from Boston to St. John which leaves Boston at 7 p. m., arrives here at 11.20 next day-two hours and 25 minutes longer than the time of passage from St. John to Boston. Of this extra time the Maine Central consumes two hours in accommodating through travel to that ex-

The way the C. P. R. and P. E. Island



fated Allan Liner.

Allan liner Huronian, now hopelessly

Dry Fish.

Cod, per lb Cod (boneless) per

Catari

25c. Druggists, or

Sin

..0.12 to 0.20 ..0.10 " 0.16 ..0.06 " 0.16 ..0.12 " 0.14 ..0.16 " 0.18 eal.... ork, by the cut, per lb.... ams and bacon, per lb ... " 0.22 " 1.00 " 0.60 " 1.50

 rxtra large towls
 1.30

 Vegetables:
 1.30

 Turnips, per peck
 0.15

 Potatoes, per peck
 0.25

 Bests, per peck
 0.00

 Carrots, per peck
 0.00

 Parsnips, per peck
 0.00

 Celery
 0.10

 Cabbace, per head
 0.06

 Radishes, per bunch
 0.65

 Lattuce, per head
 0.06

 Lettuce, per head
 0.06

 Lettuce, per head
 0.06

 Lattuce
 0.07

 Butter:
 0.16
 0.18

 Tubs, per lb
 0.16
 0.18

 Tub, dairy and creamery
 0.24
 0.26

 Eggs:
 0.14
 0.14

 Hennery
 0.16
 0.16

 Buckwheat meal, per 100 lbs.
 1.50
 1.75

The way the C. P. R. and P. E. Island railway punpose to bring the change about is by inducing the Maine Central to run their train from Boston to St. John in as ouick time as is made in the opposite but catch has been very light owing to their train from Boston to St. John in as quick time as is made in the opposite passage. If the American road will meet the other lines half way in the proposi-tion enough time can be saved to bring the C. P. R. into St. John one hour and ten minutes earlier, which will amply meet all requirements. port no fishing and the Nova Scotia hali-but catch has been very light owing to heavy weather. The fish merchants, it is said, have been unable to fill orders from the west owing to lack of stock. The gas-percaux season has been a very slim one. The following are corrected retail prices:

	-
Halibut, per lb 0.12 " 0.1	D
Pickerel, per lb	6
Cod, per lb	4
Ood, per 10	14
Haddock, per lb	0
LOG SLEAK	
Smoked gaspereaux, per don	
Pickled trout, per in	
Bloaters, fat, per doz	

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ce \$1.00, trial size

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fied.

one of the best-known and most respected residents of Barrington. There is men Earlier Than Now. tion also of Mr. W. F. MacCov, present Recorder of the city of Halifax, who sat for the county in the local house son twenty years ago. And on the opposition side it is said that Mr. Hood, of Shel burne, who only received some 300 votes

when running in opposition to the late Mr. Robertson last fall, still has political aspirations. The election, however, will TIDE TABLES IN THE NEW TIME.

The public who supported the recently throughout the maritime provinces of standard time of the 60th meridian, will be glad to learn a fact of which many were doubtless unaware, that the govern-ment of Canada had previously so far ment of Canada had previously so far successful agitation for the adoption.

traffic in this direction by a great deal more than has ever been attempted? The fact is that as yet very few people realize the vastness of the opportunity 'in this line, and the eminent practicability of materializing most extensive plans. It is true that our present hotels are good, and that our tourist association has done well. in its past efforts. But to talk as yet of St. John as a summer resort means very location of the city is known to comparatively few people in the United States, and that even in the upper provinces but, few are yet thoroughly aware of our summer advantages. Nor have we accommodation for many summer tourists if they came here. What should we do, for instance, if say ten thousand persons, prefor the arts and industries. pared to remain a period, should drift in

upon us on a day? And yet within a nth or two many times that number of tourists will be drifting out of the single city of New York for mountain. sea shore and transatlantic resorts, all with much money in their pockets to spend. The American summer tourist usiness has grown to tremendous propor tions. Everybody goes away on his vacation and calculates upon liberal expenses They are always seeking new places to go to. But they will not go in multitudes where they cannot get good hotel accom 13 1 1 1 2 1 modation

Now what are the advantages which St. John has to offer? First and primarily, our unsurpassed summer climate-a clear and exhibitrating atmosphere which is a surprise and a delight to every stranger, and always cool at night, while never hot by day, besides complete f eedom from mosquitoes. It is a restful and invigorating atmosphere, the sea air tempered by the scent of spruce and cedar and even the city scenery relieved by glimpses of rural life across the bay and up the river, fields, hills and woodlands. For sport, what can surpass the facilities of our fishing and shooting and everything of that sort obtainable elsewhere? For side trips, St. John presents unequalled advantagesup the famous "Rhine of America," acros the Bay of Fundy and through the Land of Evangeline, by rail in three directions with close connection for everywhere. St. John is a veritable hub, where a tourist could make his headquarters most satisfyingly for any length of time. More than all, it is delightful as a eity, with abundantly supplied stores and shops and markets, attractive walks and drives, with every compensation of eivilization ready for use

And the advantages of the tourist business to any place successful in capturing it are incomparable. An eminent railway official remarked the other day that of the two, a tourist resort or a freight terminal, he would take the tourist resort every time. Tourists do not require laborers to handle them, except for their baggage. They walk in and walk out, and when they ride they pay for it. Instead of lying idle 1 ke a case of goods, the tourist becomes a valuable asset to every place in which he remains-and he advertises the place when he leaves. Compared with such a place as St. Andrews, for instance, St. John has incomparable advantages. But a hotel is the prime requisite. Summer tourist business is the eminently desirable complement for our winter port

And Anna (Anna Line)

exempted from taxation in Germany and there you are. The Emperor orders his naval small craft to be equipped with spirit motors. The big German steamship companies follow suit for their harbor craft, The idea becomes fashionable. The farmers take courage, and raise potatoes. Meantime it may also be remarked that Peru, which is one of the chief alcohol producing countries of the world, seems to have taken alarm at the German potalittle, for the simple reason that even the to enterprise and has arranged that a general exposition of the methods, appar atus, and machinery for the application of alcohol to the production of motive power, heat, and light will be held at Lima during the month of September next. And an effort is also being made in the United States to reduce the inter nal revenue tax on alcohol manufactured

which much of the land is particularly

adapted. As for food, of course, they

A REMEDY FOR CAR FAMINES.

The car famine which prevailed with the principal railways on the American con tinent during the past winter has prompted the American Railway Association, com prising the railways of Canada and the United States, to take an important action looking towards the solution of this trouble. It has been found that one great cause of car shortage on all railways is the system of using cars at terminal points for storage purposes, prompting each railway to unduly use the cars of every other road for storage of the merchandise freighted on them to their des tination.' Even the system of demurrag charges imposed by railways on the freighters has not successfully checked this, for the reason that, in many in stances, it was as much to the interest of the railway as to the freighter to store the goods in the cars on account of the lack of warehouse facilities, particularly at terminal points. This has led to an abuse of the free interchange of cars be tween connecting lines, resulting in a cal shortage at the busiest times of the year The railways comprising the America Railway Association have by a great ma jority vote decided that, after July 1st 1902, a per diem charge of 20 cents shall be paid by one railway to the other for the use of freight cars and that "a ro shall have the right to demand the r

turn of its car after it has been out 20 days consecutively on any road. If the ' car is held by that road more than 10 days after the date of such notice, mak-'ing 30 days in all, thereafter a penalty 'rate of 80 cents per day in addition t the per diem rate shall be paid by such and other cutaneous eruptions pro-"read for the further use of that car. A set of rules has been devised by the Association for the successful carrying out

of this principle, but it is sufficient to say that in case of dispute between roads an ambitration committee of five memb shall finally decide the question at iss seen at a glance what an Lt will b nge the per diem charge of freight cars will make in the transporta bearing which has gravated. Since elevators perhaps nothing m ant has been suggested than this. It no longer pay a railway to store freight either in its own cars or in cars of foreign road, for if it can no longer use be catered for. The to provide warehouse capacity than use Buy a bottle of Hood's today. foreign cars for this purpose it is cheaper

eel, the largest afloat.

There seems, howeve will be promptly set in accordance with resterday which may possibly result the change, but that "after careful con owing to the clumsy construct sideration of this matter, the Departmen tion by the legislature of the propositio is strongly in favor of the adoption of the upon which the citizens voted, the wo annually" at the end leading some people sixtleth meridian time throughout New Brunswick." The Telegraph has printed to infer that the vote should mean the payment of \$190,000 per annum. This was

the referendum: Yes. No. Ballot Paper. Are you in favor of the city of Halifax giving \$100,000 to aid in establishing upon the shores of the Harbor of Haki-

fax, a Yard for Building the Hulls of Iron and Steel Ships adequate to the construction of not less than twenty usand tons, dead weight capacity, annually. If in favor, mark a column "Yes." If against, in the column "No."

FINANCIAL VALUE OF LIFE.

An action in tort-that is, an action or damages for a wrongful act, neglect or default, whereby legal damage to the person, property low in progress in the United which is of more than ordinary States. ime as hereinafter provided for; me reliable basis for the adjustment of claims for loss of life. The plaintiff in this case is the widow of a man who lost his life in the Park avenue tunnel catas trophe. She took action for \$100,000 dam ages and a jury gave her a verdict for \$60,000, which is said to have been the largest ever given in New York state for loss of a human life. The fact of responsibility was admitted by the defend ant railroad company, the only question being the amount of the damages, which are now declared to have been adjusted at an excessive figure and the case has been appealed

The two sides of the que ourse that of the legitimate claim of the plaintiff and that of the legitimate re ponsibility of the railway company. Or the part of the widow and family it ma be said that the interest of the sum sue for would not be any more than and per

Eruptions Dry, moist, scaly tetter, all forms

of eczema or salt rheum, pimples ceed nom humers, either inhercquired through defective ited, or digesti To treat these eruptions with drying medicines is dangerous. The think to do is to selp the system discusse the humors, and Brith he people. elp the ors, and ainst th streng ir return ty anred J ank G. Htp ime; and Miss ere for Alvina Wol Chafed skin of been greatly

Hood's Sarsaparilla Promises to sure and keeps the promise. Den't put off treatment.

enty of inventive genius in the from the Department of Marine and Fish ime provinces and who knows but that some one through reading your paper may devise the required invention and capture eries at Ottawa assures the public not only that the dropping of the local time hall the prize.

Yours truly, AN OLD SAILOR.

In response to the above it may be stated that the British consul-general in Paris will no doubt be able to afford de tails of information. The London Shipping Gazette, of recent date had the foll the information that the tide tables are Competitions were held in 1900 at Paris, and last year at Havre, but at each the prize had to be withheld, as the internaalready issued upon the new system and. as is well known, the Western Union Teletional juries to whom the examination were assigned considered that no one of the exhibited devices was of sufficient merit. Mr. Consul-General Hertslet, j graph Company have, used it for som public may therefore prepar to put themselves in line with the reform ment. Ar. consul-ceneral nervate, in his consular report for the district of Havre, just ublished, gives an account of the computition at Havre, which de-serves careful consideration by intending and hurrah accordingly on the date speci Now that the date has been set by the competitors. It appears that the Paris railways, which held the key to the situ ation, it follows that the Lieut-Governor autioning competitors against sending apparatus which could not be worked h in Council may prepare forthwith the necessary proclamation in accordance with the bill adopted at the last session of the

apparatus which could not be worked by the limited number of the crew on mer-chant vessels, or which unduly encumber-ed the decks; and in particular all such things as rafts, which had to be mounted or inflated at the time of the accident, deckhouses, etc., supposed to float auto-matically, were excluded. The exhibits at the Havre competition were divued, first, according to the three conditions, and next into classes. Under the first condition "to prevent collision at sea" legislature. It is opportune therefore to reprint this measure, which is as follows: Whereas it has been represented that the Intercolonial railway authorities and the Canadian Pacific Railway Company having determined upon the adoption Atlantic standard time in the operation condition "to prevent collision at sea of said railways in this province, and in order to prevent confusion and incon-venience to the public it is desirable to were (1) wireless telegraphy; (2) sour were (1) whereas theraphy; (2) sound signals in air; (3) sentry ahead of ship The jury considered the system of wire less telegraphy would prove the most use ful; sound signals they considered too un certain; and the exhibits under class provide for the general adoption of such Be it therefore enacted by the lieut. overnor and legislative assembly as fol were unanimously rejected. The jury were probably fully justified in selecting wire-less telegraphy as likely to be found val-uable at some future time for the required purpose; sound signals have had full trial, and any argument with expansions in Administra Whenever any act is directed to be per formed, or agreed or required to be done at an hour of the clock, such hour shall and anyone with experience in Admirall collision cases must know how often soun signals are misheard or not heard at al The exhibits under the second condition be held to mean the hour of the day as t then is at the sixtieth meridian This act shall not go into force unti "to save the ship in case of collisio were divided into (1) methods of savi a ship from sinking, and (2) reducing to impact of collision. (1) Was divided aga the lieut-governor in council shall order by proclamation to be published in the Roya Jazette, and the publication of such proc amation in the Royal Gazette shall be into (a) water-tight hatches and (b) bull evidence in all courts of the making and head doors, of which the jury though some clever combination might be a rea Similar action by the city council of St afeguard, but they added a caution that he strengthening of decks must be at-ended to if sliding hatches were fixed. John, which has likewise adopted the utions will be in order, and Again the opinion of the judges seen sound. If a ship is divided into a st reason why the innovatio will not prove most easy of adoption and ficient number of water-tight compa-ments, clearly she must be more like without any hitch in the transition. There no necessity whatever for any alarm a float after a collision than one not s divided, but it is worth noting that making any nfortunate La Bourgogne was divided in-o 13 water-tight compartments. The aurangements. All that any sitizen will have to do on June 15 will third sub-division (c) contained "variou fantastic devices, rubber tubes with gas in them and suchlike." The second division be to set his watch by any of the public locks or have any watchmaker set it for (2) contained such mechanical contrivin es as buffers of cork, sponge, rubber im Thenceforward there will be n spring buffers, projecting fins to stop the way, etc. All in the nature of buffers were condemned, on the ground that they would penetrate almost as easily as the stem itself. Under the third condition, other time and wherever he may go, by ail or steamer anywhere throughout the aritime provinces, the St. John man's wn time will be the true time, the time "to save passengers and crew collectively," were boats and rafts, but the complain of the railway time tables, of the court chools, churches, factories, etc. The con against them was their bulkiness and weight. The general observation follows to the effect that in only a few cases did ummation, now so nearly attained, will e one for heartiest congratulation by all

the inventors have any practical know ledge of the actual conditions of accident We trust that the givers of the prize will not be disheartened. There are NOVA SCOTIA POLITICS. plenty of inventors and plenty of men with practical knowledge of the sea, and there must be men who have both the knowledge and the faculty. It probably is only a matter of time. The fact that The recent death of Hon. Thomas Ro rtson M. P. P. for Shelby ocal politics in the sister province. With the prize is offered is at present not as widely known as it should and will be. We might make one suggestion, which is that Condition 1 should be dropped. The f another speaker, but the two name great mass of collisions are due to negli gence of one kind or another-bad look d seem to be those of Mr. F. A. Laurence, member for Colchester, and out, excessive speed in fog, close shaving and so on. No invention will prevent neg ligence; indeed, one result of the use o Mr. George Mitchell, a well-known merchant of Halifax. As to the representachant of Halifax. As to the representa-tion of Shelburne county, for which Mr. supposed preventatives would almost sure ly be increased confidence, which may Robertson sat, and which is part of the well lead to additional danger.

overdue on a passage from Glasgow to this city is as follows: Capt. John Brodie, of Glasgow; first officer, W. Foyer, Glass REVOLUTION gow; second officer, George Kemp, Glasgow; third officer, John Hendry, Greenock; fourth officer, A. K. Mc-Greenock; fourth officer, A. K. Me-Gregor, Glasgow; purser, E. M. King, Liverpool; carpenter, James McNeill, Glasgow; boatswain, John Fraser, Gias-gow; boatswain's mate, Hugh McDonald, Glasgow; lampman, James Nichols, Ayr; first engineer, William Morrison, Glasgow; second engineer, Robert McKillop, Glas-gow; third, engineer, John R. Dickson, Johnstone; fourth engineer, David J. Laughie, Kilbowie; fifth engineer, H. M. Buist, Berwick. The steamer carried 14 scamen, 16 firemen, 6 trimmers and 5 cooks and stewards. A. K. Segart, a horse shipper, of Cana-

A. K. Segart, a horse shipper, of Canada was the only passenger. All hands are believed to have been lost with the ves-

OTTAWA LIBERALS. Convention Last Night Chose Local Legis

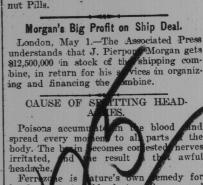
lature Candidates.

Ottawa, May i-(Special)-The Ottawa Liberal convention tonight selected Alex. Lumsden and D'Arcy Scott as the Liberal candidates in the next provincial elec Messrs, Scott and Samuel Bingham were first nominated and the vote stood: Scott 94, Bingham 92. After Mr. Scott was selected a protest was made by one of the members of the executive against receiving Mr. Lumsden's name beause he had sent a letter to the executive announcing that he would not accept the omination from the convention. It was the general opinion about town that the convention was packed to defeat Mr.

Bingham and for that reason Mr. Lums den would not accept the nomination. The chairman of the meeting refused to accept the protest and nominated Mr. Lumsden. It is understood that Messrs. Lumsden and Bingham will run as Inder pendent Liberals and leave Scott to go in

Fined for Publishing Liquor "Ad." Sanford, Me., May 1 .- The Hon. J. P. Bass, publisher of the Bangor Commercial, yesterday was arraigned, charged with publishing a paper containing notice of the keeping of intoxicating liquors for sale." He pleaded not guilty, but was found guilty and fined \$20 and costs. An appeal was taken.

A bill for the extension of the parliam tary franchise has been introduced



Dr. Hamilton's Mandrake and Butter-

bother pe ne after each me or 50c. Sold by

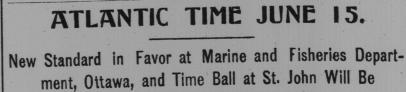
Dr. Hamilton's Pills Cure Liver Com

The late Dr. Emil Holub, who headed two outh African exploring expeditions under it and

PERMANENT CURE FOR NE RALGTA

that 'n ckly as a rviline, the iline is cer pains, which Nerviline i Rheumatism Bette right

e biggest balloon ever made was by an named Ganswendt, about 20 yea It weighed 21½ tons and would rai and a half tons into the air.



Regulated By It-Letter Received.

In regard to the change of time to At- | 17th inst., in regard to the general adoplantic standard with the inauguration of the summer time tables by the railways, of the 60th meridian, I beg to say that the summer time tables by the ranaways, of the ooth meridian, I beg to say that it is now learned that other arrangements after careful consideration of this matter are being satisfactorily completed, and the time ball on the custom house will also be regulated in accordance with the throughout New Brunswick, and if the St. The railway time tables will John board of trade makes the change come into effect on June 15 and Chair-man Barnaby, of the board of trade time to drop the time ball by the 60th meridian new system. committee, is in receipt of the following letter from Ottawa in regard to the time

426. (Copy.) Minister of Marine and Fisheries, Ottawa, Canada, 25th April, 1902. 7426. Dear Sir .-- Referring to yours of the N. B.

Yours faithfully, JAMES SUTHERLAND.

W. H. Barnaby, Esq., chairman time committee, board of trade, St. John,

