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NOTICE.

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Sample copies cheerfully sent to any address on application.
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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

NOTICE.

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THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., SEPTEMBER 5, 1903.

THE TWO PROPOSITIONS.

There is no doubt that the people of Canada have a serious desire to improve the transportation system of Canada, and especially to provide promptly the means of conveying the western products to the eastern seaboard. Those who are so minded would do well to compare the government scheme with Mr. Borden's proposition.

The government proposes to build two thousand miles of railway at public expense through a country as yet wholly unexplored, which it is not proposed to explore before the contract is completed and made binding. This road is to be paid for by the people, and then handed over to a company which agrees to begin paying three per cent interest after ten years. A part of this railway is proposed as a short cut between ports on the International, the intention being to take freight from the government road and give it to the company. This two thousand miles of railway will not be completed for several years, and therefore can give no immediate relief to the west. When it is completed it cannot afford relief because nine-tenths of the grain from the west takes the lake route. To show that this land route is not now necessary, it may be stated that the Canadian Pacific Company has an all-rail route north of the lakes which does not do one-fifth part of the work that it could perform. There is no business for it. It is the road which the government is duplicating. While the millions of the people's money are poured into the gift enterprise, the regular route for grain transportation will be congested.

Mr. Borden's proposal is cheaper and more effective. It offers relief that is immediate and permanent. Instead of building a railway in the northern wilds, he proposes to provide means to get the grain from the west to the lakes more cheaply and more speedily than is now possible. He asks for the extension of the International to meet this grain at the eastern end of the lakes. If a shorter all-Canadian route to the winter ports can be had, Mr. Borden would provide it, but he would not give the road to a company. He would allow only a government road to take the traffic from a government road.

Mr. Borden is not pressing for a second railway from the prairies to the Pacific. The "mountain section" proposed by the government is very costly, and is altogether unequalled for the millions of the people's money are poured into the gift enterprise, the regular route for grain transportation will be congested.

As for the prairie section, there need be little controversy. A guarantee may enable the companies to provide capital at a lower interest charge. But the traffic on the all-prairie roads that are needed will maintain and operate the railways. Mr. Borden's plan provides for the prairies as well as the government plan.
But Mr. Borden does not stop with railway construction. He sees that the transportation problem is not settled until the freight reaches the railway terminus. Well equipped harbors, wharves, elevators and warehouses are a part of the transportation outfit as well as railways. While the government is saving three cents per bushel on the rail haul if it is lost in port charges or through delays in loading and discharging ships? Sir Wilfrid Laurier was a successful advocate of free canals, railroads and has no grasp of the transportation problem. There is nothing in Mr. Borden's

plan for Senator Cox and the professional promoter. There is no gift of a railway to the Grand Trunk company. The obligation imposed on the country is light in comparison to that which the government proposes. But Mr. Borden's plan provides what is needed to get the grain out of the west to the sea. It gives cheaper transport to a great burden, and solves a financial question, and a harbor question that is important to St. John and other ports. Mr. Borden's plan leaves the people of Canada in control of the transportation and does not place them at the mercy of a private corporation.

THE END OF THE TELEGRAPH'S CAMPAIGN.

The Telegraph has formally withdrawn its opposition to the Grand Trunk Pacific bill and has fallen into line behind the government and the promoters. It almost apologizes for having made a protest, and explains that since parliament has accepted the measure it is no use to say anything more against the scheme. All that the Telegraph has to say in future will probably be in favor of the bill.

For the Telegraph is getting ready to support the whole programme as a fact concerning which further argument is useless, the "criminal blunder" of a few days ago is already regarded by the Telegraph as a possible "mighty agent for the progress and prosperity of Canada."

Our greatly esteemed contemporary has even gone to Sir Wilfrid Laurier's "auction shop" to find language strong enough to picture the happy results of this great Gift Enterprise. It kicks out like this:

The liberal party, which has wrought so intelligently and so well for the country and which enjoys the full confidence of the country in these the most prosperous and the most important national work ever undertaken in the dominion, indeed, we doubt not, will by high purpose and practical wisdom in guarding the public interests in respect of the railway, make that railway perform the mighty work sought for in binding the provinces of the dominion, developing the rich but unsettled districts, meeting the immense demands of present traffic, multiplying the traffic, and carrying it to Canadian ports.

There is more of the same kind, indicating that the Telegraph is rushing into the arms of the government and of the Grand Trunk promoters with rapturous impetuosity. The bill is not yet law and the fight is not yet over, as any one may know by the amendments and substitute motions, of which notice has been given. Then the bill has to go to the senate, where the government majority is much smaller than in the house, and where the chances of its defeat are much greater. In these circumstances the Telegraph's glad acceptance of the measure, its attack on Mr. Borden's substitute, and its high praise of Mr. Paterson's speech in support of the bill mean, that the brief revolt has been brought into line.

The Telegraph is in the same position of Senator Cox. It cannot wait.

Let us compare this affectionate acceptance of the whole scheme with the Telegraph's previous declarations. On July 16 the Telegraph said:

There is a consensus of opinion that Mr. Blair has taken the proper course. Not only in St. John but in the province generally his people are proud of his courage in maintaining maritime provinces rights and his fearless effort to save the people's railway from becoming a branch line from Moncton northward.

Here is another declaration: Tomorrow the people of the other provinces of Canada will awaken to the seriousness of the proposition to place the I. C. P. in a position where it must inevitably become a burden upon the taxpayers. If no other opposition is maintained by the Hon. A. G. Blair to the Grand Trunk Pacific section, this alone would justify to the country his resignation from the cabinet.

Is folly. A railway between these points operated by a private corporation is a criminal blunder.
Over and over again the Telegraph has declared that the scheme was so bad as to leave Mr. Blair no other course than to resign. "It is a very bad scheme," said the Telegraph on August 8, "that public opinion is set strongly against the scheme." After Mr. Blair had made his speech against the bill the Telegraph said:

He (Mr. Blair) tried the government's case fairly and with marked restraint and dignity, and condemned it by the overwhelming evidence he brought to bear. It is a very bad scheme proposed is mad, impracticable, ill-considered, absurd in many particulars, and as a whole in no sense calculated to solve the transportation problem.

Mr. Blair's address, complete, closely reasoned, clear and practical, places the railway question before the country in such a light that only bad counsel can lead the government to attempt to force its plan through in its present form.

A day later we had the following: Mr. Blair was but telling the truth when he said that the Lewis-Moncton line would be not only a disaster to the I. C. R. but a sheer and unjustifiable squandering of public money. . . . The Grand Trunk promoters inspired certain members of the government with a mania for immediate and extensive railroad construction. . . . Impracticable and worse than unnecessary, since it will cost millions in itself and destroy the I. C. R., on which \$70,000,000 has been invested, the Lewis-Moncton proposal is offered to the people by a government which cannot resist the temptation to defend it, but which speaks of it loosely as a necessary part of the grand transcontinental line, for no section of which there is adequate excuse under the present agreement. Well might the former minister of railways urge parliament to pause before committing the country irrevocably to such a disastrous blunder.

What was the purpose of all this bluster? Was it intended to bring the force of public opinion to bear on the members who are responsible for legislation? If so, why counteract it now by asking the people to endorse the criminal and disastrous blunder? Every member over whom the Telegraph might be expected to have any

influence has disregarded its protest and treated with contempt its declaration that public opinion was against the measure. If they had supposed that the Telegraph would keep up the fight, and hold them to account for voting against the wish and interests of their constituents and in favor of a reckless and criminal waste of public money they might have hesitated. But they took for granted that the Telegraph would come round. They are all in the same boat again and without a change on the part of the members.

THE SCHOOL FOR THE DEAF.

The humane and wise policy of this province as of other provinces is to provide special instruction for deaf mute children and also for the blind. It is recognized that the misfortune of these children does not relieve the community of the obligation which is accepted in the case of those who can see and hear. On the contrary it is conceded that their infirmity or disability increases the claim. Besides on business principles it is considered a good public investment to make self-supporting citizens of those who, if allowed to grow up untrained, would be dependent upon their relatives or upon the public. A majority of the blind and deaf belong to poor families and without help would not be able to attend the only schools which can be of much use to them. It is therefore an essential feature in our educational policy that free schools should be provided for the blind and the deaf, and that as these schools are of necessity boarding schools, provision should also be made for the maintenance of the students while in attendance.

For the blind arrangements have been made for maintenance and instruction at the excellent school in Halifax. There is also a school for the deaf in that city, where New Brunswick children may be sent. The allowance of \$165 a year given by law is acceptable by the management of that school, and an agreement has been made for the payment of this sum for such New Brunswick children as are sent to Halifax.

When Mr. J. Harvey Brown first urged that New Brunswick should have its own school for the deaf rather than pay a government grant to students sent to Halifax the Sun expressed doubt on the point. This journal was rather of the opinion that such educational work could be done better in a larger institution, though it did not profess to be in a position to speak with knowledge or authority. Mr. Brown's view has been supported by a large number of parents and guardians of deaf children, and by many citizens of St. John who have contributed towards an institution in this city.

The building has been purchased, a staff engaged, and a large number of applications for admission have been received from parents who prefer the rather of the opinion that such educational work could be done better in a larger institution, though it did not profess to be in a position to speak with knowledge or authority. Mr. Brown's view has been supported by a large number of parents and guardians of deaf children, and by many citizens of St. John who have contributed towards an institution in this city.

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The interest felt in the school about to be established at Lancaster Heights has been shown by the subscription list which appears in the Sun yesterday. Over \$2,000 had been sent toward the enterprise. With the exception of \$200 from a generous lady, practically the whole amount has been offered by St. John business men. No regular canvass has been made for contributions. In most cases the subscriptions were unsolicited and in some cases unexpected. It is understood that about the school when the place is ready for them. If they can be instructed as well here as in Halifax there is no reason why they should be compelled to go to Halifax in order to receive the government grant. All that the promoters of the local school have the right to ask is that they shall have a fair chance to show what kind of work they can do. If the school shall prove to be inferior to that at Halifax it will then be the duty of the government to remove it from the list of authorized institutions. Efficiency ought to be the first consideration.

MACDONALD AND RHODES.

When the will of Cecil Rhodes was made public, and it was found that Canada had not fared so well as the parts of the empire in the matter of Oxford scholarships, the conclusion was reached that the great empire builder had not been greatly interested in the dominion. But now we know from the letter written by Mr. Rhodes to Sir John A. Macdonald after the death of 1891 that he was greatly interested in one great Canadian and in one political event in Canadian history. Sir John A. Macdonald's last campaign was one which would naturally win the sympathy of an imperialist in any part of the British world. The aged chieftain, over whom the shadow of death was then resting, had matched his remaining strength against the leaders of the party whose policy was the dismemberment of the empire. That was the meaning of the campaign, as any one can see today who takes up the speeches, and who remembers that the programmes were dictated by men in the United States. In that last battle of his Sir John A. Macdonald accomplished on this continent what Cecil Rhodes did on another. It is not surprising that the ringing manifesto which appealed to the loyal and imperial sentiment of Canadians should have inspired the sympathetic and successful letter which Cecil Rhodes sent to the leader of the Canadian conservatives. There was a hearty comradeship in the greeting of the young man in his desire that they might meet before stern fate claimed them, and in the modest boast, "I feel that I 'know you and your politics as if we 'had been friends for years.'"

One could have wished that stern fate had not claimed Sir John Macdonald, as it did, before he had received a message which would have been so welcome to the weary statesman.

Cecil Rhodes was then but thirty-eight, but he had finished the greater part of his life work. He had given to the Empire that great region which stretches north of the Transvaal toward the equator, a territory about as large as India. In this fine task the British government had very little part. It was accomplished, while there was at Downing street an administration which was a joy and comfort to Britain's foes, and the despair of every imperialist to whom despair was possible. With a loyal British government behind him Mr. Rhodes might have done more, but a substitute for wisdom and power in London was the wealth of Kimberley. That in the hands of a man of genius could obtain colossal results from native, blind railways, established strong telegraph systems, plant colonies and broken them, thus laying the foundations of new British domains ready for the time when the days of statesmanship should come back to England. For this and this alone Rhodes sought and found wealth. For the British Empire he poured out millions almost as fast as he made them. To an imperial purpose he left all that remained of his riches to the Empire.

Evil days came to Cecil Rhodes after 1891, and for some of them he was doubtless responsible. Yet his friends of the Jameson raid would only have accomplished with little or no bloodshed, what Kruger and his tyranny afterward achieved with much slaughter—the supremacy of British power in South Africa. He was so fortunate to see British power firmly established for all time to come in that country, as Sir John A. Macdonald lived to see the triumph of the Empire over the continental party and policy in Canada. Though no meeting was allowed on earth to these two patriots men, the spirit which animated them both is still abroad, and the work which they began and carried so far is still going on. What Cecil Rhodes, Sir John A. Macdonald and a few other statesmen knew twelve years ago is now the opinion of at least half the industrial population of the British Empire, who only with Rhodes: "England's curse lies in 'English politicians, who cannot see 'into the future, and who think that 'England will always be the manufacturing centre of the world, but do not understand what a system of protection, coupled with reciprocity 'relations among the different parts 'of the empire means.'"

A CANADIAN CABLE SERVICE.
Yesterday the Sun published the first cable despatches received by the Canadian Associated Press. This is an organization of those Canadian newspapers which desire to furnish the people with a news service independent of the agencies through which British news has reached this country hitherto. It is hardly necessary to hint out the faults of the past. There is no great reason to charge deliberate misrepresentation in the despatches from Great Britain.

The trouble is that the United States newspaper market calls for despatches from Great Britain that are not wanted in Canada, while the Canadians are interested in many things which do not concern United States readers. As the Canadian press includes only a small proportion of the papers served by the news associations, the interests of Canadian papers could not be expected to prevail. Thus it happens that matters of great importance to Canada are omitted, while large space may be given to a social event in which some lady member of a New York or Chicago family figures. Canadians take as much public interest in English and Scottish public men as they do in the members of the Irish national party, while New York readers discriminate. We cannot and do not expect the United States press agencies to give the preference to matters affecting Canada over news concerning their own country. We simply take for granted that in an event like the opening of the Alaska Boundary arbitration the despatches will give the United States case at great length and omit the case for Canada.

The purpose of the Canadian Associated Press is to supply, so far as possible, the deficiencies of the older service. How well this task will be performed remains to be seen. It is

a rather expensive experiment, even when the government pays a substantial subsidy. But a majority of the leading Canadian papers in the largest cities are investing in the enterprise in the hope that it will be appreciated by their readers. Subscribers to the Sun have long been asking for a more adequate and more British news service from the mother land. They will have now the best that a combination of the most enterprising papers of both parties has been able to procure.

THE YACHT RACES.

This year's races for the America cup are over, and no one doubts that the best boat has won. Reliance is so much faster than the newest Shamrock, that after the first race the interest in the contest had nearly died out. Sir Thomas Lipton seems to have had great faith in his boat, but she was either inferior to her predecessor or else Reliance is a great improvement on hers. The refreshing feature of these events is that they do not seem to discourage the man who falls. Next year Sir Thomas Lipton or some other yachtsman will cross the ocean full of hope. These annual struggles and annual defeats are productive of good feeling, the more so, perhaps, as the United States people are fond of winning and the British are excellent losers.

Mr. Tarte did more than any one else to bring the Laurier government into power. As far as the government is only fulfilling an obligation, to the country when he assists in turning it out.

Mr. Bourassa and Sir Wilfrid Laurier appear to understand one another.

PORTO RICO'S LEPRO COLONY A MENACE.

Investigation Shows Scandalous Lack of Precaution in Its Management.

Chickens Reared by Patients on Sale

Non-Leperous Patient Dies of Joy on Being Released from Cabras Island Colony.

SAN JUAN, Porto Rico, Sept. 1.—Jose Marrero, a non-leperous patient, who was liberated from the leper colony as a result of recent investigation, died yesterday of heart disease, superinduced by joy at his release.

The investigation into the leprosy scandal continues to produce unpleasant developments. The public report of the committee of the executive council investigating the matter will be made next week.

A terrible state of affairs has been discovered on Cabras, or Goat Island, which the leper colony of Porto Rico is located, at the entrance to San Juan harbor.

It had been believed, until this discovery, that the leper colony has been conducted in a manner most creditable to all concerned. The leprosy colony has been spending about \$10,000 a year for its maintenance, and directed by Dr. H. H. McNeill in connection with the Central hotel.

While in Bangor at the races, J. T. Prescott bought a trotter, the "Trotter," which has a record of 2:29 1/2, is known as Drucil. Mr. Prescott has entered him for the races at Springfield on the 6th and will doubtless start him at the races during the exhibition here.

Miss Alice White of St. John, is spending a few weeks with her friend, Miss Margaret McNeil.

Major J. A. McDougall, who has been here for the past three weeks, making a military map of the Sussex district, has finished his labors. The completed map shows in detail the location of every house, every road, every elevation, river, bridge and valley in an area twelve miles square with the town as the centre. The labor and skill required to secure all this detail and place it on paper in a way which can be read and understood at a glance can only be appreciated by one who has seen the map. It is certainly a striking example of the genial major's skill as a geographer.

Mr. and Mrs. H. W. Eveleigh left for Toronto this afternoon. While away they will take in the exhibition and Mr. Eveleigh will spend some days among the leading crammeries of the big province.

Mrs. Walter S. Fairweather of Douglas avenue, St. John, has been called to the city by the death of Mrs. D. H. Fairweather, Church, avenue.

George Carleton, proprietor of the restaurant on Peter street, has sold out to Percy Myers.

CENTREVILLE, CARLETON CO. CENTREVILLE, Sept. 2.—The village school re-opened on Wednesday, Aug. 26th, after eight weeks' holidays. Mr. Worrell of Charlotte Co. is in charge of the advanced and Miss Ebbett of the primary department. Eleven pupils of the primary were transferred to the advanced department, and two of the students left to take a course of training in the Normal School. It is expected an effort will be made to group the schools, and that Centreville will be the point around which the other schools will assemble.

The grain is slow ripening and much of it is green, while some is fit for the reaper. If the latter stands until the former is ripe much of it will be lost. Miss Helen Goy, who has been visiting in the village, has left to take up her work in the Massachusetts Hospital, where she has spent eighteen months in the work of nursing.

Mrs. Russell of St. John left for her home by the B. & A., expecting to visit in the poor state of health. Dr. Pappas is in attendance.

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TWO MEN KILLED NERVES GAVE WAY—PE-RU-NA CURED

And Another Is Dying in a Hospital.

Frightful Accident in the Glace Bay Coal Mine Yesterday Afternoon

—Victims Crushed to a Jelly.

GLACE BAY, Sept. 3.—As a result of an accident at Dominion No. 2 mine this afternoon two men, Lauchie McDonald and Elijah Bennett, are dead, and James Bradbury is at St. Joseph's Hospital hovering between life and death. The accident is the worst that has happened at the mines since its opening. The men had been working with others during the morning in the shaft and assisting to timber and extend it. At the time of the accident they had returned from dinner to work. The three named above were lowered down the shaft in the bucket or cage. After they had left the bucket it was sent up for the other workmen to descend in it. When near the top the hook that connects it with the steel hawser caught in the timber bunting and the man attending the engine, not aware of this fact, continued hoisting. The strain on the coupling hook twisted and then snapped and the cage, weighing half a ton, fell to the bottom. It whirled in its rapid descent and fell on McDonald, Bradbury and Bennett.

McDonald was instantly killed, his head and body was crushed, the head to a jelly, and legs and arms broken. Bennett also sustained fractured skull, legs and arms, and was terribly cut up. Bradbury, who was struck by the corner of the cage, was also frightfully injured. Bennett soon died, and Bradbury is now at the hospital in a precarious condition. He has a broken leg, arm and fractured skull. A score of physicians were soon on the scene and everything possible done. No blame is attached to the company or management. The cage and hawser is daily inspected, and up to the time of the accident was free from defects. Bennett was warned four months ago. The others were single.

SUSSEX NEWS.
SUSSEX, N. B., Sept. 3.—Robert Morrison was appointed junior grand deacon of the Grand Lodge, F. and A. M. of N. B., at its recent meeting in St. John.

The ladies' aid society of the Presbyterian Church will serve meals for 25 cents in their hall on Monday, the 7th, from 11 a. m. until evening.

The ladies of Trinity Church will hold dinner and tea at Mother Memorial hall on Labor day. Dinner, 40 cents; tea, 30 cents.

J. A. McCarthy & Co. have purchased the livery stable business conducted by D. H. McNeill in connection with the Central hotel.

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CITY NEWS

Recent Events in and Around St. John.

Together With Country Items Correspondents and Exchanges.

Barkins, Malwa is expected at Yarmouth from New York coal. She then goes to Weymouth load lumber for the River Plate.

Playists and all athletes de BENTLEY'S Liniment to keep joints limber and muscles in trim.

Hon. H. A. McKewen, M. P., lecturer-general, in lecture under auspices of the Epworth League, Methodist church, Campbellton, evening of Sept. 14th. His subject is "The making of a nation."

TO CURE A COLD IN ONE DAY Take Laxative Bromo Quinine Tablets. Druggists refund the money if it fails. E. W. Grove's signature is on each box.

The death occurred at his residence 40 Wentworth street, yesterday, Thomas Dyer, 75 year old, a native of England. The funeral was held on Saturday in Penobscia.

DIGBY NEWS.
DIGBY, Sept. 2.—Mr. Dodge, agent of the United States branch at Bear River, died of heart failure on Monday. He was taken to the hospital on the Friday. His family is from Middleboro, the family home. They will be buried. Mr. Dodge was a young man and will be missed.

The bark Alert of St. John, Capt. master, has arrived here from Halifax. She will take in her cargo at St. John's wharf. Her crew is discharged here.

SUSSEX NEWS.
Seth Jones, proprietor of the poultry yard, is sending 45 birds to the Halifax exhibition. He will exhibit on Monday. Walter McLean and Herbert Parlee, who are attending the Sherbrooke exhibition with a carload of cattle, sheep and swine, will take them to the Halifax exhibition.

Nelson Eveleigh and Mrs. Eveleigh have returned from Toronto. They have been for the Toronto exhibition. Mr. Spier has been lumbering. Alex. Patterson.

Rev. J. H. Wolfe Cowie and Mrs. Cowie have gone to Gagetown, N. B. Cowie is located.

ST. JOSEPH'S COLLEGE.
MONCTON, Sept. 3.—When the students arrived at St. Joseph's College this week they found that extensive improvements had been made during the holidays. An electrical plant had been installed, and not only the college but the surrounding country was lit up with electricity. The grounds are also illuminated by about twenty-five incandescent lamps. In all there were over 100 lights in the college buildings, of which there are 400 in the college proper. It is the largest and most complete of its kind in the province. A former student of the college, J. O'Leary, brother of R. O'Leary, has been elected to the position of headmaster. The cost has been \$3,000. The new building is a fine specimen of modern architecture, and recently installed the edifice, notwithstanding its isolated position, and the fact that it is a city institution.

DIED AT EDMONTON, N. W. T. (Edmonton Post, Aug. 28.)
The funeral of the late Mrs. Jno. Howey took place on Monday afternoon at the Edmonton cemetery. A large number of friends and acquaintances gathered at the late residence on Nanaimo avenue to pay the last tributes to one who they held in high esteem. The services were conducted by the Rev. J. H. Huestis, pastor of the Methodist church, of which Mrs. Howey was a faithful and prominent working member. During the course of his remarks Mr. Huestis paid many kindly tributes to the departed, who had gained much respect and who would be missed by the community. The service was conducted by the Methodist church, of which Mrs. Howey was a faithful and prominent working member. During the course of his remarks Mr. Huestis paid many kindly tributes to the departed, who had gained much respect and who would be missed by the community. The service was conducted by the Methodist church, of which Mrs. Howey was a faithful and prominent working member. During the course of his remarks Mr. Huestis paid many kindly tributes to the departed, who had gained much respect and who would be missed by the community.

Annle Luella Jewett was born in 1878 at Florenceville, N. B. Her parents, Mr. and Mrs. W. Jewett, still reside. She came to Edmonton in the year 1899, taking a situation as stenographer with the firm of Taylor & Boye, lawyers and solicitors, which position she held until December, 1902. On New Year's Eve, 1902, Miss Jewett was married to Jno. Howey, editor and manager of the Edmonton Post Printing and Publishing Co. Health and happiness were her lot up to Sunday morning, Aug. 15th. Medical aid was summoned, but no serious results anticipated until Thursday, when Mrs. Howey grew gradually worse. Friday all hope of her recovery was given up. Death came at 6 o'clock. H. C. Taylor of the firm of Taylor, Doyle & Garriety, of Edmonton, was the uncle of the deceased.

ONE IN FOUR PERSONS.
One person in every four suffers more or less from piles. Some do not know the nature of their ailment, and others have a dread of Dr. Chase's Ointment as the only absolute and guaranteed cure for this distressing ailment. If you are a sufferer ask your neighbors about this preparation. It has grown popular as a result of the news of its merits being passed from friend to friend.

To Cure a Cold in One Day
Take Laxative Bromo Quinine Tablets. Cures Grip in Two Days.
Seven Million Boxes sold in past 12 months. This signature. *G. M. Brown* on every box 25c.