

SUNDAY SCHOOL COLUMN.

COUNTY EXECUTIVES.

One secret of the success of Sunday School Association work is its thorough organization. Hence, importance is attached to a good county executive in each county.

The following is gathered from the columns of the Northern Enterprise. The Restigouche County Association recently held an executive meeting in which they decided on:

1. A regular meeting of the executive four times per year; one of these to be before they separate from the annual convention at which they are elected.

2. A Sunday school teachers' institute.

3. To improve the finances, using the envelopes introduced by our chairman, and asking parish officers to bring this before officers and teachers of schools when visiting them.

4. That the county primary superintendent (Mrs. Andrews) issue a circular to primary teachers on the work of their department, and early organize a primary union for Campbellton and vicinity.

5. That the field secretary make a visit to this county for a series of parish conventions before Dec. 15th.

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They resolve to encourage the normal and home department work throughout their county field.

This is in every way a splendid example to other counties, and shows how the good leaven of the provincial convention is working.

This is in thorough union with the ideas of the provincial executive, and illustrates the co-operation which they seek in the uplifting of our province to a higher standard in Bible school work.

The field secretary is engaged this week in Westmorland county in the following parish conventions of two sessions each:

Nov. 7th—Salisbury parish, at Pettitodoc.

Nov. 8th—Moncton parish, in F. C. B. church, Moncton.

Nov. 9th—Shediac parish, in Methodist church.

Nov. 10th—Dorchester parish, Presbyterian church.

Nov. 11th—Sackville parish, at Upper Sackville.

Nov. 12th—Botsford parish, Bayfield.

Nov. 13th—Sunday, in Botsford parish.

Nov. 14th—Meeting at Port Elgin.

Nov. 15th—Westmorland parish, at Point du Bute.

On Thursday, 17th, the Upham parish will hold its convention at Salt Springs hall. The Rev. A. M. Hubby, president of Kings county, and the field secretary will attend.

On the 18th, the field secretary will hold a meeting at Hardingville, where it is expected the chairman, T. S. Simms, will join him.

Word comes from Prince Edward Island that Rev. J. D. Freeman of Fredericton is expected as one of the visiting workers to their provincial convention on Nov. 23rd. Our field secretary is to be with them on the 22nd and 23rd.

We are glad if in any way our workers can benefit another province whose organization is so perfect. We have received large benefits from those who have visited us.

On November 29th, the field secretary is to be at Upper Belledune, in Gloucester Co., and on the 30th will be in Restigouche till Dec. 8th.

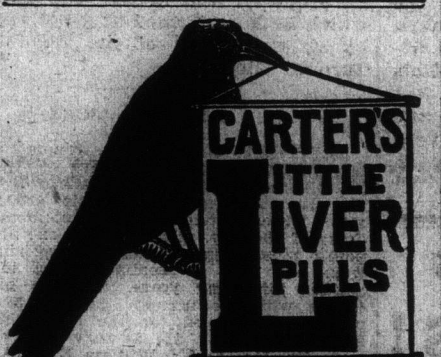
On Dec. 9th, he expects to attend Richibucto parish convention in Kent Co.

On Dec. 13th, he will enter on St. John county, and then into Sunbury county before Christmas.

A DASH FOR LIBERTY.

John Ames Hudson, a colored man who is serving a term in the Sunbury county jail for resisting Sheriff Holden in the discharge of his duty, made a dash for liberty while the jailer on 8th inst. was removing him from one cell to another. He struck out at a rapid pace for the woods, but a large party of active residents headed him off and after holding out till the cold made his teeth chatter, John Ames surrendered and was triumphantly escorted back to the jail. It was a bold break for liberty, but the fates were against him.

Pimples—A spoonful of sulphur and molasses every other morning.



SICK HEADACHE
Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.

Substitution

the fraud of the day.

See you get Carter's,

Ask for Carter's,

Insist and demand

Carter's Little Liver Pills.

BRITAIN'S EYES ON ANTICOSTI.

Chamberlain Asserted to be Officially Inquiring About Menier's Claim.

Authorities are Reticent—Belief Exists that the Island Might Become a Menace in Case of War.

Claimed by Bissoit Heirs—Sir Fitzroy MacLean, C. B., Also Says He Has an Old Latin Charter for the Lands.

(Cor. New York Herald.)

MONTREAL, Nov. 3.—The news that the Right Hon. Joseph Chamberlain, the English colonial secretary, is officially inquiring into the Anticosti deal has been received in Montreal with a great deal of interest, and is today the chief topic of conversation, especially among the better class of French Canadians.

It cannot be said that the belief exists that M. Menier originally purchased the island for the purpose of strengthening France's position in case of war with England, but the fact remains that the question of the French republic now getting hold of the land is seriously considered, and the belief exists that M. Menier should have succeeded in his suit, would at once hand over the island if it were needed.

The governor general apparently does not believe that. That the inquiries have been made in view of the island becoming a menace in case of war between France and England is officially relegated to the class of newspaper tales. Inquiries at the Government house today were met by the assurance that this particular statement might be safely put down as a newspaper rumor.

AUTHORITIES ARE RETICENT.

Further inquiries as to there having been any message from Mr. Chamberlain were met by the answer: "You have doubtless seen that the war office has enjoined silence upon the English newspapers in all matters that may affect any war preparations and this matter would decidedly come under that category."

It was pointed out that the Quebec rumors were definite, but the conversation was closed by the statement: "There is no information to be given."

It was afterward learned that whatever inquiries had been made by the governor general of the Quebec government had been made direct, and not, as is customary, through the privy council and the secretary of state. Sir Wilfrid Laurier said this morning, when asked about the report: "There is no information to be given."

"Pooh, nonsense! I have never heard of it."

I learned from a local government official that should M. Menier commence to fortify the island he would at once be stopped by either the provincial or federal government, probably by both, though it would be the Quebec government's place to undertake the task. Should he attempt to land guns, ammunition or other munitions or war, the articles would at once be seized as contraband, either government having the right to do so.

BISSOIT HEIRS' CLAIM.

The dominion parliament, at its last session, will be asked to pass an act establishing the title of the heirs of Francois Bissoit to the island of Anticosti. A memorial to parliament is being prepared setting forth the grounds for the request. It is pointed out that under a judgment of the imperial privy council the rights of the heirs of Francois Bissoit to a tract of land on the coast of Labrador, including the island of Anticosti, was fully established.

It is also alleged that the present owner of the island, M. Henry M. Menier, obtained his title to the island under right of purchase from a corporation which had usurped the title of the rightful owners. The heirs of Bissoit allege that an injustice has been done them, and ask that their title to the land be restored to them by an act of parliament in the terms of the judgment of the highest court in the British empire.

STILL ANOTHER CLAIMANT.

Another claim is just made against M. Menier's island kingdom in the Gulf. Sir Fitzroy MacLean, C. B., one of the oldest of the Scotch barons, writing to his relative, Lieutenant Col. MacLean of this city, says that he has in his possession a Latin charter from King George III. of England granting to one of his ancestors in the early days, after Canada was ceded to the British crown, the island situated in the Gulf of St. Lawrence known as Anticosti.

When stationed at Halifax thirty years ago with his regiment, the Thirtieth Hussars, Sir Fitzroy MacLean says he paid a visit to the island. Neither he nor any of his ancestors ever assigned this charter, but in recent years paid little attention to their rights, supposing the lands to be valueless.

This story of these claims reads like a romance. That of Bissoit is a page from the history of France at the time of the French revolution, and that of MacLean is an instance of how one of England's monarchs rewarded the services of a gallant soldier by the grant under royal charter of a territory which at the time and for a hundred years afterward was not worth the parchment it was written on.

M. MENIER PAID \$125,000 FOR THE ISLAND OF ANTICOSTI. The island of Anticosti is situated in

the Gulf of St. Lawrence, near the mouth of the St. Lawrence river, and is a part of the province of Quebec, Canada. It was bought by M. Henry Menier, a well known Parisian capitalist, in December, 1885, from the Island of Anticosti company (limited), of England. The price paid was \$125,000.

M. Menier assumed immediate possession of it, and at first had some little difficulty in dealing with lawless fishermen and others from the northern shores of Quebec, Newfoundland, Nova Scotia and Labrador, who had for years been in the habit of landing on the island. They had destroyed buildings, taken fish and game, and had committed other minor offences, and they naturally objected when their privileges were taken away.

M. Menier forbade these practices, and this gave rise to a report that he had usurped the functions of the Canadian government. This, however, was promptly denied, and the report was traced to the person affected by M. Menier's order.

The island is 100 miles long, and has an average width of twenty-seven miles. It contains 2,500,000 acres, and the length of its coast line is 540 miles. The island is thickly wooded, mostly with spruce, but there is an abundance of other timber, and there is game in plenty. The rivers and creeks, of which there are fifty, are filled with fish.

When M. Menier took possession of the island it had only 250 inhabitants. At once he formed plans for colonization and made strict regulations, which, in addition to the Canadian code, form the basis of the island. It is insisted upon that the intending colonists shall clearly understand that the island is M. Menier's private property. No one may take up residence on the island or engage in trade there without permission from the governor, and commercial board, who are M. Menier's representatives. The use of spirituous or fermented liquors is entirely forbidden on the island, and no one is permitted to have firearms in his possession except on special permission from the governor.

No fishing is allowed in the rivers and lakes of the island except by permit, and no cattle can be imported which have not been examined and passed by the veterinary surgeons employed by the commercial board.

THE OYSTER.

Attempts at its Culture in Passamaquoddy Bay.

A Note by Professor W. F. Ganong Read Before the Natural History Society, Nov. 1st, 1898.

The distribution of the oyster in New Brunswick waters is peculiar; along with several other species, it is found abundantly upon our north coast, but not at all upon our southern shore, which is occupied entirely by sub-arctic forms. The causes of this seemingly anomalous condition are in the main well known, and are discussed fully in a paper in the Transactions of the Royal Society of Canada, vol. VIII, section iv, page 167, and by Upham in American Journal of Science, third series, vol. XLIII, page 263. The evidence seems to show that the oyster did once live all along the coast from the Gulf of St. Lawrence to south of Cape Cod, and hence also in the Bay of Fundy, but that it has been exterminated in the latter by the entrance of cold currents allowed by geological changes of the coast.

In 1882 the New Brunswick and Canada was leased to the New Brunswick Railway company, and then the road from St. John to Vancouver, known as the Western Extension, 84 miles long, was built. Soon came the European and North American branches out from Bangor to Vancouver, and on the occasion of the joining of the two roads the event was of great importance to New England and the country at large that Gen. Grant, then president of the United States, was present at the ceremonies at Vancouver.

The New Brunswick railway then built from Bangor to Woodstock and from thence to Grand Falls, and since then the line has been extended to Edmundston.

Later, the New Brunswick railway, including the New Brunswick and Canada Railway company was leased to the Canadian Pacific company, which now controls it.

The St. Stephen and Milltown road four and a half miles long connecting St. Stephen with the St. Croix and Penobscot at Milltown, was leased to the C. P. R. May 1, 1897, for 99 years. Thus it will be seen that the railroad fever started away down in quiet little St. John, and has now been subordinated into a fashionable summer resort.

COL. GREENE'S ROAD.

About a dozen years ago there seemed to be a more direct route from St. Stephen to St. John. The railroad fever had gotten into the blood of the province and as the government under what was known as the "lobster" act, gave a subsidy of \$50,000 to \$100,000 a mile to encourage railway building, there were many anxious to become promoters.

It was at this time that Col. Greene of New York, and now of Bangor, appeared on the scene. He was full of persistency and pluck and soon had everyone interested in his scheme of operations. He was without capital, but was wealthy in Yankee grit and go-aheadiness, and he met with hearty encouragement. It is related that he went to England and upon his representations succeeded in obtaining a cargo of rails, which upon reaching this country was sold so rapidly in price that it is said by an intimate friend of Colonel Greene's in Calais, that had he so wished he could have sold them at a profit of over \$50,000.

Instead of being the construction of the road and through varying fortunes succeeded in laying about eighty odd miles of rails to St. John. Some say that an air line distance is much less than that, but that is neither here nor there. Col. Greene succeeded in building the road, which winds along the shore of the most beautiful coast. It was first called the Grand Southern, but later took the chromatic name of the Shore Line, by which it is now known.

There are no great cities or towns

EARLY HISTORY

Of Railroads on the New Brunswick Border.

Now Connecting Links With the Washington County, Maine, Road—Col. Greene's Fight With Sage.

(Cor. Bangor paper.)

GALEAS, Nov. 5.—Three coaches have arrived here for the Washington county railroad, and they will run between this place and Bangor as soon as necessary repairs on the road are made. The cars came over the line from Washington Junction, and their arrival created considerable interest. It will be probably a week before trains are running regularly over this division.

The opening of the W. C. R. R. naturally revives local interest in the railroad history of this section of the world and suggests the struggles and changes in the railroad map of New Brunswick across the St. Croix river. The big fire which destroyed a large portion of the business centre of the city of St. Stephen some years ago, also consumed the record books of the New Brunswick & Canada road, and the exact data of the local railroad history is in a measure officially obscured.

A BIT OF HISTORY.

It appears that the first railway built in the dominion of Canada, in which naturally Calais was greatly interested, was the St. Andrews and Quebec railway, which was started in the early '40's. It was an ambitious project and the enterprising citizens of St. Andrews, which was then a smart little town, indulged great hopes in the thought that their town would become the shipping point for all the interior of Canada. However, the road was built but five miles to Chatham, where its terminus was for many years, owing to a lack of money.

In the early '60's capitalists got together and extended the road as far as Canterbury, N. B., and later extended it to Debec, hence six miles further on to Richmond, which is situated on the line between Houlton, Me., and Woodstock, N. B. Branches were later built to Bangor, 15 miles distant, and to Woodstock, 12 miles away.

By this time St. Stephen's citizens began to awaken to the realization that St. Andrews was likely to catch all the trade going to the dominion, and in 1864 a number of citizens organized what was called the St. Stephen's branch railroad.

The gentlemen who formed this company were F. H. Todd, William Todd, Z. Chipman, James Murdoch, F. M. Poirer, Robert Watson, John Bolton. The provincial parliament gave them a bonus of \$10,000 a mile to encourage them to connect with the St. Andrews and Quebec at some point. They selected the route to Waterbury Junction, and in 1867 freight and passenger trains began running. The length of the road was 10 miles. The following year this branch was leased to the St. Andrews and Quebec, and in 1872 by an act of parliament both roads were put in the hands of a new company called the New Brunswick and Canada railroad.

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as finding places along the route. It was rapid transit that was created—a direct route to St. John, and the colonel gave it to the public. The magnitude of his task attracted great attention in the railroad world, and Russell Sage and others became interested in the project. Russell Sage with others bought up the floating bonds of the road and later foreclosed. Then came a suit in which Colonel Greene was plaintiff and Russell Sage the principal defendant.

The suit dragged its weary tangle through a labyrinth of dominion courts and at last was taken up by the privy council of England and Col. Greene was declared the victor, and it is said that this judgment against Russell Sage was between \$40,000 and \$50,000.

Col. Greene is kindly remembered by the people of Calais and St. Stephen. All speak of his great pluck and determination, tell now in the teeth of adverse circumstances he pushed on till the Shore Line was a reality, how he went abroad and promoted his road and how at last he defeated Russell Sage, the railway magnate and millionaire. He endeavored, they say, to give this section a better service and if it is not what was anticipated, is not his fault, they say.

THE SAGAMORE.

His Favorite Contractor Entertains the Reporter in His Absence.

Jim Paul Explains How it is That His Eyes Stick Out With Fatness.

When the reporter visited the wigwam of the sagamore on Saturday he found that the old man had gone out in his palace car to further instruct his people in the principles of economy and reform. The only person in sight was Jim Paul. Jim had a well-faded appearance, and wore a necktie. The reporter observed it.

"Say, Jim," he remarked, "you are looking well. The new era of economy and reform has improved your appearance. The Millicote wave of prosperity has converted you into quite a high roller. Eh?"

Jim Paul was flattered. He winked at the reporter and jingled some coin in his pockets.

"I have noticed," went on the reporter, "that whenever there is a bridge to be built or a contract for work or axehandles given out, you get it. How do you manage it?"

Jim Paul winked once more, looked cautiously on all sides and then drew the reporter around behind the wigwam.

"You see that bridge?" he enquired, pointing to the one that rested at one end on a rotten log and at the other on a brush heap.

"Yes," said the reporter. "And you have no reason to be proud of the job. It's rank."

Jim Paul was not disturbed by this criticism.

"You should have put a fairly passable foundation under it," continued the reporter. "Why did you not put at least a sound log under each end?"

Jim Paul slapped his pocket till the coins jingled again. He seemed to regard that as a sufficient answer.

"You mean," said the reporter, "that the difference between a bad job and a good job went into your pocket?"

Jim Paul nodded.

"But how is it," said the reporter, "that you get all the jobs? I should think almost any ordinary redskin could make a brush heap."

"It's this way," replied Jim Paul. "When our chief wants job done he asks all these Indians to put in tender. They put in price for mighty good job. Then he tells 'um they're heap too high and he can't pay 'em. He changes his plans—I git that job—I put in good big bill—I git paid."

"But I have heard," said the reporter, "that you have got a monopoly of the business of pounding splints—that no tenders are asked for that work at all."

"That's so," admitted Jim Paul. "I got machine made to pound splints—I do it all."

"But don't the other Indians kick?" "If they do," quoth Jim Paul, "we tell 'um if that job is put up to tender when Micmac git it—them Micmacs they got machine too. We tell 'um we don't want to give no jobs to Micmacs—we want to keep 'em among ourselves."

"And do they accept that explanation and say nothing?" asked the reporter.

"These Indians," said Jim Paul, snapping his pocket again—"they believe anything."

"Well," said the reporter, "if I were a Micmac, you wouldn't get off so easy. I'd just say to you, 'Look here, Jim Paul, you're a humbug. Them Micmacs yarn is no good. We can get machine as easy as you can. We would get rich on half your grab. If the chief doesn't stop making you rich at our expense, and trying to fool us with a Micmac yarn, we'll water his grave with our tears and get a new chief.'"

Jim Paul's face was as expressionless as a board while he listened to this outburst.

"You want to fight?" he demanded, when the reporter had finished.

"Not with you," said the reporter. "You are not the one to be turned down. Your chief is the party that ought to be suppressed."

Jim Paul turned on his heel and started off. But he turned and came back a few steps.

"If you think you like to fight any time," he observed, "you kin come up here and ask for Jim Kitchin McManis (Peter Paul). That's me."

The reporter jotted down the full name, and said he would remember it. Then the bridge builder went away—his pockets jingling and his necktie floating gaily in the breeze.

E. B. McLeod, who for some years past has been on the staff of the Halifax Banking Company in Annapolis, has been transferred to the St. John agency.

LIB.-CON. MEETING.

At the Hall in Harvey Station, York County.

Speeches by C. E. A. Symonds, J. K. Pinder, M. P. P., and John Black, M. P. P.—A Local Association Formed.

HARVEY STATION, York Co., Nov. 7.—A liberal conservative meeting was held here tonight. The hall was fairly well filled and the speakers were listened to most attentively, and the many strong points against the government were heartily appreciated. Councillor Robert Thompson occupied the chair. The first speaker, C. E. A. Symonds, secretary of the county Lib. Con. Association, spoke briefly, but forcibly, dealing with the sins of omission and commission of the Dominion government. He arraigned in terse sentences their Yukon policy and concluded with an appeal for liberal conservatives to unite and be ready to oppose both local and Dominion administrations.

He was followed by James K. Pinder, M. P. P., who confined himself to local issues. He told of the struggles he had had on the public accounts, and showed how many thousands of dollars have been thrown away in the payments of excess charges, the mismanagement of his extorting information from the chief commissioner were much relished by the audience.

The last speaker was John Black, M. P. P. He dealt with the general financial condition of the province. He showed how fast not only the debt, but also the taxes were increasing. In vigorous language he dealt with the policy of the local government in withholding information which should belong to the people; and with their policy of having work done without tender, a policy which caused the province to pay two prices for the article.

At the close of the meeting a liberal conservative association of those opposed both to the government at Ottawa and at Fredericton was formed and elected as follows: Thomas B. Robinson, president; William Greve, secretary; Geo. H. Coburn, Wm. Hood, John H. Greve, John Taylor, John F. Petty, additional members of executive committee. Delegates for nomination of candidates were: Thos. B. Robinson, Wm. Hood, Wm. Messer, John F. Petty, Wm. Greve, John Rutherford and Robert Thompson, with the following substitutes: John H. Greve, Geo. H. Coburn and John Taylor.

A BRAVE LITTLE GIRL.

BANGOR, Nov. 4.—Mrs. Susan Leeman of Water street went out to her daily work, leaving her infant child in charge of her mother's daughter, though suffering from the effects of the cholera, caused by the children pouring kerosene into the stove. Seven-year-old Leslie, though suffering from terrible burns and risking her own life, refused to leave the tenement until she had brought her baby brother out with her. She may be disgraced for life, but will recover.

The best wash-rag is the hand. A little box in the water is desirable for removing the shilly lock.

J. H. MORRISON, M. D.

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