n the Maritime Provinces. SHIPPING NEWS. EMINENT AUTHORS.

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SIXTY KILLED.

loody Revolutionary aht in Venezuela.

ment Troops Storm the Sebas. ool of Cuidad Boliver—A

General's Head Blown off by a Shell.

DAD, Venezuela, Monday, July m .- The sight from one o'clock on has been horrible and hour the only places which st the onset of the government are the jail and the capitol. the afternoon the government which had received all the reents available, together with on and who numbered in all were ordered to make a attack upon all positions still the rebels. At 5 o'clock this the "Zamora" called ol of Cuidad Bolivar, was and captured. Ninety-four els were found inside, among ng General Azanza, one of the nary leaders, whose head had wn off by a shell. It is imrender an idea of the carich occurred at this point. At ne time Gen. Rivae, Gen. chief lieutenant, with 2,300 eeded in destroying a barricted around the Miranda e key to the capitol, where all ivors of the revolution were ted. All the roads and streets into the capitol are guarded ment troops and the escape pitol, which is inevitable, was They must either surren-At 7 o'clock tonight the e was taken after a ten

sixty killed as a result of Iton block where the Americ ulate and most of the foreign houses are located was can-5 o'clock. The revolution it provisions and water, the neir situation is considered

ght. A press representative

HRILLING EXPERIENCE.

FAX, N. S., July 21.— Harry n of Charlottetown had a experience in the Straits of Murray Harbor for Charlottein his gasoline launch. ear Point Prime, a storm came usk and compelled him to run for two hours in the straits, ecame lost in the fog. At ock in the morning the fog ssman threw out an anchor roke on the reef and compellto cut loose. She dashed upon the and Crossman found himcove with banks forty feet the surf with a rising tide in By the aid of wreckage he to work part of the way up k, where he remained till dand then climbed to the top, ob-

RY CORN CURES ARE DANGEROUS.

they contain acids, but Putainless Corn and Wart Exentirely vegetable in compo-Refuse a substitute for "Putit's the only sure, safe and SAWDUST MULCH.

ndianapolis News prints and ly instructive article calling to the great value of sawmulch for strawberries, onatoes and various other crops. ect. The sawdust keeps the ies from becoming gritty, the weeds and keeps the ius and plant food to the soil h leaf mould." In practice, it is different. does make a nice mulch ng strawberry plants, and it he soil, but it likewise ruins erry bed for the next either of oak or pine, any quantities to soil disfinctly deleterious plant growth. This e the subject of government, setting forth these e, if sawdust is very into the soil in moderata with good effect. My own

e with sawdust has seen greatest use in farm seenthe making of comforgable k of being struck by lighning mes greater in the comtrate

MR. BLAIR'S RESIGNATION

Some More of the Comments of the Press."

Wherein it Differs from Mr. Tarte's --- Fredericton Gleaner Won't Accept Blair's Statement-Got Too Big for His Position, Says Another Government Paper.

MR. BLAIR AND N. B. (Toronto News.)

The retirement of Mr. Blair appears to be essentially a personal matter. There are no indications that farreaching principles are involved in his action, and it does not seem that the ex-minister is the prophet, or will pose as the prophet, of any new political doctrine. In this respect his resignation differs from Mr. Tarte's. The latter's withdrawal was interesting not merely for its effect on the party in power, but also for its effect on the position and attitude of the ex-mi ter. Mr. Blair's resignation is of little interest save as it may affect Sir Wilfrid Laurier's government.

held command as an exponent of any particular set of political rinciples, has even owed very little of his power to the force of his personality. New Brunswick has loved him for his genius idea, but he was an efficient public in administering patronage to the best servant in his department. He peradvantage; and for many years past, formed his duties admirably. He unno matter to what political party he derstood detail. He was not dismayed belonged, he has successed in securing by the dryness of routine. He liked for that genius a considerable amount work. He was intelligent and faithful scope. Mr. Blair's strength was the strength of the provincial premier, of the minister of railways and more difficult scene. His New Brunscanals. Now the Laurier government wick training peeped out once in a mier, of the minister of railways and has lost Mr. Blair, but it has not lost the ministry of railways and canals. The ex-minister's successor may not organize that department as a political influence with quite the same success; but New Brunswick will undoubtedly pay more heed to the Inter-colonial than to the question of who is at its head. We do not think it is suggested that

Mr. Blair's loss will be seriously felt beyond the field of the government railway. He was not much in the pub-lic eye in Ontario and Quebec, and he had no grip of the West. Opposition journals, in their willingness to make the most of his retirement, are pointing to the railway commission bill as the culmination of his public services. But admirable as that measure is, it is incomplete; and ably as Mr. Blair may have piloted it through, it is far from being of his inception or his initative. What the opposition press alludes to as the factious attitude of ex-minister in recent sessions may be tamount to saving that Mr. Blair had schal following in the house, and that his influence was almost wholly due to his position in the cabinet.

He saved the provincial government in the last election by the aid he render-ed, not as a liberal, for the best elen ents of the old liberalism refused to admit the presence of national party issues, but as the head of the Intercolonial railway. The province of New Brunswick has suffered for many years from the rule of coalition govments, and the effect upon its gen eral political morality has been much the same as in British Columbia. The electorate has a record for instability of opinion, inclining almost always to the side of immediate pecuniary benefit. It has honored success and execrated failure with great consistency and unless it can be convinced that the next administration of the Intercolonial railway will be conservative we do not anticipate that it will change its politics because its former premier found it impossible to stay in the government. If it is so convinced we doubt if even Mr. Blair could have held It in line. Such is the nature of political gratitude.

WON'T ACCEPT BLAIR'S STATE-

MENT. (Fredericton Gleaner, Liberal.) The statement of Sir Wilfrid Laurier and the expression of view of Mr.
Blair in the house of commons yesterday as to the reasons which led up
to the resignation of the minister of
railways and canals is quite disappointing. It may be that the public
did not look for a full, frank and open
opinion, but it is an exceedingly unpossonella proposition for any memLatchey of Sackville, Rev. M. A. Mc-The statement of Sir Wilfrid Laureasonable proposition for any member of government to think that the public will accept, that Mr. Blair's resignation was influenced largely by the fact that there is a possibility of the Grand, Trunk Pacific paralleling the Intercolonial railway. Public men the Grand, Trunk Pacific paralleling the Intercolonial railway. Public men may be expected to say many things they will have a hundred and one reasons to advance why Mr. Blair resigned his office this week, but the public will probably never be taken into the confidence of the principals. Our view, however, is that under the liberal government's management, or mis-management, or whatever it may be, the Canadian Pacific railway and the Grand Trunk have come into con-

the scheme from the beginning, but we have no hesitation in admitting that the ex-minister has not been blinded by any interests which do not usually downers. It wishs seem not usually dominate. It might seem strange, but it is not at all improbable that Mr. Tarte, undoubtedly the ablest man in the public life of Canada today, is at the bottom of what may appear to us to be the trouble.
If so, there may be a fusion of interests which before long may give Canada a policy which may advance her material interests.

HE PASSED FOR WHAT HE WAS.

(Toronto Star, Government.) Like all maritime people, he loved that railway for keeping the little trinity of seaward provinces in touch with the rest of the world. Like all the maritime politicians, he looked on it as a convenient thing in the business of politics, besides binding national sentiment together. It came to be with him a fad, and his ideas as to its future would not give way to the ccunsels of expediency. At any rate, the government railway threw its champion. * * * There is no necessity for magnifying Mr. Blair to heroic size. He passed for what he was, the premier of a small province, promoted to a larger place, acquitting himself well under the circumstances He rose to these more responsible duties, as Sir Wilfrid Laurier expected then, unfortunately, he got beyond them. It became evident lately that Mr. Blair had formulated a new the-ory of his ministerial functions, nameory of his ministerial functions, namely, that each minister was the autocrat in his own department, and grippe at Kingston.

The cabinet meeting on Saturday moreover, dictate the policy of the most discordant in the history should, moreover, dictate the policy of the government on all the matters cognate to his department. * * * There is a tradition that all the big men in dominion politics come from

the maritime provinces. The tradition probably had its rise in the force, dis-tinction and pertinacity of Sir Charles Tupper. Of course, it is only a tradition. We have had only one premier Wilfrid Laurier's government.

In estimating that effect it must not be forgotten that Mr. Blair has never ministrators. Mr. Blair was one of them. He was not of the epic mold of the Fathers of Confederation. It would be hard to imagine him welding a nation, or creating any monumental while. They are very sectional down there. Mr. Blair had to correct a tendency that way. Sometimes it over-

THAT LANGUID PRELING

rode him.

IS NOT THE WEATHER-IT MEANS THAT YOU WANT TONING UP -TRY DODD'S KIDNEY PILLS AND DODD'S DYSPEPSIA TAB-LETS.

days when people have that languid feeling, when they would be satisfied to throw work and ambition to the winds, to sacrifice everything to the desire to rest.

You blame it on the weather.

It's not the weather, it's the condia combined treatment of Dodd's Dyspepsia Tablets and Dodd's Kidney Pills. They will put an edge on your appetite, start your blood circulating and process of the locality when the locality work in the locality when the locality and make you ready to enjoy your holidays. They've done it for others. holidays. They've done it for others. Mrs. John A. Lawrence, of Maple Grove, N. S., has tried them. She

"I have used six boxes of Dodd's Kidney Pills, and six boxes of Dodd's this report your correspondent learns on excellent authority that there is joyed as good health for years."

Others will tell you the same. Try it.

FOR FOURTH TIME

Lightning Struck in Exactly the

THE WEIRS, N. H., July 21 .- During a thunder storm which passed over Lake Winnipiseogee today lightning struck and badly damaged the house occupied by H. S. Curtis, the farm superintendent at Governor's Island The interior of the building is almost a total wreck. This is the fourth time that lightning has struck in this same

WITH EASTERN BAPTISTS. SURREY, Albert Co., N. B., Juy 21 .-The Eastern Baptist Association closed its annual meeting, which began on W. S. Cox. E. M. Sipprell of St. John, spoke for the Messenger and Visitor, and Professor Keirstead advocated the and Professor Keirstead advocated the interest of Acadia and the affiliated institutions. The number of churches was increased by two during the year. The Rev. Milton Addison, pastor of the Valley church, which entertained the association, managed the business with much tact and ability. He is very population of the property of the professor of management, or whatever it may be, the Canadian Pacific railway and the Grand Trunk have come into condict, and Mr. Blair has foreseen that the C. P. R. is the bigger corporation of the two. We think this opinion will be borne out by developments. It is nonsense to say that any public man would resign office, position, and suffer-loss of prestige simply because seven or eight of his colleagues with whose opinions he was not unacquainted, desired to parallel a line of railway.

The Grand Trunk railway, with the gastern railway and the following ministers: Rev. J. B. Seelye, Rev. A. B. Seelye, Rev. A. B. Seelye, Rev. A. B. Seelye, Rev. A. B. Scatuon, managed the business with much tact and ability. He is every popular that and ability. He is every popular to a fall, We have come into condition, and suffer-loss of prestige simply because seven or eight of his colleagues with whose opinions he was not unacquainted, desired to parallel a line of railway.

The Grand Trunk railway, with the gastern railway and the following ministers: Rev. J. B. Gannog of Hillsborf, Rev. R. B. Eterns, Rev. L. M. G. Colpitts, Rev. L. W. Davies of Salisbury, Rev. J. H. Hughes of St. John, Rev. R. Elliott of Alma, Rev. H. H. Saunders of Elgin, Rev. John Williams of Shednach and endorsement of some members of the Hiberal party, have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall. We have been riding a good party to a fall we have been followed and the following ministers: Rev. J. B. Seelye, Rev. A. B. C. Berr

PARLIAMENT.

OTTAWA, July 17.— Hon. Mr. Pre-fontaine complained of an article in the Montreal Star which blamed the govment for being responsible for the wreck of the steamship Monterey. The minister says the wreck took place in foreign waters, and the Canadian government had nothing whatever to do

with it. Mr. Borden inquired on what date the house might expect an announce-ment of the government's policy re-garding the Grand Trunk Pacific. Five months of the session had almost elapsed, and yet one of the most important measures in many years had still to be brought down.

Sir Wilfrid Laurier said Borden's request was not unreasonable. He hoped to bring down a resolution early next week. However, Mr. Borden might renew his question on Monday. Mr. Borden—"I shall certainly do

that." The bill to amend the act creating the Ottawa improvement commission was considered in committee. The bill authorizes the commissioners to borrow \$250,000 and extends the annual grant of \$60,000 from ten to twenty years.

The house then went into supply taking up Hon. Mr. Sifton's estimates he would when he chose him, and sifton says the new geological museum then, unfortunately, he got beyond will be commenced this year.

OTTAWA, July 19.—Fowler, M. P. for Kings, N. B., has gone to Winni-

was the most discordant in the history of the Laurier administration. The Grand Trunk Pacific project was again under consideration, and what agitated the ministers was an intimation received from some liberal senators that in the present shape they will never swallow the scheme. The secession of half a dozen liberal senators will mean DR. J. COLLIS BROWNE'S half a dozen liberal senators will mean the defeat of the project, and it is stated that fully ten are prepared to vote against the subsidy bill. This news agitated the ministers and led to con-siderable recrimination. Since Blair's retirement some ministers desired to drop the project altogether, but others pointed out that the matter had gone so far that to evince such weakness would be positively fatal to the party in the general elections, hence the scheme will have to be gone on with. But when it comes down it is expected there will be considerable modifications of the proposal as originally outlined by the government press, in order to meet the views of discordant senators. It is recognized that if the upper house fails to endorse the government's proposals Blair's position will be fully justified and the government correspondingly weakened, hence to avoid such a contingency modifications in the scheme must be made. One point of the proposed agreement with the Grand Trunk Pacific troubling the ministers is in reference to the con-struction of the line from Winnipeg to Moncton. Some ministers desire railway company to build the road, others that it should be constructed by a commisssion appointed by the gov-ernment. The decision on this point These are the days of lassitude, the will be awaited with interest by the country. Stirring times are in store in Ottawa this week, and many parliamentarians in the government side with the Grand Trunk Pacific project

Local correspondents of Labor Gation of your system. It's clogged up— zette, who are compensated at the rate you're run down. Your appetite is of \$100 a year, are kicking because zette, who are compensated at the rate bad and your circulation is worse. If their duties are almost quadrupled, you want to feel bright and fresh, try

had never been born.

minion government for the position of Alaskan boundary commissioner, in succession to the late Judge Armour. His fitness for office no one who has watched Aylesworth's career at the bar will gainsay. With reference to positively no truth in it. Aylesworth had already refused a supreme court jurgeship. A close friend of his says nothing has intervened since that time to induce him to change his mind. OTTAWA, July 20 .- Mr. Borden, in house this p. m. read a telegram

he had just received from the mayor of Fort Francis, Ontario, complaining that the mail service to that town had been practically suspended for seven days, paralyzing business, and greatly inconveniencing the citizens. The tele-gram concluded: "If this is economy, it is practised at a ruinous cost."

Sir William Mulock, with some irritation, complained that Mr. Borden had adopted unfair methods in presenting this matter to the house. He thought it would have been better to

ask for a private explanation. Mr. Borden retorted: "As far as I am concerned, if such a communication comes to me as a member of the house on a matter of public importance, I shall consider it my duty to bring it to the attention of the govrnment in order to obtain such information as they may think fit to

A long discussion took place on Hon. Mr. Prefontaine's bill to amend the fisheries act, the principal provision of which permits the minister of marine to issue licenses for purse seining in the waters of British Columbia, Members on both sides of the house who knew all about the subject, or think they do, gave their views in respect to both Atlantic and Pacific waters, called attention to the arbitrary powers conferred upon the minister and expressed the hope that in issuing licenses he would see that political opponents got fair play. A clause committing the killing of whales, porpoises, etc., by explosives was carried, but that authorizing the use of trap nets in British Columbia waters conferred upon the minister struck out.
Mr. Fowler was informed by Hon.

Mr. Prefontaine that Israel Nobles, lighthouse keeper at Hatfield's Point, Kings Co., N. B., and Capt. Bishop, harbor master at Albert, N. B., had been dismissed from the service in the

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DR. J. GOLLIS BROWNE'S

FREDERICTON, N. B.

THE ILLUSTRATED LONDON NEWS, of Sept. 26, 1895, says:

"If I were asked which single medicine I should prefer to take abroad with me, as likely to be most generally useful, to the exclusion of all others, I should say OHLORODINE. I never travel without it, and its general applicability to the relief of a large number of single aliments forms its best recommendation."

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IS THE GREAT SPECIFIC FOR Diarrhoea, Dysentery, Cholera. CAUTION.—Genuine Chlorodyne. Every bettle of this well known remedy for COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHOEA, etc., bears on the Government Stamp the name of the inventor—

DR. J. COLLIS BROWNE. Sold by all Chemists at 1s. 11/d., 2s. 9d and 4s. 6d. Sole manufacturers. J. T. DAVENPORT, Limited





bring down its long promised G T measures. There was no notice on the order paper of any resolution, and possibly Sir Wilfrid might be in a position to give some information Laurier replied he could not say exactly when the government policy would be announced, but certainly this

The redistribution committee held meeting tonight, at which Toronto city boundaries were discussed and two rival propositions put in. Cape Breton Island loses one member, making four instead of five. The government pro-posal is to join Victoria county to Cape Breton county and give the joint counties two single member constituencies in place of three, with Sydney harbor as the dividing line.

An animated discussion took place on the item of \$56,940 for repayment to Peterson, Tate & Co., the amount of their deposit and interest at 3 per cent of the fast Atlantic contract Borden drew attention to the boasts with which the liberals had heralded the fast line contract and how it had petered out to nothing, as many of the schemes of the liberals had. Mr. Osler thought the money should be paid back, the country thereby getting cheaply out of a bad bargain.

Mr. Monk agreed that the money

Considerable discussion took place as to whether a contract had been signed and not with the Allans, and what steps Sir Charles Tupper took before going out of power.

Sir William Mulock said Sir Charles Tupper had arranged a fast Atlantic

should be returned, but not the inter-

service contract, but it was a bad one and was not signed. Mr. Borden pointed out this was not the case, as all that was required to the contract was the assent of the governor general, and this could not be obtained. Mulock said he failed to see that the

country had suffered any by reason of there being no fast Atlantic line; indeed the necessity for one was a much-disputed question Mr. Monk considered the frank admission of Mulock a most important one, and one that the people should not lose sight of.

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OUR FAMOUS DOT PUZZLE,

This Contest Closes at 8 O'clock P. M. Wednesday, August 12th.

All subscriptions sent by mail must be posted to reach this office by that time.

CONDITIONS:

Every subscriber, new or old, will be entitled to one guess on the number of dots with every dollar paid on scription account, but one subscription must be paid in advance with the coupon. Those paying their arrearages on the SEMI-WEEKLY SUN and one year in advance will be entitled to one ess for each dollar paid. If you pay two years in advance you will be entitled to two guesses, and so on. Old subscribers will be entitled to one guess for each dollar paid on the SEMI-WEEKLY SUN, but all arears must be paid. The regular subscription price of the SEMI-WEEKLY SUN is \$1.00 per year. WHEN PAID N ADVANCE, 75 CENTS.

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Cash prizes amounting in the aggregate to \$125 will be awarded to the lucky participants in the Dot Contest who send in the first 25 correct or nearest correct estimates of the number of dots contained in the above diagram

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Fourth Prize	10.0
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Mand Township Deliver Of OO and	D.U
Next Twenty Prizes \$1.00 each	20.0

TO CONTESTANTS

NO ONE CONNECTED with the SEMI-WEEKLY SUN, not even the manager, knows the correct count of these dots, or will know until the contest closes and the answer, with diagram, is received from the patentee. That the contest may be absolutely fair and above suspicion, all employees of the SUN and their families are barred from the contest.

THERE IS NO TRICK about the puzzle. It is absolutely a matter of skill and ingenuity THE RESULT of the contest will be published in the SEMI-WEEKLY SUN FRIDAY, AUGUST 14th, together with the names of all the lucky counters and the amounts THEY RECEIVE CUT THIS COUPON OUT AND MAIL TO SUN OFFICE.

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