POOR DOCUMENT

MC 2033

HITCH WITH THE ALDERMEN; MR. ROBERTSON SAYS DOCK PROJECT MAY BE BLOCKED.

Dock Company Finds it Necessary to Have Lots Which Are Under Lease to West Side Men, as C. P. R. Declines to Give Up Tracks, and a $100,000 Draw Bridge at Dock Entrance is the Next Thing.

There is a hitch which Geo. Robertson, M. P. P., president of the Imperial Dock Company, says may delay or prevent the building of the dry dock in Carleton.

It came about Wednesday afternoon at a meeting of the board of public works at which Mr. Robertson on behalf of the Dock Company asked the board to recommend that the city expropriate the Sleeth, Quinlan & Co., and Gordon nail work properties at the site intended for the dock entrance.

Mr. Robertson claims the property he wants the city to expropriate was included in the free site the city offered in the first place.

The board of works, after considering the matter, decided not to recommend the council to expropriate the property in question.

Upon learning of this action, Mr. Robertson said that should the council uphold the board of works in this decision it would hold up the dock project.

As he explained to the board yesterday, the dock company's plans are of necessity changed somewhat by the attitude of the C. P. R., which will not consent to have its tracks moved from Union street. This means that it will be necessary for the Dock Company to build a draw-bridge at an approximate cost of $100,000 to permit at once the continued use of Union street by the railroads and city, and the entrance and exit of vessels to and from the dock.

Mr. Robertson feels that as these properties were in the original site granted by the city, the Dock Company should not be called on to pay the costs of expropriation, the surrender of leases, and the improvements.

What Transpired at the Meeting.

There was a full meeting of the board and the delegation from the dock company present were George Robertson, M. P. P., Louis Coste, Thomas McAvity, Jas. Manchester and John H. Thomson.

In the absence of Chirman Christie at the beginning of the meeting Mayor White presided. The aldermen present were Messrs. Maxwell, Lewis, Macrae, Baxter, Tufts, Robinson, Tilley, Motholdrick, Millidge and Bullock.

Mr. Robertson said the Imperial Dry Dock Company have now most substantial reasons why they can carry their project to a successful issue. It was a very important matter for the city. Mr. Coste, who is acting as engineer for the dock company, had, with the speaker, waited on the C. P. R. at Montreal to find the views of the railway company regarding the tracks running along Union street. The dry dock company had an idea that a new entrance for the C. P. R. to Sand Point from the Bay Shore through Carleton might be made by a tunnel running from the southwest corner of the mill pond to the Bay Shore, and if that were carried out it would mean that the railway could use the Rodney street side of the pond and the south side of the pond for their tracks and the tracks now running along Union street could be done away with and thus leave the entrance to the dock free.

In the discussion, Mr. McNichol, vice-president of the C. P. R., and Mr. McHenry, the engineer, and Mr. Hurst, the manager of the C. P. R. steamship business, showed themselves adverse to the tunnel scheme, but were greatly in favor of extending their wharves down to the southward along the beacon bar.

The only thing left for the dry dock company to do was to build a bridge at the entrance of the dock on Union street and this will cost the company not less than $100,000. The city had granted a site for the dock company and had given an exemption of taxes for forty years. It is on that resolution that the delegation were present at the meeting so that there should be no misunderstanding. The expense of the bridge would be large.

If arrangements are completed it will not be later than November next before a start is made on the building of the dock. In making the approaches for the bridge they will require the property now leased by Sleeth, Quinlan & Co.'s granite works, and J. J. Gordon's nail works and about 400 or 500 feet will have to be dredged up the pond. It would be at least a year and a half before they would want the Gordon property.

Mr. Coste presented plans of the proposed dock and surroundings. He showed that from the soundings made in the Carleton mill pond, the dock can be built only in one place on a rock bottom. On either side of this section the soundings show the rock to be slanting at a depth of from forteen to sixty feet from the surface and unfit for a dock bottom. The dock would be 600 feet long and capable of holding a vessel 630 feet long by having an opening at one end for the ship's bows. The entrance would be of granite and concrete on a forty foot bottom. If the company have to build the bridge it must have a 100 foot span and with this vessels of 550 feet long would have their bows in the centre of the dock bridge and the stern near the South Rodney wharf, as the dock would run on a line to the southwest from Union street.

If there was any possible way of doing away with a bridge it would be a good thing. Mr. McHenry, the C. P. R. engineer, said the only thing they wanted Union street tracks for was in view of reaching the new wharves if built on the northern side of the division slip. The dock is going to be an expensive piece of work and he could not say under $1,000,000. A ship 600 feet long would have her stern against the South Rodney wharf when entering the bridge. The slip would have to be dredged.

John H. Thomson said the C. P. R. did not want South Rodney wharf so particularly, it was wharves down the bar.

Mr. Robertson said the bridge and dredging would be extra expense to the dock company. He would not retain the presidency of the company if he could not see a financial end to it. They were now taking levels to see how much earth would be taken out and this would be used to fill up other sections of the pond and the works now on the leased ground on the northeast corner of the pond could be moved to some other portion where they could find valuable property for manufacturing establishments. Mr. Robertson said Mr. Coste would be in the city until Friday afternoon. He wanted nothing unreasonable or to do anything to inconvenience the present tenants. The dock company would require this land or they could not go on with the work.

The delegation then withdrew, and after a special meeting of the committee of aldermen and bank managers, the board of works was again called together and after a brief discussion the board decided to recommend to the council the request of the dock company for the expropriation by the city of the Gordon and Sleet, Quinlan & Co. properties be refused.

The Mayor Gives City's Position.

The action of the board of works was the subject of an interview with Mayor White by a Telegraph reporter Wednesday evening.

Mayor White, when asked if he could explain the motive of the aldermen, said it was probably due to the fact, that under the original terms of the agreement between the city and the dry dock company, the city agreed to grant the company exemption from taxation, $2,500 a year, and a free site, which included the properties under lease by the Gordon Nail Works and Sleeth, Quinlan & Co.; but the city did not agree to pay for the improvements made by these companies in the meantime. Since this agreement was made the leases of these companies had run out and the city had renewed them for another term, and these leases had about five years yet to run.

The dock company finding that it was going to cost them a good deal more now to build the bridge than they at first calculated on, wanted the city to expropriate the properties held by Sleeth, Quinland & Co. and the Gordon Nail Works, which give the only available site, paying these companies for their improvements and the damages they might claim for the surrender of their leases. The government had agreed to pay only on the actual expropriation, and he thought that the council in considering these matters, and refusing to sanction the expropriation of the properties, had simply acted in accordance with the terms of the original agreement between the city and the dry dock company. The city was quite willing to grant the dry dock company this site, but the matter of settling with the companies who had the properties leased, for their improvements and the surrender of their leases must, the mayor thought, be a private arrangement between them and the dry dock company. If this should prove to be more than the dry dock people were willing or able to do, the city was not to blame.

ENOCH B. COLWELL DIED THURSDAY NIGHT.

For Many Years He Was an Alderman of the City.

Was Deputy Mayor and Ran for Office of Chief Magistrate—An Extensive Dealer in Fish—He Had Been a Sufferer from Paralysis.

Enoch B. Colwell, one of the most prominent citizens of the west side, and a man who has been identified with civic affairs for the last twenty years, quietly passed away at his residence, 105 King street west, about 9 o'clock Thursday night, after a lengthy illness, of paralysis.

Since December last Mr. Colwell has been suffering, but it was not until the middle of February that he was obliged to take to his bed, and since that time his condition gradually grew worse until he passed away Thursday night.

Enoch B. Colwell was the son of the late William and Millicent Colwell, of the west side. He was fifty-four years of age, born in Carleton, and unmarried. His father conducted a wholesale fish business in Carleton, and about the year 1879 Enoch B. Colwell entered into business with his father. After his father's death and up to last December, Mr. Colwell conducted the business, also dealing in coal; but when he was at last obliged to take to his house as the result of his illness, the business was taken over by his nephew, Charles E. Colwell, the present proprietor, and with whom Mr. Colwell resided up to the time of his death. An extensive fish business with the West Indies was done.

The deceased first made his appearance in civic circles about the year 1884, when he was elected alderman for Guys ward. He held this office up to last year, with the exception of three years. He has been deputy mayor and at the time of the last civic election ran for mayor in opposition to the present chief magistrate, but was defeated.

Deceased is survived by one brother, two sisters, three nephews and three nieces. William Colwell, brother of deceased, is in the States. The nieces are Miss Alfred Drake, of Vancouver (B. C.); Mrs. Lizzie Boyd, of New York, and Mrs. Fanny Whipple, of Worcester (Mass.), and the three nephews are Charles E. Colwell, of Carleton; William Colwell, of New York, and John Colwell, of Worcester (Mass.)

Mr. Colwell was a member of the Union Club. He numbered many friends, and among them were not a few whom his generosity had helped to bear burdens which poor circumstances made hard.

TAXING OF BANKS.

Civic Committee and Representatives of City Monetary Institutions Confer.

The committee to consider changes in the law relating to the assessment of the banks in the city met Wednesday afternoon, Ald. Maxwell in the chair. Representatives of all the banks except the Bank of Nova Scotia and the Halifax Banking Company, were present, and there was a short informal discussion.

E. M. Shadbolt, of the Bank of Montreal, was of opinion that the system proposed was a fair one if applied to all, but that the rate proposed was excessive. It was agreed that at the next meeting a statement should be exhibited showing the details which would have been required had the city's bill become law at the last session of the legislature. Mr. Sharp, chairman of assessors, was asked to submit a statement showing the amount assessed against each bank in respect of its business for the past five years. The committee adjourned to meet again at the call of the chair, which will probably be in the latter part of June, when J. G. Taylor, of the Halifax Banking Company, who has given the subject special attention, will be at liberty to attend.

A pocketbook containing a small amount of money can be recovered at the North End police station. It was found on Main street.

WAS IN A CRITICAL CONDITION.

System was Run Down.

FELT DROWSY AND MISERABLE.

Burdock Blood Bitters

BUILT UP THE SYSTEM AND ADDED TEN POUNDS IN WEIGHT.

Mr. Ed. J. Harris, Newbridge, Ont., was in poor health, but has now been restored to full health and vigor. Here is what he writes us: "Last spring I was in a very critical condition, my system was all run down. I felt drowsy and miserable, and thought I would surely die if I did not get something to build me up. After reading one of your almanacs I decided to try Burdock Blood Bitters, and before I had taken two bottles I had gained ten pounds in weight, and am now in perfect health, and I can certainly recommend Burdock Blood Bitters to build up the system."

BURDOCK BLOOD BITTERS

Is the best Spring medicine on the market to-day. You may need one this Spring, if so, get B.B.B.

SUSPENSION BRIDGE NEW FLOORING WILL BE LAID AT NIGHT IF POSSIBLE.

Object is Not to Interfere With the Traffic, Which Averages 1500 Teams a Day—New Double Flooring to Be Put On—Busy Chief Commissioner Has a Number of Public Works Under Way.

Hon. C. H. La Billois has arranged to give good attention to the suspension bridge at once. The bridge is to be given a new double flooring of birch just as soon as the lumber can be secured—about ten days, it is thought. Some was hauled to the bridge Thursday, but the work will not be begun until all is on hand and then it will be rushed. Alfred Haines, of the provincial public works department, will superintend the work, which will be done at night if possible.

Hon. Mr. La Billois will introduce a new method of sweeping the bridge. Now a man does it with a broom and sends the sweepings into the river, although some goes on the underwork of the bridge and when rain comes the effect is to rot the timbers. A barrow will be provided now and the sweepings carted away. Later, probably a sweeper to be hauled by a horse, will be introduced. Hon. Mr. La Billois inspected the bridge yesterday. He says the work of re-planking will be done at night, as much as possible, if it can be arranged and this will prevent interference with traffic.

There are very few people who realize the immense amount of traffic there is daily across the suspension bridge. Caretaker Burns recently counted 1,800 teams crossing the bridge in one day, and there is an average of about 1,500 daily. Besides this team traffic, about 4,000 pedestrians cross the bridge daily, and on fine Sundays this number is more than doubled.

The chief commissioner and A. R. Wetmore, provincial engineer, have arranged to meet the gloucester members at Bathurst in a few days to look into the condition of the Bathurst Basin bridge, a structure of considerable length, which was built many years ago and is now considered necessary to receive repairs.

Mr. Wetmore has just returned from Buctouche where he was in connection with the stone and steel bridge. The substructure will be put under contract in the next few weeks.

The contract for the superstructure of the stone bridge at Oromocto has been awarded to the Dominion Bridge Company. On account of the accumulation of work with the different manufacturers of bridges, it is thought the contractors cannot expect to have the superstructure on until late next winter.

Arrangements have been made with the city of Calais (Me.) for new flooring on the international bridge, Calais to pay for repairs on the American end, the government to pay for the St. Stephen end work. The repairs are now under way on both sides.

The contract for a stone bridge over the Shepody River, Albert county, has been awarded to C. J. B. Simmons, of St. Marys, York county. The figure is in the vicinity of $9,000.

The chief commissioner is planning to shortly put under contract the Sand brook bridge at Clarendon, Charlotte county, in which many St. John people are interested. It is used much by fishermen and lumbermen besides by the residents. A freshet had carried it away.

Benj. Haines has gone to Little River, Madawaska county, to put up a temporary bridge there, Mr. Clair, M. P. P., reporting that it was impossible to place a ferry, because of the heighth of the water.

MR. DOWNIE, MR. OBORNE'S SUCCESSOR, IS HERE; HAS PROMOTED ONE OFFICIAL.

William Downie, the new general superintendent of the C. P. R. Atlantic division, is in town.

Mr. Downie received a Telegraph reporter in his car immediately after arrival, Mr. Oborne, in his genial way, acting sponsor for the newspaper man. Mr. Downie is a vigorous, good looking man, a very pleasant conversationalist and, judging from kind'y reception given his first callers, his popularity in the west is not hard to understand.

Mr. Downie said he is now in charge of this division of the road. He and Mr. Oborne came to Megantic Wednesday morning and then travelled on a freight as far as Brownville Junction so as to get a look at the road in daylight. From Brownville they came to the city Wednesday night, accompanied by officials who had gone out to meet "the new super."

Mr. Downie's first official act was to appoint Charles W. Burpee, roadmaster of the St. John section, to be division superintendent at Brownville Junction. Mr. Thompson has been promoted to be superintendent at Moosejaw (Assa.)

Mr. Downie was never in St. John before. He was seventeen years on the Pacific coast, he said. He has made himself conversant with the conditions of traffic here as much as possible and has looked into the winter port business, also the plans for provision of more steamer berths at this port, but as to all these matters he preferred to make no statement until he could speak from personal observation. Away out west there was nothing but favorable words for St. John and its harbor, he said.

As to his own plans, Mr. Downie said he did not come here with any fixed idea for changes in conditions but this would also come under the heading of matters of which he would not speak at present. He proposed inspecting the terminals and then going over the whole of his division to become thoroughly acquainted with it.

Mr. Downie was reminded of the evidences of appreciation of himself which marked his departure from the west and he replied by saying Mr. Oborne should be proud of the send-of St. John had given him on his departure for Montreal.

The new superintendent will make his home at the Royal Hotel for the present. Western papers tell that before he left Nelson the steamboat employes of the C. P. R. presented to him a book case and several sets of works and his office staff presented a cut glass liquer set.

The Changes in Officials.

Mr. Thompson, the Brownville superintendent, who has been transferred to the superintendency at Moosejaw (Assa.), was very popular with the men and officials on the Atlantic division. He entered the service of the Toronto, Grey & Bruce Railway on April 21st, 1872. This road came under the C. P. R. in 1882, when Mr. Thompson was made trainmaster at Toronto and in May, 1884, he was promoted to be superintendent of Toronto terminals. In November, 1891, he was advanced to superintendent of the Owen Sound section. On May 1st, 1896, he was appointed to be superintendent at Brownville Junction.

Charles William Burpee, who succeeds Mr. Thompson, was born at Keswick, York county (N. B.) in 1862 and entered the train service of the N. B. Railway on April 5th, 1877, as yardman at Caribou (Me.) From 1881 to 1884 he was conductor of the passenger train between Woodstock and Edmunston. In 1884 he was promoted to be roadmaster of the Edmundston & Aroostook branches of the N. B. Railway, and was transferred to the same position on the Woodstock section in 1888, and under the C. P. R. was made roadmaster of the St. John section in 1897.

Mr. Burpee is very popular with all classes of railway men and is known as a most practical man who has worked his way up step by step. In his new position under the new general superintendent, he will have charge of the main line, St. John to Megantic (Me.), also the Fredericton and Fairville branches, a mileage of 332 miles, with headquarters at Brownville Junction.

Talks of Kent County Railroads.

Railway building promises well in Kent county. Gilmour Brown, C. E., of Fredericton, went to Kent countyWednesday to carry on survey work for the Kent Northern extension and the Beersville railway.

The Kent Northern Extension will be forty-two miles long and will run from Kent Junction to Chipman, there connecting with the New Brunswick Coal & Railway Company's line to Fredericton. Mr. Brown said last night that with these two lines completed and with steamship connection, Richibucto to P. E. Island, a passenger could entrain at Fredericton and be on the Island in five houhs. There would also be good opportunity for freight business. The charter has been granted and subsidy would be considered later. He hoped to see the line in operation eighteen months from now.

The other road—the Beersville—will run from Adamsville on the I. C. R. six or seven miles to the Beersville coal mine, the property of the Imperial Coal Company. Charter and subsidy have both been granted and Mr. Brown expects that coal will be carried over the road four months from now. He was in this mine a week ago and says it is a good property. The coal is of excellent quality and conditions are such that mining operations are not difficult. He thinks when under way 200 tons a day can be taken out and it is estimated there are 6,000,000 tons in the field.

Steamer Ocamo, instead of coming here first, went to Halifax this trip, because she had a full freight for that port.

SERIOUS LUMBER SITUATION.

Large Quantity of Timber May Be Hung-up for Lack of Rain.

Advices from up river are that well on to 35,000,000 feet of logs will be hung up. The logs were all coming to St. John. The estimated cut was about 135,000,000, but the deep snow interfered with hauling operations, and many operators had to leave logs in the woods. It is not unlikely that from 3,000,000 to 5,000,000 were abandoned. The remaining 25,000,000 or 30,000,000 will be hung up because of the lack of rain and the rapid falling of the water in the streams. Stetson, Cutler & Co., Dunn Brothers, Cushings and Murray & Gregory are all affected. In fact, Hilyard Bros. alone got all their drive out and they, like others, had to leave some behind in the woods. On the Oromoctor, Moore has 2,000,000 hung up, and other operators half a million, while Patterson left 1,500,000 in the yards.

The whole situation is serious so far as St. John is concerned, but a few days heavy rain might make everything all right.

LIGHTNING REMEDY FOR CRAMPS.

Some people have cramps pretty often, others now and again. But when you do have them it's a mighty quick relief you want. Polson's Nerviline is as sure as death to relieve cramps in five seconds—it's instantaneous, just a few drops in sweetened water and the pain is gone. Buy a bottle of Nerviline today, and keep it handy. Nerviline is a common household necessity and only costs 25 cents.

A LAME BACK MEANS Sick Kidneys.

DR. SPROULE, B.A., the English Specialist, will Gladly Give You Advice Free in regard to them.

If your back is lame it's a pretty sure sign that your kidneys are out of order. The kidneys are the blood filters of the human system. Their work is the removal of waste material from the blood. If the kidneys are not doing their duty properly it means that the whole system is being slowly but surely poisoned. Kidney trouble calls for prompt and skilful treatment in its earliest stages. It's foolhardy to neglect it.

If you have the slightest suspicion there is anything wrong with your kidneys attend to it at once. The more trivial affections of the usual organs, when neglected, often pass into serious and fatal troubles, of which Bright's Disease and Diabetes are the most insidious and deadly. No one should be so rash as to attempt the treatment of so dangerous a disorder as kidney disease without the aid of the best medical skill. Especially should you beware of the various so-called "kidney cures" so widely advertised. Infinitely harmed by the use of these medicines many cases the unfortunate sufferer is suited to the very numerous that are not at all suited to his condition. No one medicine is suited to the very numerous diseases of the kidneys. Each separate case must be studied out separately, and suitable treatment provided.

You will make no mistake in seeking the advice of Dr. Sproule, B. A., the English Specialist, in regard to your trouble. He will give you consultation free and will be glad to help you with friendly advice in reference to your case. Do not let his generous offer pass by. Consider what he proposes. Without the payment of one cent on your part, he will study your condition and give you valuable information as to its cure. Many a discouraged one has been saved from a life of misery—many a sufferer has been rescued from the grave—by his

Is your skin dry?
Are you depressed?
Do your feet swell?
Does your head ache?
Are you often drowsy?
Do you tire out easily?
Are you sometimes dizzy?
Do your legs feel heavy?
Do your eyes trouble you?
Does your back feel weak?
Is your appetite variable?
Is your urine high-colored?
Or sometimes as light-colored as water?
Have you pains in your back?
Do you desire to urinate often?
Is your flesh puffy under your eyes?
Is it sometimes difficult to urinate?
Are you losing your energy and strength?

Answer the above questions, yes or no, and write your name and address plainly on the dotted lines. Cut out and send to Dr. Sproule, B. A., English Specialist (Graduate Dublin University, Ireland, formerly Surgeon British Royal Naval Service) 7 to 13 Doane St., Boston.

FREE HELP.

Don't wait until it is too late! A slight cold, a bit of over-exertion, some little ailment that is only a trifle in itself, may turn what is now a small affair into Bright's Disease or Diabetes, both incurable. Write to Dr. Sproule today, even if you consider your trouble only a mild one. You will receive, without charge, valuable medical advice that would otherwise cost you a large fee.

NAME .....

ADDRESS .....

ASK YOUR GROCER FOR THE E. B. EDDY CO.'S

Headlight Parlor Match.

5 cents a Box.

3 Boxes 12 cents.

PRISONERS TO PARK WORK NEXT WEEK.

Will Likely Be Taken Out Handcuffed in Pairs—Armed Guards Will Watch Them—M. J. Collins and Thomas Bain Appointed.

A gang of prisoners, clothed in prison garb, hand-cuffed in pairs, carrying their dinner pails, and under the watchful care of armed guards; this is the novel sight that may be witnessed by the people of St. John, on either Tuesday or Wednesday morning next, when the eighteen hard labor male prisoners, at present in the county jail, will be marched to the park, where they will be put to work on the roads.

That such a disposition should be made of the jail prisoners was decided at a meeting, held yesterday afternoon in the office of the county secretary, Geo. R. Vincent, by the sub-committee, appointed by the county council, to deal with the advisability of putting the hard labor prisoners in the jail to work on the roads in the park.

G. S. Fisher, representing the Horticultural Society, was present. After deciding to put the prisoners at the work, two guards, M. J. Collins, a former policeman, and Thomas Bain, were appointed at a salary of $1.75 per day, to be received only for the actual number of days on which the prisoners work.

Councillors Lewis and Bullock were pointed to select a suitable prison gang and any other materials that may be required. All the details have not yet been settled, but it has been decided to arm the guards with revolvers.

The possibility of enforced hard labor may have the effect of decreasing the number of gentry who are frequently in the habit of procuring free board at the county's expense, as members of this class are usually averse to labor of any kind.

REV. MR. BARR OUSTED BY THE COLONISTS.

Rev. George E. Lloyd and Two Others Succeed to the Management.

Saskatoon, N. W. T., May 19—Reports from the Barr Colony say that at a stormy meeting of the colonists, the outcome of dissatisfaction over the allegation that Rev. Mr. Barr was making a private profit out of his store, Rev. G. E. Lloyd and two other members of the party were appointed to take control and to act with the government agent, C. W. Speers, who is now returning to Battleford. It is added that Rev. M. Barr has left the colony and it is believed will not return.

J. Obed Smith, chief of Immigration Department at Winnipeg, refused to confirm or deny the accuracy of the report, but admitted that his own private despatches seemed to bear it out.

An undertaker at Winfield (Kan.) announces the purchase of a beautiful new hearse, and is sure that all who use it will be satisfied.

The grasshopper can jump 200 times its own length.

THREE BOYS DROWNED WHILE BATHING.

Nashua, N. H., May 21—Three boys were drowned in the Nashua river near its junction with the Merrimack this afternoon. They were Remi Derosi, aged eight; Adlai Burbeau, aged eleven; and Napoleon Antaya, aged eleven. They were in bathing with other boys, when they got beyond their depth. None of them could swim. The bodies were recovered.

St. John County Lumbering Items.

Shanklin, St. John county, May 20.—A bush fire at Loch Lomond on Tuesday afternoon destroyed some sawn lumber belonging to Benjamin Stackhouse, which was piled on the road side. Fortunately the teamsters hauling the lumber were on hand and after a hard fight succeeded in stopping the progress of the flames.

J. P. Mosher, of St. Martins, has moved his portable mill from Loch Lomond to Stoney Brook, where he has a crew in the woods getting out round lumber, which he will saw as it reaches the mill.

Miniature arrow heads cut out of jasper and carnelian are found to this day by Arabs in the desert sands and strung in necklaces for charms.

Australia and New Zealand have 90,500,000 sheep, which is just one and a half times as many as the whole of the United States possesses.

Liberal Association - OF - Kings County, N. B.

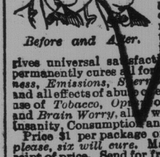
Sussex, N. B., May 16, 1902.

Notice is hereby given that a meeting of the Liberal Association of Kings county, will be held at the Court House, Hampton, on SATURDAY, JUNE 6, at 2 o'clock p. m., to consider the question of a candidate for the next general election for the parliament of the Dominion of Canada.

Chairmen of the Parish Associations are requested to notify the Secretary in writing of the names of their representatives on or before June 4.

By order,
F. L. FAIRWEATHER,
Secretary Liberal Association,
of Kings Co., N. B.

Wood's Phosphodine,



The Great English Remedy, is an old, well established and reliable preparation. Has been prescribed and used over 30 years. All druggists in the Dominion of Canada sell and recommend as being the only medicine of the kind that cures and gives universal satisfaction. It promptly and permanently cures all forms of *Nervous Weakness, Emissions, Spermatorrhœa, Impotency,* and all effects of abuse or excesses; the excessive use of *Tobacco, Opium* or *Stimulants, Mental* and *Brain Worry,* all of which lead to infirmity, Insanity, Consumption and an Early Grave.

Before and After.

Price $1 per package or six for $5. *One will please, six will cure.* Mailed promptly on receipt of price. Send for free pamphlet. Address The Wood Company, Windsor, Ont., Canada.

Wood's Phosphodine is sold by all St. John Druggists.

INTERCOLONIAL RAILWAY

On and after SUNDAY, October 12, 1902, trains will run daily (Sunday excepted), as follows:—

TRAINS LEAVE ST. JOHN.

No. 3—Express for Halifax and Campbellton	7.50
No. 4—Mixed, for Point du Chene	13.15
No. 26—Express for Point du Chene, Halifax and Pictou	12.15
No. 8—Express for Sussex	17.10
No. 134—Express for Quebec and Montreal	18.00
No. 10—Express for Halifax and Sydney	23.25

TRAINS ARRIVE AT ST. JOHN.

No. 9—Express from Halifax and Sydney	6.20
No. 7—Express from Sussex	9.00
No. 133—Express from Montreal and Quebec	13.50
No. 3—Mixed, from Point du Chene	16.50
No. 25—Express from Halifax and Pictou	17.40
No. 1—Express from Halifax	18.40
No. 81—Express from Moncton (Saturday only)	24.35

All trains run by Atlantic Standard Time; 24.00 o'clock is midnight.

Office—7 King street, St. John, N. B.
Telephone 1053.

The best is not too good For our students.

This summer they will enjoy full membership privileges on the Victoria Athletic grounds, and will engage in games, exercises, etc., under the direction of a professional trainer.

St. John's cool summer weather makes both exercise and study enjoyable throughout the entire season.

No Summer Vacation.
Students can enter at any time.

Catalogue free to any address.

THE ST. JOHN Business COLLEGE

S. KERR & SON
Oddfellows' Hall.