POOR DOCUMENT

MC 2033

TERRIBLE FALL OF AERONAUT

Carl Smith Fell 125 Feet from a Balloon at Maine State Fair

Breast Bone, Hips and Arms Broken, and He Will Die---Woman Companion Landed Safely Half Mile Away in Her Parachute.

Lewiston, Me., Sept. 5—Carl Smith, of Brockton (Mass.), a professional aeronaut, fell a distance of 125 feet from a balloon at the Maine state fair grounds this afternoon and received injuries which will probably result in his death.

Shortly after 4 o'clock Smith, accompanied by Miss Ida Merrill, of Boston, another professional aeronaut, ascended in a balloon from the Maine State Fair grounds in sight of more than 2,000 people.

They rose quickly into the air, and then made preparations to drop in their parachutes. Each of the occupants had a separate trapeze and parachute. Smith swung himself to the trapeze and cut the parachute loose, but the trapeze rope broke and the man fell to the ground, breaking his breast bone and his hips and arms. He was hurried to the Central Maine General Hospital in this city in an insensible condition.

Ida Merrill landed in the woods about a half mile distant in her parachute without mishap.

The police expressed suspicion after the accident that two negroes, who had been seen about the balloon before the ascension, had cut the trapee rope and they were looking for these colored men this evening.

At the hospital it was said that Smith had little chance of recovery. He was employed by a Boston firm of balloon makers to make the ascension.

WELSH, MURDERED IN BOSTON, NATIVE OF GUYSBORO, N. S.

Boston, Sept. 4—The man who was found murdered on the Commonwealth flats in South Boston early Sunday morning with four bullet wounds in his body, was last night positively identified as William J. Welsh, whose home is supposed to be in Guysboro county (N. S.) He was a fisherman and sailed from Gloucester.

In a despatch which Chief Inspector Watts received from Port Mulgrave in that county last night, it was stated that Welsh was supposed to be at work on a schooner whose master is Capt. Winn. Capt. Winn is said to have been an uncle of the murdered man. He sailed to the Grand Banks from Gloucester and the last heard of Welsh by his relatives in Nova Scotia was that he was still on board that craft. That was some months ago.

Welsh was 40 years old and unmarried. While in Boston he frequented the rooms of societies that look after seamen when they are in port.

The identification of the murdered man was made by three persons who are connected with the Seamen's Baptist bethel at 332 Hanover street. They are John Welsh, no relative of the murdered man, who is called the seamen's missionary; Bernard Johnson, sexton of the bethel, and a sailor named Gustavus Almgren.

Limitation of Fortunes.

(Leslie's Weekly).

The best criticism that we have seen upon President Roosevelt's proposal for the limitation of fortunes "swollen beyond all healthy limits," is that the remedy proposed is ex post facto in its nature, a mere palliation rather than a cure of evil of which complaint is made. In this criticism we freely and heartily concur. If we would lay the axe at the foot of the tree here we must go further back and do something more than merely to impose taxes of any sort or name upon fortunes which have already been made or are now in process of making. We must seek to apply the ounce of prevention rather than the pound of cure. To break up and scatter a great fortune through some method of taxation is about as unsatisfactory and superficial a way of solving the problem in view and overcoming the hostility to the accumulators and the accumulations of undue wealth, as it is to dispose of thees same fortunes through charities and benefactions. Neither is reconcilable with an economic or industrial system in which justice and equity for all men are cardinal principles. The thing to be sought for is such a readjustment of our industrial system, the establishment of such relations between capital and labor, that the latter shall receive a more just and equitable share than it does now of the product of toil.

The introduction of the principle of co-operation, or profit-sharing, wherever possible, will do more, in our judgment, to settle our industrial troubles and keep fortunes within healthy limits than any system of taxation which can be devised.

The Late M. D. Sweeny.

The New Brunswick board of fire underwriters at their last meeting passed the following resolution:

That the New Brunswick board of fire underwriters have learned with the deepest regret of the untimely death of M. Driscoll Sweeny, of the firm of McLean & Sweeny, city agents of the Guardian Fire Insurance Company. Mr. Sweeny's sound judgment and accurate knowledge of the principles of insurance made him one of the most valuable members of the board. His sterling uprightness of character, kindly disposition and unassuming manner won for him the respect of the board and endeared him to all its members.

Further resolved, that a copy of this resolution be signed by the president and secretary and forwarded to Mr. Sweeny's mother.

The Fredericton Herald says: At St. Anthony's church, St. Mary's, on Sunday, Rev. Father Ryan made a touching reference to the death by drowning of the late M. Driscoll Sweeny, of St. John. The late Mr. Sweeny was a frequent visitor to this city, and during the erection of St. Anthony's church took a great interest in the work which Father Ryan and his parishioners were doing. He donated one of the handsome stained glass windows to the new edifice, and Mrs. Sweeny, mother of the deceased, was a liberal benefactor to St. Anthony's church.

Miss Helen Fotheringham, on her departure for the Normal School, Fredericton, was made the recipient of a gold mounted fountain pen and purse of money from the choir and Y. P. S. C. E. of St. John Presbyterian church.

FUTURE OF ST. JOHN AND HALIFAX AS PORTS DISCUSSED

Boston Special Correspondent Thinks They Both Are Destined for Big Export Business.

(E. W. Thomson in Boston Transcript).

Moncton, N. B., Aug. 25—This city of 11,000 busy people, headquarters of the Intercolonial Railroad, claims the distinction of possessing the transcendent bore of the continent, and, pace all clubmen, the claim seems just. Here is the bore or "eygre" of the Petitcodiac River, into which narrow channel the Bay of Fundy tide rushes just after the turn with a front varying between a foot and six feet, according to the fulness of the moon. Today the bore was at about its lowest, and chose dinner time for coming in, as if to conceal its diminished head from as many visitors as possible. It came racing up wonderfully though, roaring, foaming, eating at the banks of the small channel, passing furiously under the bridge where we stood, and being immediately followed by a phenomenon more amazing. That was the swift filling of the vast mud-bottomed estuary or bay which shelves up and away from the channel as the sides of a huge saucer. A "word painter" might struggle with nouns and adjectives during much more time than the bore took to obliterate the channel and flood a mile-wide basin, yet fail as completely to express the swirls and currents and eddies of the thing as I do in mentioning that twenty feet of water covering in two hours what had been an immense spread of shelving and redish-yellow mud. Forty feet may have been the water's depth two hours later, but I forgot to ascertain that precisely from residents, and so go by guess and tradition If there were no eygre the filling of the basin would yet be worth traveling from Boston to see. Kipling mentions, in one of those non-political poems which base the worthy part of his fame, how the pigs of Fundy Bay, after following out the tide that they may fatten on its debris and shellfish, run scampering and squealing back to escape the monstrous bore.

The eygre, the great tide, and the shallowness of the basin conjoin to prevent lively Moncton's becoming the great ocean port which one might fairly suppose it destined to be if he consulted only the map and reflected that this is the terminus of the National Transcontinental or Grand Trunk Pacific Railway of Canada, now in course of construction. St. John is eighty miles farther from the wheat fields of the west, Halifax 188 miles farther from the same. Both expect to ship the golden grain enormously, and doubtless both will do so, since there will be more than enough to go around, if the promise be fulfilled. But, still reasoning on the map only, one wonders why Shediac, nine miles northeast of Moncton and on the Straits of Northumberland, should not beat both St. John and Halifax in future ocean trade. No—Shediac Bay is shallow, and the channel narrow and tortuous, hence it would not do to place terminals there at huge expense, even if the straits were not afflicted by a large run of ice during winter. Similarly, all other ports along the northeast shore of New Brunswick are unavailable. But what chance have Halifax and St. John of diverting Canadian western traffic from Quebec, 495 miles west of Moncton, in summer, or from Portland and Boston in winter? Apparently, but not really, that chance is poor. It consists in the possibility that the G. P. T. Eastern Section, lying between Quebec and Moncton, may be able to carry traffic during both summer and winter more cheaply than the great lakes and rail route can carry it in summer, or than the Winnipeg-Portland or Winnipeg-Boston rail routes can carry it in winter. This incredible is going to happen, or else Mr. Emmerson, the Canadian minister of railways, and Mr. Butler, C. E., his expert adviser, are mightily out in their reckoning. I have had the pleasure of some travel and talk with them here, and of other trustworthy private information as to the opinions they do not express for publication. They both believe, and show expert calculations to back their opinion, that the G. T. P. will certainly be able to carry grain from Winnipeg to either St. John or Halifax more cheaply than it can be put so far on the route to England by any other conveyance at any time of year. This prediction or confidence comes mainly of considering not distances but grades. The G. T. P. from the prairies eastward has been surveyed, nearly all located, and is almost ready to be put under contract. It will be somewhat more expensive than was hoped at first, but far better in grades, and what's ten million dollars or so in construction compared with easy grades, especially when the operating company must pay to the government that builds the line an annual rental equivalent to the interest on its cost. Wheat once on its rails can never afford to get off them until it reaches Halifax or St. John. If Messrs. Emmerson and Butler, both shrewd and careful men, assert this positively, who is safe to say them nay?

The prospect is one of tremendous commercial importance. It not merely promises vastly to the two Canadian ports, but its realization could not but set the railway men of the continent to such improvements in grade as would often amount to almost total reconstruction and much lengthening of their roads. Many of the short cuts laid down in the dark ages of railway building, before J. J. Hill had become the Moses of the low grade idea, would become obsolete, or mere branch or loop lines, while many old cities and towns would be put off the main line and many new populous places be created. Thus the inconceivable future of this continent appears with one more great factor of early change. Only the great port cities can rest in peace of mind, since they must remain the Romes to which all roads lead.

The general provincial claim for more subsidy is sound. It was not foreseen by the provinces, when they gave up their customs and inland revenue and other income-producing rights to Ottawa, that these rights would become so valuable to the dominion treasury. The original ratio between dominion and provincial revenues was meant originally to continue, and the respective powers of the federal and provincial authorities to remain pretty much as they began. This cannot be when Ottawa holds all it gets by the progress of Canada and pays an ever decreasing proportion of the income over to the provinces. That implies relatively a continuous and injurious diminution of the provincial powers of influence. Moreover, Ottawa in many cases cannot lay out the money locally so well as it could be expended by the provincial governments. A readjustment of subsidies to provinces appears a reasonable demand. It seems opposed mainly by Ontario, whose people reap the principal benefit of confederation, since it has provided them with great manufacturing concerns and large trade in both east and west. One Ontario way of opposing the fair demand of the maritime provinces for "more" is in alleging that the customs and inland revenue collection in those provinces does not show that the consumers there pay duties out of or even in proportion to their receipts from Ottawa. But, as was clearly demonstrated to me at Charlottetown (P. E. I.), the maritime consumption of taxed goods is not half indicated by the collections within those provinces. Why not? Because they are largely supplied from Ontario. Her dealers and makers can and do carry much larger stocks than can or do the maritime dealers. Hence Ontario can import and handle to advantage and can and does undersell maritime rivals in their own provinces. Thus Ontario appears to pay much more per capita customs duties to the dominion treasury than do the people of Prince Edward Island, New Brunswick, Quebec, and Nova Scotia. Tackling this very serious business is contemplated by Sir Wilfrid Laurier—some time soon. But he is not the man to move until he must in troublesome waters. There was to have been a conference between him and the provincial premiers on the subject this summer. We hear no more of it now. If R. L. Borden, the opposition leader, did not appear afflicted with advisers who ever fear to make a move lest Laurier trump it, he might legitimately push boldly for "better terms" to the provinces. It always pays a politician in the long run to go for what is essentially reasonable. Even if Mr. Borden did enable Sir Wilfrid to concede fair provincial demands, the premier could not get as much kudos from meeting them as Mr. Borden could by first boldly championing them. Thus he would get for "having a move on."

SHOULD WE SLEEP LONGER?

Women Need Less Repose Than Men--Beerbohm Tree's Rest for a First Night.

(London Mail).

"Women, I say without hesitation, need less sleep than men, and I say that after observation of many hundreds of them."

Dr. Josiah Oldfield, the well-known specialist, cannot account for the fact, but yesterday he told a Daily Mail representative that, whether they are of the working classes or of higher station in life, women need, and their nature is satisfied with, less sleep than their husbands or other male relatives demand.

Meantime man differs as to what he needs. The following are experiences or advice as to the duration of sleep sent to the Daily Mail by distinguished men:—

The Bishop of Ripon: When young, take as much sleep as you need; when old, as much as you can get.

Sir Frederick Treves: The average amount of sleep for myself is seven to eight hours.

Sir George Lewis, the well known solicitor: I think eight hours sufficient. I sleep nine hours.

Vincent Hill, general manager of the Southeastern railway: I think it is well that people should sleep as long as they can, and that is my practice.

Beerbohm Tree: I should say in my case eight hours' sleep is better than seven, and nine hours better than eight. I take nine hours' whenever I can, and invariably sleep for that period when on a holiday, and as near to it as possible at all times. Further, I consider sleep before any effort, with the power to go to sleep at any time, most valuable. I have cultivated that power, and invariably recuperate by its aid before the exhausting strain of a "first night," or before playing a new part.

Sir Edward Ward, permanent undersecretary for war: I find six and a half hours enough. I daresay I could manage nine or ten hours with an occasional wake up; but I should call that "slacking."

Dr. Josiah Oldfield: It is certain that every man must have a certain minimum of sleep per twenty-four hours. Most find that minimum eight hours, but an enormous number are satisfied with five and a half hours. I always sleep eight hours and regard that as, on the whole, the proper minimum for a man. Certainly five and a half hours is not enough.

Sir Robert Ball: Don't expect an astronomer to confess how many hours of the precious night he wastes by staying in bed.

The Earl of Aberdeen, lord-lieutenant of Ireland: I find that much can be accomplished in either direction by training and habit. But as to the saying that one cannot burn the candle at both ends I have heard the suggestion that it is one of the ways of making both ends meet.

During the six months which Charles Frohman, the theatre manager, spent in London recently, his hours of sleep averaged not more than five. He rose at 7.30 a. m., and rarely got to bed before 2 a. m., sometimes later.

At the Bank of England a high official said he liked twelve hours whenever he could get it—that is, between Saturday and Sunday. "Other days I don't get enough."

The principal of a leading firm of stock brokers said: "Members of my profession sleep well because we have easy consciences. I myself find nine to ten hours sufficient."

THREE PROVIDENCE MEN DROWNED

Fall River, Mass., Sept. 4—Three bodies found near an overturned catboat found on Horse Neck beach in Westport, 15 miles from this city, today, were identified tonight as those of Wm. Carroll, aged 44 years; Edward Collins, aged 50, and Walter Lacy, aged 27, all of Providence. The men left Providence last Saturday for a yachting trip to Vineyard Haven. It is supposed that in a squall their catboat was disabled and that the men in attempting to reach shore in a skiff were capsized. The skiff and catboat, both filled with water and badly damaged, were found near the bodies on the beach.

Selling by Poker.

There is an enterprising dealer in men's shoes in Boston who, at one time, was accustomed to display sticking out of each pair of shoes in his window three new $1 bills. The accompanying announcement used to read something like this: "Three of a kind beat two pair."

On one occasion a bright young man undertook to get the better of the dealer. Entering the store, he said to the proprietor, "You sell shoes according to the rules of poker, I see."

"Yes," was the reply.

"I wear size No. 9," said the bright young man; "wrap me up two pairs of them."

When he had received the shoes he tendered in payment thereof $3.

"Pardon me," said the proprietor, "but those shoes come to $6."

"Not according to Hoyle," said the bright young man with a triumphant grin, "three of a kind beat two pair."

"Very true," responded the suave proprietor, "but they don't beat four nines. Six dollars, please."—Harper's Weekly.

"She has everything she wants."

"Everything?"

"Positively everything."

"No wonder she is discontented."—Louisville Courier-Journal.

Younghub—And you made these biscuits without any assistance?

Mrs. Younghub—Yes, dear.

Younghub—But you must have had someone to help you lift them out of the oven.—Chicago News.

NEW BRUNSWICKER FOR GOVERNOR OF MASSACHUSETTS

Wm. H. Carroll, Nailmaker of Boston, Choice of Socialist Labor Party

Was Beaten Last Year--His Running Mates Are Two Shoemakers, a Portuguese Barber, a Textile Worker and a Tailor, and They're First in the Field.

Boston, Mass., Sept. 6—William H. Carroll is the only nominee for governor of Massachusetts. There will be others later, but Mr. Carroll is first in the field. He was nominated Tuesday night at the state convention of the Socialist Labor party, which was held at 1,165 Tremont street, with about forty-five delegates present. The ticket, named without opposition, includes these names:—

For governor—William H. Carroll, of Boston, nailmaker.

Lieutenant-governor—Walter J. Hoar, of Worcester, shoemaker.

Secretary of state—Joao Claudino, of New Bedford, Portuguese barber.

Treasurer—David F. Richardson, of Lynn, shoemaker.

Auditor—Albert Barnes, of Fall River, textile worker.

Attorney-general—Arthur E. Reimer, of Boston, tailor.

William H. Carroll, the gubernatorial candidate, was born in New Brunswick thirty-six years ago. He came to Massachusetts when nineteen, and learned the trade of nailmaker at Worcester. He has lived in Boston during the last thirteen years, and for several years has been one of the most constant and earnest of the Sunday afternoon orators on the Common. He was candidate for governor last year, and has also been candidate for mayor of Boston.

MOTHER PATRICK

Twenty-fifth Anniversary of Head of St. Patrick's Industrial School.

Sister Patrick celebrated her twenty-fifth anniversary as Mother of St. Patrick's Industrial School at Silver Falls, on Aug. 23rd last. The great improvements that have been made in that institution in a quarter of a century are due paramountly to the indefatigable efforts of the head of the institution.

Sister Patrick was born in the parish of Botsford, Westmorland Co. and is the daughter of the late Mr. and Mrs. Dennis Mahoney.

When but a mere child Mother Patrick displayed marked ability, and was noted for her mild disposition and the great interest she always manifested in the welfare of humanity.

In the fall of 1872 Sister Patrick discovered that she had a vocation for religious work, and accordingly came to this city and entered St Vincent's convent on Cliff street, where she remained for nine years.

The well known Catholic institution at Silver Falls was founded, and Sister Patrick, who had won a lasting reputation for her devotion to her work, her intellectual and executive ability, was appointed mother of the institution, by his lordship, the late Bishop Sweeny.

For twenty-five years Sister Patrick has worked diligently to advance the interests of the little orphans, who have been cast upon a cold world, and it needs no pen or voice to tell of the great success achieved by the good sister and her assistants. A glance at the daily routine at St. Patrick's Industrial home will convince anyone that the orphans' joys are the mother's joys and their sorrows are her sorrows.

St. Patrick's school was erected for males exclusively, and every year over one hundred boys are fed and clothed daily in that institution. As the days pass the visitor may see the rapt attention that is given to all the orphans—from the little tot that sleeps peacefully in his craddle to the sturdy youth that romps about the extensive grounds without a worldly care.

The home at Silver Falls was erected by the late Bishop Sweeny and the late Patrick McCourt, and a few years prior to his death His Lordship, Bishop Sweeny, built a beautiful wing to the school. Today there is no institution in the maritime provinces that is better suited for its purpose or more modernly equipped than St. Patrick's Industrial School at Silver Falls.

Situated as it is, on an immense rock, the home overlooks the surrounding country, and little wonder is it that health is depicted on the countenance of each and every orphan in that institution, when it is considered that healthful practices and an invigorating climate are the chief requisites to acquire a strong constitution.

Mother Patrick has always manifested the greatest interest in the institution of which she is the head, and her name will go down on the records of Catholic institutions as a mother whose untiring efforts have tended greatly towards the comfort and advancement of the orphan.—(Times.)

There's Music in My Heart Today

There's music in my heart today;
The Master-hand is on the keys,
Calling me up to the windy hills
And down to the purple seas.

Let Time draw back when I hear that tune—
Old to the soul when the stars were new—
And swing the doors to the four great winds,
That my feet may wander through.

North or South, and East or West;
Over the rim with the bellied sails,
From the mountains' feet to the empty plains,
Or down the silent trails—

It matters not which door you choose;
The same clear tune blows through them all,
Though one heart leaps to the grind of seas,
And one to the rain-bird's call.

However you hide in the city's din
And drown your ears with its siren songs,
Some day steal in those thin, wild notes,
And you leave the foolish throngs.

God grant that the day will find me not
When the tune shall mellow and thrill in vain,
So long as the plains are red with sun,
And the woods are black with rain.
—Lloyd Roberts in Outing Magazine for September.

The Public is Often Faked

Unscrupulous dealers actuated by large profits often recommend some worthless "as good as Putnam's." There is only one genuine Corn Extractor and that is Putnam's Painless, which is a miracle of efficacy and promptness. Take no other.

ELECTING "BLACK POPE"

How the Jesuits at Rome Will Proceed

The Balloting Follows the Secret Meditation--Will Begin on the Morning of Sept. 8--Other Officers Besides Head of the Order to Be Chosen.

A Rome despatch published in Boston Transcript says: The first stage in the election of the "Black Pope" or general of the Jesuits, so anxiously awaited by over 15,000 Jesuits all over the world, and considered of such great importance by all the adherents of the Catholic church, are now being taken. After the "quatrivium," the period of four days of the strictest seclusion in which the Congregation of the Society of Jesus prepare for the final election of their general and which began yesterday, the final meeting will occur for the counting of ballots leading to the election. All the delegates entitled to participate in the meeting will rise early that morning, Sept. 8, for mass, although none of them, according to the constitution of the important function, will be allowed to celebrate it except the vicar, Father Ruggiero Freddi, in the chapel of the German College. He will also administer communion to all the delegates. The sight of over three score black clad men, with white hair and earnest faces, preparing for their high mission will be most impressive. The delegates will then rise, and forming a procession, enter the large hall of the German students, intoning the "Veni Creator." The hall will be very severely decorated, a large crucifix hanging on the main wall, in front of which will be rows of desks for the delegates, sufficiently far apart to admit of each writing secretly. Once assembled, as though obeying an invisible command, they will all fall on their knees and a deep silence will ensue, which will not be interrupted for an hour. They will all pray fervently to be inspired by God in the selection they are about to make, as they are supposed not to have made up their minds previously as to the best person to choose, it being strictly forbidden to show any preference in the information which they try to collect about the possible candidate before the day of the election. Most of the Jesuits, especially the older ones, will carry into the hall some bread and a bottle of water, as they will not have eaten since the day before, and they are not allowed either to leave the hall or to touch anything but bread and water until the election is over.

After having appointed two scrutineers to assist the vicar in sorting and reading the notes, each delegate will take a solemn oath in the name of "Jesus Christ's eternal wisdom" to be faithful in the accomplishment of their office. Then each delegate will be provided with printed sheets on which, inside on the right, they will write the name of the candidate and on the left their own in disguised handwriting, to further the secrecy of the vote. The sheets will then be folded and sealed so that in opening them for scrutiny the name of the voter will be concealed and will not be looked at unless an irregularity is suspected or that the voter has voted for himself, which is strictly forbidden. This same operation will be repeated until one of the candidates has received more than half of the votes. Once the majority is gained by a candidate he will be proclaimed elected and all present will rise, approach him reverently and render him homage by kissing his hand. A decree will then be drafted recording the meeting and the results of the vote. Then with the new general leading, the delegates will go in procession to the chapel, singing the Benedicite and after prayer they will leave the chapel, intoning the Te Deum. The "Black Pope" will then receive the congratulations of his friends.

A general of the Jesuits is appointed for life and from the day of his election is the absolute ruler of the order, but the work of the congregation will continue for a few days after Sept. 8 for the election of the general's assistants, who also are chosen for life, or, to be more exact, theirs are appointments which continue during the life of the general, as on his death their functions cease. The congregation will also appoint a secretary for the general and a "monitor," the duty of the latter consisting in advising the general, who, however, is entirely independent of him. Generally both these positions are entrusted to the vote of the assistants. Their election, as well as that of the assistants, is considered under exactly the same rules as that of the general.

Some of the older delegates of the Congregation of the Society of Jesuits are suffering from the seclusion and fasting entailed by the quadrivium, but not from the heat, the thermometer inside the college not rising above 75.

Anti-clerical societies wishing to protest against the growth of the religious orders here are organizing a meeting for Sunday next at Castel Gandolfo, the former summer residence of the Pope's. As Cardinal Merry del Val, the papal secretary of state, is there, it is most likely that the police will prevent the meeting from being held.

DOMINION FAIR TO BE A GREAT ONE

Fred. W. James Tells of Some of the Big Features at Halifax.

"Are you coming over to Halifax, to the Dominion exhibition?"

That is the question Fred W. James has continually ready to present, and to follow with a detailed statement of the extent of the coming great fair in the sister city.

Mr. James points out that the old machinery hall and main buildings have been enlarged, and new mines and fisheries buildings erected. The capacity of the grandstand has been doubled, and it will now accommodate 8,000 people.

All the space in all the buildings has been taken up with exhibits from the vast region from the West Indies to Saskatchewan and Alberta. The upper provinces will have large exhibits.

The fruit exhibit will be very complete. There are 47 sections, compared with 15 last year, and all are filled.

The live stock show will be an immense one. For dairy cattle, for example, there are 647 entries.

The art exhibit will be the largest ever seen east of Toronto.

There will be no less than nine days of horse races, with $10,000 in prizes, and between the heats there will be a fine vaudeville performance in front of the grandstand, for which there is no extra charge.

The sum of $100,000 is given in premiums at this fair, which will open on Sept. 22, and last for two weeks. The people of Halifax will open their homes to visitors to aid the hotels in accommodating the crowds. W. J. Butler, Hollis street, has charge of the housing arrangements, and attends promptly to all correspondence.

Take it as a whole, Mr. James says the Dominion fair will be a great and splendid one, and all who can should endeavor to attend.

STILL IN ADVANCE OF THE 1904 FIGURES

(Continued from page 3.)

Sofa cushions, linen or denim embroidered—Mrs. A. E. Cripps, St. John, 1st; Mrs. McPherson, Winter street, St. John, 2nd.

Tray and sideboard cloths—Mrs. Mitchell, Rothesay, 1st; Mrs. H. A. Doherty, Orange street, 2nd.

Sofa cushions, silk or satin, embroidered—Mrs. Mitchell, Rothesay, 1st.

Embroidered shirt waist—Mrs. Cripps, Sussex (N. B.), 1st; Miss Margaret Boyer, Woodstock, 2nd.

Pillow shams—Miss Laura E. Mill, 1st.

Old lady's work—Mrs. Betts, St. John, 1st; Mrs. Stevens, St. John, 2nd.

Best specimen of Mexican drawn work—Miss Emilie E. Robichau, Buctouche (N. B.)

Painting.

Portrait or figure, subject from life—Miss Susie Mercer, 6 Montrose avenue, Toronto, 1st; subject, boy's head.

Copies, best water colors—Mrs. F. G. Walker, Sussex, 1st; subject, Old Blacksmith Shop.

Original pen and ink sketch—J. Noel Scovil, Boston, 1st; subject, The Chef; Lieut. R. O. W. Steven, Toronto, 2nd; subject, Partridge.

Pastel, any subject—Miss Susie Mercer Toronto, 1st; subject, Woman's Head.

Best original water color—Miss Foulis, St. John; subject, Market Slip.

Decorative painting on bolting cloth—Miss Julia Reid, Mt. Pleasant, 1st; Miss B. Bowman, St. John, 2nd.

Painted fans—Miss Julia Reid, 1st; no competitor.

Painting on china, mineral colors—Miss Lyda McIntyre, Coburg street, St. John, 1st; subject, Fruit Dish; Mrs. W. S. Carter, St. John, 2nd; subject, Vase.

Oil Paintings.

Sec. 1—Portrait or figure, subject from life; professional—Yngvar Sonnichson, St. John, Old Fisherman, 1; Yngvar Sonnichson, St. John, Man With Pipe, 2.

Amateur—Miss Susie Mercer, Toronto, Girl's Head, 1; Miss Susie Mercer, Toronto, Figure, 2.

Sec. 2—Landscape or marine; professional—J. N. Sutherland, St. John, Maine Frigate, 1; J. N. Sutherland, St. John, French Fishing Boats, 2.

Amateur—Miss Julia A. Reed, St. John, View in Carleton, 1; Mrs. W. R. Morse, So. Ohio (N. S.), Marine, 2.

Sec. 3, still life (fruit or flowers); professional—Yngvar Sonnichson, Plums, 1; Yngvar Sonnichson, Lobsters and Dulse, 2.

Amateur—Miss Susie Mercer, Apples.

Poker Work.

Burnt wood—Mrs. E. H. Flewelling, Oak Point, 1st; no competition.

Fine Arts.

Lace.

Modern point lace—Mrs. J. A. Spiddell, Joggins Mines (N. S.), 1st; Mrs. (Dr.) Sheffield, St. John, 2nd.

Modern Honiton lace—Mrs. J. W. Robinson, 1st; Mrs. Frank L. Potts, St. John, 2nd.

Battenberg (best specimen)—Mrs. F. Lansdowne, Sussex, 1st; Mrs. Annie Squibbs, Moncton (N. B.), 2nd.

Teneriffe (best specimen)—Mrs. Warren J. Vincent, 116 Charlotte street, St. John, 1st; Mrs. E. C. Wetmore, 29 Carleton street, St. John, 2nd.

Tatting (best specimen)—Miss Rowe, 1st; Mrs. Squibbs, Moncton, 2nd.

Hardanger—M. E. Henderson, 1st; Mrs. W. S. Charlton, 114 Mecklenburg street, St. John, 2nd.

Plain sewing—Best slip waist—Miss Eugenia Kelly, city, 1; Miss May Cunningham, Fredericton, 2.

Butter and Cheese.

Judging butter and cheese was completed Wednesday morning. The butter making competition opened in the afternoon. The awards for butter and cheese were as follows:

Cheese, three colored—W. H. Leslie, Kensington (P. E. I.), 1st; Angus D. McLellan, Mount Stewart (P. E. I.), 2nd; Leo Hughes, Kintora (P. E. I.), 3rd; W. H. Leslie, Kensington (P. E. I.), 4th.

Cheese, three white—Leo Hughes, Kintora (P. E. I.), 1st; Cornhill Cheese and Butter Company, Cornhill (N. B.), 2nd; Petitcodiac Cheese and Butter Company, Petitcodiac (N. B.), 3rd.

Butter, two boxes, fifty pounds or over—L. S. Crawford, Sussex (N. B.), 1st; Acadia Dairy Company, Ltd., Wolfville (N. S.), 2nd; Petitcodiac Cheese and Butter Company, Petitcodiac (N. B.), 3rd; E. W. Evans, Kingrey (Que.), 4th; St. John Creamery, W. H. Bell, proprietor, King street, St. John, 5th.

Butter prints, twenty-four pounds—L. S. Crawford, Sussex (N. B.), 1st; Acadia Dairy Co., Ltd., Wolfville (N. S.), 2nd; Petitcodiac Cheese and Butter Co., Petitcodiac (N. B.), 3rd; St. John Creamery, St. John, 4th.

Butter, crock or tub, twenty pounds or more—Petitcodiac Cheese and Butter Co., 1st; E. J. Peters & Sons, Elmhurst (N. B.), 2nd; Josselyn Young, Silver Falls, 3rd; E. Hall, Plumesweep, 4th; R. L. Todd, Milltown, 5th.

Butter, prints, ten pounds—E. J. Peters & Sons, Elmhurst, 1st; Josselyn Young, Silver Falls, 2nd; E. Hall, Plumesweep, 3rd; J. F. Harper, Jacksonville, 4th.

The butter making competition, which started in the afternoon at 2.30 in the farmers' pavilion, proved a centre of attraction for the hour and a half that the contest was in progress. The following four competitors have entered: W. A. Reynolds, Millstream; Edwin Robinson, Sussex; Harry Hughes, Petitcodiac; Linus Crawford, Sussex. The maximum number of points which can be gained is 100, divided as follows:

Preparing utensils	10
Churning	15
Washing and salting	15
Working and printing	10
Washing utensils and space	10
Quality and condition of butter	40
Total	100

The conditions of the competition require the whole process to be completed from start to finish in one hour, and one point is deducted from each competitor's score for every two minutes he is overtime. Wednesday being the first of the three days during which the competition lasts the competitors were not quite accustomed to their surroundings and all four exceeded the time limit by periods varying from twenty-four to thirty minutes.

The judges are L. C. Daigle, dairy superintendent of Moncton, and Harvey Mitchell.

The German reichstag proposes to raise more revenue by taxing picture postcards sent through the mails one-half cent each. Consul Brittain of Kehl writes that 500,000,000 of these cards are sent through the mail annually, which would produce $2,500,000 revenue.

Charles Luther Alphonse, the official St. Nicholas of Stamford (Conn.), has recently died. For years all letters dropped in the Stamford post office addressed to Santa Claus were placed in his mail box for reply.

ONTARIO LIBERAL LEADERS MEET.

Cabinet Ministers and Provincial Opposition Gather in Force.

Old Officers Re-elected and Much Enthusiasm Prevails; Speeches by Hon. Messrs. Hyman, Aylesworth and Ross; Pickpockets Sentenced.

Toronto, Sept. 5—The General Reform Association for Ontario held its second annual meeting today and the attendance of statesmen who have fought the battles of the party and rendered great service to their country for generations, together with other young men full of enthusiasm, marks the meeting as one which will have an undoubted effect in the party's fortunes in future campaigns.

The members present included Hon. Geo. W. Ross, opposition leader; Hon. C. S. Hyman, dominion minister of public works; Hon. A. B. Aylesworth, minister of justice; Senator McMullen, of Mount Forest; Senator J. K. Kerr, Senator Robt. Jaffray, Hon. Richard Harcourt, and Hon. G. P. Graham, besides many members of parliament and the legislature.

The speeches of Hon. Mr. Ross, Hon. Mr. Aylesworth and Hon. Mr. Hyman were strong reviews of the political situation, and they were received with every evidence of satisfaction.

Mr. Mowat, K. C., was re-elected president, and the old vice-presidents were re-elected as follows: Hon. N. A. Belcourt for the east, Dr. W. A. James for the north, and W. S. Calvert, M. P., for the west. Treasurer P. C. Larkin was also chosen again, as also the following as members of the executive committee: C. M. Bowman, M. P. P., Southampton; James Chisholm, Hamilton; G. P. Graham, M. P. P., Brockville; D. J. McDougall, M. P. P., Ottawa; Lieut.-Colonel Thompson, Ottawa.

SHUT OUT OF THE WINNIPEG MARKET

James Pender Has Complaint About the Transportation Arrangements.

The James Pender Co., Ltd., of St. John, have not sold a pound of nails in Winnipeg for more than twelve months.

This is a remarkable fact, in view of the other fact that the company spent a large amount of money in new plant for the very purpose of getting a share of the western business.

In an interview with The Telegraph Wednesday, James Pender stated that the reason of their failure to sell was the peculiar transportation arrangements.

Note, said Mr. Pender, the following scale of rates per 100 pounds, by the carload, on nails:—

St. John to Victoria (B. C.) (3,500 miles), 65c.

St. John to Winnipeg (1,900 miles), 70c.

Pittsburg to St. John (1,100 miles), 25c.

St. John to Montreal (480 miles), 16½c.

Fort William to Winnipeg (440 miles), 40c.

Montreal to Fort William (lake and rail), 25c.

"Winnipeg buyers insist upon having their goods delivered at Fort William instead of buying them at the point of manufacture or at Winnipeg. Why is this? No apparent reason can be given except that these goods can be laid down at Fort William cheaper proportionately than at Winnipeg, for the reason that there is water transportation from Montreal to Fort William as against rail and lake transportation by trunk lines, such as the C. P. R. and Grand Trunk. For twelve months, since last September, jobbers have sold nails in Winnipeg at $2.60, as will be seen by Hardware and Metal reports. Market rates on nails since May have been $1.90, base, in Montreal. This price, with sixty-five cents freight added and freight on the keg for six pounds, makes the cost laid down in Winnipeg $2.59, or with the direct water rate of twenty-three cents from Fort William, with rail rate from there to Winnipeg added, $2.57. This would necessitate the jobbers selling at either one or three cents' margin, which would be an absurdity, kept up for twelve months. The deduction from these facts is either that Montreal makers sell their goods at cost or less, or the water carriage costs less than the published rate.

"Now, it would be well to note that in many cases in the past nails have been carried from Montreal to Fort William at fifteen cents, and the inference is a fair one that rates approaching this are likely made.

"If the same reduction were made in the through rate to Winnipeg that was made to the coast in August, namely fifteen cents per 100 pounds, and the two local rates, from Montreal to Fort William, and Fort William to Winnipeg, kept at a differential not less than five cents more than the through rate, as is done in practically all cases, St. John manufacturers would have an equitable chance for some share of this business.

"Is this an unreasonable request? We claim that it is not. If the railway can afford to carry nails 3,500 miles for sixty-five cents, they certainly can carry them 1,900 miles for fifty-five cents, and even this rate would give them sixty per cent. more than they get from St. John to Montreal.

"Comparing the rate with that from Pittsburg to St. John, according to distance, in the one case passing over three roads, the C. P. R. would be getting about fifty per cent. more at the fifty-five cent rate than the American roads get. In other words, the C. P. R. would get a fifty-five cent rate for 1,900 miles, as against twenty-five cents for 1,100 miles on the American roads. Surely the people of this country can expect a railway, such as the C. P. R., which has been in receipt of tens of millions in bonuses of one kind and another, and has a swelling revenue of $5,000,000 per month, to carry goods at a reasonable rate, instead of the excessive rate now levied on staple goods for the great west, which is detrimental to the interests of the whole country."

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher