'GOIN' TO THE FAIR."

Stanton in Atlanta Constitution.) ox team, Johnny-ain't no time ut yer bonnet on-we're goin' to yer mammy-comb the young un's

e brindle heifer out-git the pigs in the quilt yer mammy made when was a boy; cure for rheumatism—"Everlastin"

en, that Autermatic Hoe that took ont' forgit a cord o' wood—for coal is the rise: that big prize punkin that was on the shed. n' on the parson, knocked the ser-out his head!

up the women-folks-time's a-flyin' ter take the first prize-whoever ids air playin' "Dixie"—aint' a minhitch the ox team—we're goin' to

OW IS THE PICKLING TIME.

Cucumber Pickles.

gallon of pickles wash the cucum one gallon of pickles wash the cucum-nud springle them with one cupful of salt; cover with boiling water; let until the next day pour off the water cald the two successive days, then be cucumbers dry; scald cider vinegar our on hot. Add a piece of alum as as a pea and two tablespoonfuls of spice. When adding more cucumbers of the vinegar and scald adding more the vinegar and scald, adding more each time. Scalding the vinegar ring it hot upon the pickles several akes them hard and crisp. Sweet Cucumber Pickles.

pounds of ripe cucumbers, of vinegar, three pounds sugar, one of all kinds of spice. Pare, quarter smove the seeds and let them stand light, well sprinkled with salt. Cook negar until soft.

Celery Pickle. uarts of chopped white cabbage, two of chopped celery, three quarts of vinegar, half an ounce of tumeric, st vinegar, half an ounce of tumeric, blespoonfuls of salt, quarter of a of white mustard seed, four or five confuls of sugar, half an ounce of ginger root, crushed. Boil all toin a porcelain kettle four or five or until the cabbage and celery are ty tender. Place in jars and he sure kle is well covered with vinegar. Cork Do not allow this pickle to boil it any time during the four or five it is on the range.

reen Tomato Sweet Pickle. two pounds of firm green tomatoes. hem in boiling vinegar and water half and half) for half an hour. Presyrup of one pint of strong vinegar e and a half pounds of brown sugar ery two pounds of tomatoes. Spice the vith ginger root and whole mace innamon. Boil 20 minutes. Drain matoes from the plain vinegar and put them into the syrup and boil uarters of an hour. Put into prejars, cover well with syrup and when heal and set away.

Pickled Walnuts Pickled Walnuts.

nuts should be gathered when well
but also when soft enough to be
pierced with a needle. Prick them
times, then place them in a strong
of salt and water. Allow them to ren this for a week or ten days, change brine every second day; then drain
its and expose them to the air until
urn black. Place them in jars and
in them some bolling hot vinegar, seain the following way: In using one
of vinegar add to it an ounce each of
mace, allspice, cloves, pepper-corns
nger root. Boil these with the vineten minutes and strain over the
Let them stand a month or six Let them stand a month or six

ERPOOL LUMBER MARKET

ks of New Brunswick and Nova spruce and pine deals in Liverand near-by ports except Mancanal, on Oct. 1st, were 20,230 rds, compared with 12.920 a year and 27,049 two years before. e heavy receipts, stocks showed action for the month and values ed firm. Of birch planks the was too heavy. ce deals sold at £7, 8s. 9d. to

c.i.f., with lower port at £7 5s 7s. 6d.

GONE AT LAST. old Oulton house on Douglas e is now a thing of the past. For me workmen have been engaged ring down the place and are now ng the brick walls which formed lar. As yet no money nor treasany sort has been found, althe laborers have frequently reto pots of gold and other little

Cotton Root Compound. Is the only safe, reliable regulator on which woman can depend "in the hour and time of need."

Prepared in two degrees of strength. No. 1 and No. 2.

No. 1.—For ordinary cases is by far the best dollar medicine known. is by far the best dollar medicine known.

2—For special cases—10 degrees are three dollars per box.

2—seask your druggist for Cook's book to the polls, mixtures and imitations are pills, mixtures and imitations are polls, mixtures and initiations are polls, mixtures and initiations are polls, mixtures and no are sold and mended by all druggists in the Dougle of Canada. Mailed to any addressing to price and four 2-cent postage are to price and four 2-cent postage and four 2-cent postage and four 2-cent postage are to price and four 2-cent postage and four 2-cent postage are to price and four 2-cent postage are to postage are to price and four 2-cent postage are to price are to price are to price and four 2-cent postage are to price are

40.00 BICYCLE

CUNARD LINE.

The Oldest of All the Transatlantic Companies.

Its Founder, Samuel Cunard, Was a Native of Halifax, N. S - Never Lost a Life-Interesting History of the Cunarders Growth and Pro-

(London Daily Telegraph.)

The Cunard Steamship Company is the oldest of all Transatlantic lines. and, with one exception, that of the Peninsular and Oriental Company, which can claim a seniority of thre years, its history goes further back than that of any other ocean-going concern in the world. Samuel Cunard. its founder, was a Nova Scotian, and was born in 1787, probably at Halifax. It was about the year 1830 that his mind first began to dwell on the possibility of establishing a steam mail between England and America, but the idea did mot take definite shape until about 1836. Two years later he came to England, and had an interview with Robert Napier, of Glasgow, head of the famous shipbuilding firm, with the result that he instructed Napier to build four steamers, with which the service was to be inaugurated. The money for the venture was chiefly found by George Burns and David MacIver of Liverpool, and the company was formed, with a capital of £270,000, under the title of The British and North American Royal' Wail Steam Packet Co., which soon was replaced by the one with which the public is now so familiar. In view of the colossal boats which now traverse the Atlantic at a speed only exceeded on the sea by torpedo craft, it of these earliest Cunarders. They were as follows:

Name. Tons. Length. Britannia....1,156 207ft. Columbia.... 1,138 207ft. Caledonia 1,138 206ft.

All four were paddle boats, and their sea speed was about 8 1-2 knots per hour. Charles Dickens went to America by the Britannia in 1842. In October, 1838, the government accepted the tender of Mr. Cunard and his associates for a mail service twice a month from Liverpool to the United States, at an annual subsidy of £55,000. The sailings were afterwards increased to four a month and the payment of £81,000 a year. The first vessel, the Britannia, began her maiden voyage on July 4, 1840, so that the line is now over sixty-two years old. The next ships built were the Cambria and Hibernia, of 1,422 tons and 9 1-4 knots speed, and by 1848 the company had built four more vessels-named America, Niagara, Canada, and Europe—all paddle-boats of 1,825 tons and 10 1-4

of the Cunard line, that the Americans resolved to start

A RIVAL CONCERN.

This was the Collins line, which began with four vessels, all of about 2,800 tons, and a considerably higher speed than the Cunarders. The Collins boat Arctic, in 1852, made the record passage to date from New York to Liverpool in 9 days, 17 hours, 12 minutes. The Cunard line ordered, in 1850, two new ships-the Asia and Africa of 2,128 tons each—to compete with their rivals. But the career of the latter did not last long. In 1854 they lost the Arctic by collision with a French steamer, with about 260 lives. Sixteen months later the Pacific sailed from the Mersey with a crew of 141 and 45 passengers, and was never heard of again, and in 1858 the Collins line was wound up.

Down to 1860 all the vessels of the Cunard line had been of wood, the government flatly refusing to allow the in the year mentioned the restriction was withdrawn, and the Persia, an iron paddle steamer of 3.766 tons, was built. Her length was 350ft. and horsepower 3,600. The Scotia, which for some time had the record of eight days twenty-two hours from New York to Liverpool, was the last of the big paddle boats constructed for the Cunard. She was built in 1862, and was of 3,871 tons, 4,200 h. p., and 367ft. length. In after years she was con verted into a twin-screw vessel, and did good service as a cable steamer. The China, launched in 1862, was the earliest Cunard screw steamer. In 1867 came the Russia, of 2,960 tons and 3,000 h. p., which averaged fourteen knots, and reduced the record from New York to Queenstown to just over eight days. Subsequent crack Cunarders were the Batavia, 2,553 tons; Calabria, Alberia, and Abyssinia, each 535 tons; and Gallia, 4.808 tons. Stee now began to replace iron as the material for shipbuilding, and in 1881 the Servia, of 8,500 tons, and 530ft. long, was launched on the Clyde. In January, 1882, she broke the record with a age from New York to Liverpoo in 7 days 8 hours 15 minutes, but this a few months later, was lowered in Alaska, which ran from New York to Queenstown in 6 days 22 hours. In 1888 the Cunarder Etruria did the

westward passage in 6 days 1 hour 47 Of course, the Cunard line has had its misfortunes in the shape of accidents to its vessels, but, compared with other companies, its record in this respect is very favorable, and it is a remarkable fact that of all the great shipping firms of the world it is the only one that to this day can boast

NOT A SINGLE PASSENGER ever lost his life through a mishap to a Cunarder. Probably the worst loss the Cunard has sustained in its long and honorable career was that of the Oregon, a fine new steamer, which, on March 14, 1886, was sunk by collision with an unknown schooner near Long Island, in America. So perfect, however, was the system, of water-tight compartments, which enabled the Oregon to float for some time after the accident, that every one of the hun-

was lost. The remarkable adventures of the Pavonia, which drifted about for days in a gale with her bollers loose, but was towed to harbor; and of the Etruria a few months ago, which lost her propeller, and was taken into port without further damage, will be fresh within the recollections of all.

RANGOS

fresh within the recollections of all.

The recent history of the Cunard Company is, of course, closely bound up with the struggle for the "blue ribbon" of the Atlantic. The Servia, which, as already mentioned, came out in 1831-82, was 530 feet in length, and was the longest ship that had yet been built, though she was soon eclipsed in this respect by the Anchor liner City of Rome. The Servia's sea speed was 17½ knots. In 1884, however, the Umbria and Etruria were launched. These were sister ships, each of 8,122 tons, and 501 feet in length, with an indicated horse-power of 14,500. The fastest time of these vessels was done by the Umbria on her eighty-second trip, when she ran from Queenstown to New York in five days twenty-two hours, an average speed of 19.57 knots.

IT WAS IN 1891 that the most modern of the big Cunarders were ordered. These were twin-screw boats, the Campania and Lucania, the largest vessels, with the exception of the Great Eastern, ever built up to that period. They were launched respectively in September, 1892, and February, 1893. The dimensions of these colossel ships are as follows:

as follows:

Outward.

Days. Hrs. Min.

Days. Hrs. Min.

5 7 25 5 8 38

5 9 6 5 9 18 Days. Hrs. Min. Days. Hrs. Min. Lucania . . 5 7 25 5 8 38 Campana . . 5 9 6 5 9 18

Their usual sea-speed is from 21½ to 22 knots per hour.

Of late years the Cunard, like other companies, has adopted the policy of building large first-class twin-screw steamers of great cargo capacity, fair sea-speed, and with accommodation for a limited number of passengers. Such vessels are the Saxonia and Ivernia, and they have proved a great success.

What the two new vessels which, under the agreement with the government, the Cunard Line must now build will be like is as yet, of course, largely a matter of speculation so far as the public are concerned, although, doubtless, the company have already gone into the matter with leading shipbuilders.

Whether an effort will be made to recover the Atlantic record remains to be seen. The

Whether an effort will be made to recover the Atlantic record remains to be seen. The cost of the extra knot or two necessary to effect this purpose is enormous, and it is an open question whether, apart from the value of the advertisement which recordbreaking gives, a single one of the latest Atlantic filers is paying her way, taken as a separate unit and apart from the rest of the fleet to which she belongs.

The present fleet of the Cunard Company is as follows:

Tons Speed.

A GREAT SUFFERER CURED Mr. Benjamin Dillon, of Leeds, Ont., by Polson's Nerviline, and says: feel my duty is to proclaim Polson's Nerviline as an infallible cure for Rheumatism; it cured me after :0 years suffering, and nothing I know of can equal its penetrating power. Nerviline simply has no equal in quickly reliev ing and curing Rheumatism, Neuralgia, Sciatica, and Lumbago. A trial will convince anyone. Price 25c.

BOURINOT DEAD.

Canada's Esteemed Clerk of the Commons.

OTTAWA, Oct. 13 .- Sir John Bourinot, clerk of the commons, and secretary of the Royal Society of Canada, died tonight after an illness of five months' duration. Although suffering mails to be carried in iron ships. But for some time previously, he bravely stuck to his place in the house of commons, but immediately after prorogation his ailment, an affliction of bladder, became worse, and he has not been out of the house since. By his demise Canada loses one of her great men and the British Empire a leading authority on parliamentary practice and procedure.

> 建设计划作品展现的整理 一一) 项的证: 计算型 以 Sir John Bourinot was born at Sydney, Cape Breton, in 1836, of Hugenot lescent. He received his early parliamentary training in Nova Scotia as official reporter of the legislature. Through the greater part of his life Mr. Bourinot was a tireless literary worker, with a deep love for purely Canadian subjects. But it was as an authority on parliamentary procedure that Sir John won a reputation throughout the British Empire, and his Practice and Procedure of Parliament is a standard authority in the Imperial commons. Dr. Bourinot was a steadfast Imperial Federationist. His death is a loss to Canada and to the Empire at large.

(Gossip.)

Although the best scenery of Ireland lies like a fringe upon her robe, as it is to be found upon her seaboards, the country through which the Great Southern and Western line runs is by no means devoid of beauty and interest. In the immediate neighborhood of the capital you find a rich pastoral country, backed by the graceful swells of the Dublin mountains. Further on you get little peeps of the more majestic highlands of Wicklow. Leaving them behind, you reach Kildare—a poor and mean town, only distinguished by a fine round tower, which stands sentinel beside the restored cathedral. Flying on, you reach the famous Curragh of Kildare—where careful jockeys will be seen exercising potential Derby winners—for this is the great training ground of Irish race horses. You can watch them as they start away from the rush and rattle of the passing express to speed over the crisp turf in wild career. A new military city is fast rising into being upon the site of the old camp. You can see the red brick houses topping a low hill in the distance.

Children Cry for CASTORIA.

tire to a quiet island for a few transferred to the boats and not a life | years' rest will not select Martinique. BOERS IN ST. JOHN.

Transvaal Delegates Here on Their Colonial Trip of Inspection.

The Boer representatives who have been appointed by the imperial govent to inspect and study methods of agriculture and stock raising throughout the British colonies came to St. John Tuesday saw as much of interest in the city and neighborhood as their time permitted and will leave this morning by boat for Fredricton. The party consists of Mr. and Mrs. J. L. Jooste and Mr. and Mrs. Moody Lane of Klerksdorp, H. T. Rood of Ermelo. They are in charge of Cap-

tain Kirkpatrick, representing the imperial government, who is accom-A. T. Hutchinson, a member of the South African constabulary. W. M. partment of agriculture, is accompanying them on their trip through Canada, while T. A. Peters, deputy vey Mitchell of Sussex are with them during their stay in New Brunswick. The Boers delegates are a trio of fine looking men, big, sturdy and keenly intelligent. All three of them were active participants in the late war Mr. Jooste, a wealthy farmer, was camp commandant and Mr. Lane, an Irishman, who has lived in the Transvaal thirty years, was captain and had charge of the ammunition department at Paardeberg. They were participants in Cronje's surrender, oners to St. Helena, whence they returned only a few weeks before starting out on their errand-their world colonial tour. During their imprisonment the wives of both these men were kept at British concentration camps,

complaint to utter. Mr. Rood, who is the youngest man of the party, is the son of one of the wealthiest burghers in the Transvaal. His home in Pretoria was next door to that of President Kruger, and it was here that Kitchener signed the famous document proclaiming peace in South Africa. Mr. Rood fought all through the war, participating in many of the leading engagements and only laying down his arms when peace was

and regarding the life on the Island

and in the camp neither has a word of

formally declared.

Capt. Kirkpatrick, who directs the movements of the party, is an Australian who went to South Africa with the first contingent and fought till the conclusion of the war, when he joined the S. A. C. Just before leaving on this trip he married a Pretoria lady, a wholly charming representative of that country, who is ac-

The delegates arrived in St. John on the Quebec express at 1.50. They were met at the station by Hon. A. T. Dunn and taken to the Royal hotel. After Dunn, Mr. Peters and Mr. Mitchell to various points of interest in and about the city. They saw the falls both at slack water and in the turmoil of low tide, and were greatly interested thereat. James Manchester's magnificent farm at Manawagonish was in spected and on the return trip the party viewed with keen interest the process of pulp making in Cushing's mill. Last night they occupied boxe at the Opera House and heard with expressed pleasure the singing ssie Maclachlan and Harry Mc-

Claskev. Talking with a Sun reporter last evening Mr. Lane said the visit of the delegates had nothing to do with the reported immigration of Boers to this

"It's just the other way." he said we want to make our country so that not only all our own people will stay there, but so that men from Canada and all over the world will come there and settle. Our purpose is purely to study the methods of agriculture in operation here, inspect the cattle and orses, and find what is best suited which has been devastated by the war. We are paying especial attention to your experimental farms and dairying schools, and plan on our return home to forward the establishment of sim ilar institutions. It is also intended that we shall lecture and give practical instruction regarding what we

have learned on our trip. are pleased, greatly pleased and greatly surprised. You have a fine country here, much finer than we expected and you all seem proud of it. But we have a fine country too, and there is no need for our people to go outside it. What we want now is stock. There is nothing left in Africa-absolutely nothing worth speaking of-and our not buy any on this visit, but will merely inspect and make our report. It is probable that on a later trip will purchase cattle, but this will not be until next year, as cattle can only be taken to Africa from August until November. This is on account of the condition of the grass out there. is now too late for any shipments

From an agra vitural standpoint w have been nost impressed with Prince Edward Island so far. That's a beau-tiful place, and they have farming down to a science. We were also greatly interested in the magnificent fruit farms through the Annapolis valley. That's a business we must go into more extensively in the Transthere, but we haven't been doing it scientifically. We have tracts of coun-try as suited to the growing of apples and similar fruits as any place in the world. In some places, of course, we have to irrigate for most crops, and we intend to pay particular attention to systems of irrigation in use in othe exchange some of your rain for som of our somewhat abundant sunshine. We have also received considerable

Prescott has a wonderfully fine herd of cattle, in which we were greatly interested. This cattle question is one of the important problems to be considered by us South African farmers now. Personally I think your animals would be perfectly suited to our conditions and when we begin to buy I shall favor the purchase of stock from Canada and Australia. This is the government's scheme also but the government's scheme also, but cattle speculators will probably buy largely from the Argentine Republic where the price is more favorable.
"What do you think of political con-

REST WEST, N. SON WIT JOHN, M. M. OCHOLES, S. 1908.

ditions in South Africa?" Mr. Lane was asked. "I consider that everything is satisfactory. As to the peace terms, of course we had to accept them, but I think they were as favorable as we could have expected under the circumstances. The great mass of the Boers are reconciled and I think after a time will live happily under the new conditions. Of course there are always a few mal-contents who refuse to be satisfied, but if the British government continue to act in the way they have enced I do not anticipate any further trouble."

"What do you think of your land as a possible place for Canadian emi-

grants?"
"There are good prospects there for any man who goes out with a knowledge of farming and a willingness to work. You can't pick up wealth there in the streets any more than you can here. But we have a great country with a great future, and good men who will work may share in it."

The delegates will be accompanied on the trip up river today by Mr. Peters and Mr. Mitchell. At Fredericton they will be greeted by Mayor Crockett and members of the government and driven about town. Tomorrow they will be taken where they can see the best farming in the vicinity and will be driven to Marysville, where they will be taken through the saw mills and cotton and shoe factories. They leave for Montreal tomorrow night and begin their trip through western Canada, where they will probably spend about six weeks. The next colony they will visit is Australia

BOER GENERALS

Paris.

PARIS, Oct. 14.—The Boer generals attended a meeting of pro-Boers in the Nouveau theatre this evening. The ouse was crowded and the appearance of the generals on the stage was greeted with an ovation. Senator Pauliat introduced the generals in a laudatory speech. General Roths in an address thank.

ed the people for their reception. He said he spoke in the name of his people and thanked France for its generous encouragement and for the aid she had given the Boer wounded. He eulogized Colonel De Villobois Mareuil, a Frenchman, who was killed while fighting with the Boers in 1900. He said the losses of the Boers amounted to \$500,000,000. The Boers, e said, do not ask for political, but for economic intervention.

The general's allusions to the con-

centration camps and farm burning were received with hoots from the Generals De Wet and De La Rey

followed General Botha in making speeches. At the conclusion of the addresses a collection was taken up, which realized \$1,178. The generals were presented with medals.

WROTE JOHN BROWN'S BODY.

(Fredericton Capital.) C. C. Carlyle of Coal Branch, Kent

ounty, this province, claims to be the author of the song "John Brown's Body Lies Mouldering in the Grave," which was very popular in the States and what is now Canada during the war between the Northern and Southern States. He states that he is not the author of the chorus which accompanied this song, and does not know anything of the origin or authorship of the chorus, "Glory, glory hallelujah, as his soul goes marching

The following are the words as written by Mr. Carlyle: John Brown's body lies a-mouldering in the John Brown's body lies a-mouldering in the ground,
And the slaves think that freedom has received a mortal wound—
But the day of fate is coming—don't you hear the dreadful sound?

As his soul goes marching on!

He is coming! He is coming, with the glo-He is coming! He is coming, for to set the negro free!
He is coming with a manual set the set

oming with a message, and it is for u and me, As his soul goes marching on! captured Harper's Ferry with his men so tried and true,

He frightened old Virginia till she trembled through and through;

They hanged him on the gallows, the cruel, coward crew.

But his soul goes marching on!

RECENT CHARTERS. Scammell Bros. of New York report the following charters: Strs. Zanzibar, Gulf to the Continent and east coas U. K., timber, 8s. 9d., November-December; Sydenham, Montreal to Newcastle, deals, 42s. 6d., Oct.; barks Wildwood, Pensacola to Buenos Ayres, lumber, \$10.50; C. P. Dixon, Carabelle to New York, rosin, p. t.; schs. John C. Gregory, Jacksonville to an eastern port, lumber, owners' account—out m New York with genereal cargo, urrent rates; Foster Rice, New York to Yarmouth, corn, 21-2c. per bushel and discharged; Thistle, New York to St. John, N. B., sand, p. t.; Ayr, same; Adelene, same, wire, p. t.; Greta, New York to Moncton, sand, \$1.15; R. W. Huddell, South Amboy to Boston, coal, p. t.; Nimrod, same, 70c. and b. m., quick despatch; John Stroup, same, \$1.16 to wharf; Pardon G. Thomson, South Amboy to Providence, \$1.10; Benefit, South Atlantic port to Jamaica, six trips, lumber, \$5.50; Melba, Jamaica to boston, logwood, \$4; Clay-ola, Port Hastings to Providence, coal,

A SMART OCTOGENARIAN. George A. Hammond, the venerable nerchant of Upper Kingsclear, was in Fredericton the other day. Mr. Hammond is probably the oldest active

cially at Sussex yesterday, where we visited the magnificent farms of Col. Brunswick, being within a few months of his 85th birthday anniversary.

SHEDIAC FIRE

Severe Loss in Buildings and Stock.

The Oft Repeated Story of No Adequate Water Supply-Business Portion of the Town in Ashes-Moncton Sent Over Valuable Assistance - The Losses and the Insurance.

- Million at 1 16

SHEDIAC, Oct. 15.-The town was this morning the scene of one of the greatest fires in its history, and Shedac has experienced some pretty large conflagrations. It started at 5.30 a. m in a barn in the rear of Mrs. Aime Con mier's grocery. Melanson's big building was soon in flames, also his storehouse containing several thousand bar-rels of potatoes, etc. Thence the fire

SHEDIAC, Oct. 15.—The business portion of Shediac presents the ap-pearance of desolation tonight, and hundreds of people are viewing by moon light the ruins of what was yes terday the scene of business life and

activity. The north side of Main street for a distance of about two hundred yards, including the best and all the leading ousiness establishments in the town, with two or three exceptions, has been wiped out, the walls of only two brick buildings in the place being left stanizens with buckets and the application of blankets, carpets, etc., the fire was prevented from crossing to the south side of the street, where the buildings are smaller as a rule.

The burned district extends from Lawton's drug store, near the Weldon House, to Dr. Murray's office, and includes not only the buildings fronting on the street but many out buildings, barns and warehouses in the rear. When the critical nature of the fire ecame serious, a telegram was sent to Mayor Givan of Moncton for assistance, which was sent with all haste arriving on the scene shortly after 8 o'clock with steam engine, hose, etc. and about 20 men. The prompt action of the Moncton authorities is greatly appreciated by the people of Shediac who realize that but for it their loss would have been still more serious.

Main street were broken by the intense The fire raged from 5 till 10 o'clock when it was under control, but two when it was under control, but two he performed as Prince of Wales was subdue the flames.

It was first seen by E. Paturel, who lives in the post office building, but fore he could get to it the flames had got beyond control with such appliances as were available, such as hand engine and buckets.

Shediac has suffered severely from fire On October 12th 1879 fire swent the same district as went down this norning, and extended further west, but the loss was not nearly as heavy as today, as larger and better buildings were erected on the ruins. Again in 1888 there was a heavy fire.

Nothing daunted, many of those who ost so heavily today express a deter mination to resume business at onc and rebuild as soon as possible. It is hoped, however, that the authorities will make better provision for fighting fires in the future, as with modern appliances and more water this morn ing's fire might have been confined to the building in which it broke out The Moncton fire department rendered valuable service, saving the Weldon House and shoe factory, and would probably have stopped the fire at the corner but for the scarcity of water. I. C. R. Fireman Michael McGrath as among those who came over from Moncton to the fire After the fire was under control he went to Point lives there, and in trying to board a moving train to return home he fell will be retained by His Majesty. lives there, and in trying to board a under a wheel, which crushed his his right foot so badly above the ankle that it had to be amputated. He was taken to the Moncton hospital as soon

The heaviest losers are O. M. Melan- ly inlaid and hand-tooled. The design son & Co., large store with stock estimated to be worth \$25,000 and three story warehouse with 4,000 barrels potatoes in the basement and an unoccupied dwelling in the rear. potatoes were saved. They estimate their loss at \$50,000 and had \$15,000 insurance. They will rebuild and resume at once.

R. C. Tait's Joss is also very heavy, and is estimated at \$7,000 on buildings is a close set device of vine leaves and and \$21,000 on stock. The insurance is \$4,000 on the building and \$7,000 on the

Among other losers are Mrs. C. H. Gallant, millinery store and residence, ing. At the four corners are medai and brick building occupied by post lions of the Good Shepherd, a lamp t office and People's Bank of Halifax.

Mrs. Gallant had \$200 insurance on her stock and \$1,200 on the building her stock and the sevenance on the bank building. Her loss above the three buildings will prob-

ably be \$2,000.

The Poirier brick building, occupie by Messrs. Poirier, was insured for \$4,000. The loss on the building is \$1,-500 above this amount. Simon Poirier had a large office in the building owned and occupied by Dr. Belliveau and W. A. Russell, barrister, value at \$1,300; insured for \$900. The co-tents are insured for \$1,500 insuran on the stock, nearly covering the loss Alex. McNeill's general store, building valued at \$1,200; insurance not

William Bourque, barber, occupied the same building, uninsured. Louis Comeau's building, loss \$500 pied by Val. Landry as a saloon Landry's loss is covered by insur-

Mrs. Amie Cormier's building, insur ed for \$1,400; loss, \$800 above insur-ance; grocery stock insured for \$1,500, which nearly covers loss. Stewart White building and stock; loss \$800 above insurance, which was

Manuel Gallant's building, occupied

by himself as a billiard room, saloon and residence; loss about \$21,000; no insurance.

Nearly all the insurance on the burned buildings was written through St. John agencies. The following are, roughly speaking, the losses to the various concerns:

various concerns:

O. M. Meianson's—\$2,700, Sun. Co., Tilley & Fairweather. Tilley & Fairweather estimate their losses in full to be quite \$7,500.

Knowiton & Gilchrist, the Phoenix of Hartford, hold several risks, but is was not clear to them what their losses were at noon today.

G. O. D. Otty, Union Co., is interested in the insurance losses, holding risks on the Meianson properties.

Manager'A. Gordon Leavitt of the Keystone Co. says his company sustained very slight loss.

sione Co. says his company sustained very slight loss.

The Commercial Union of London, A. C. Fairweather, has some insurance on Mrs. Gallant's store.

T. B. & H. C. Robinson, representing the Norwich Union Co., hold risks on the Melanson property of \$2,000.

In the Actna, Geo. E. Fairweather & Son, the Melansons have \$500.

Manager R. S. Ritchie of the Quebec Co. says his company loses on the Melanson properties.

properties.

Atlas Co.—Geo. F. Calkin, \$1,000 on the Poirier building and \$1,000 on Melanson.

Liverpool, London and Globe—W. M. Jarvis, \$1,300 in all, divided in \$1,000 and \$300.

W. H. White says his company, the Manchester, may lose \$3,500.

Hall & Fairweather, representing the Phoenix of London, have losses.

A PRESENTATION BIBLE.

Magnificent Gift to King Edward IL (London Times, 23rd ult.)

During the present week there wi be on view at the premises of the Brit ish and Foreign Bible Society, 14 Queen Victoria street, the magnificer printed and bound volume of the scrip tures to be accepted by the King from that great organization which is shortly to celebrate the centenary of its Many windows on the south side of foundation. His Majesty has always manifested the deepest interest in the society's welfare, and, indeed, one of the earliest public acts of importance subdue the flames.

The origin of the fire is a mystery.

The origin of the fire is a mystery who flect that the two modern versions of both in their origin connected with my family. The translation of Martin Luther was executed under the protection of the Elector of Saxony, the collateral ancestor of my lamented father, while that of William Tyndale. the foundation of the present authorized version, was introduced with the sanction of that royal predecessor of my mother the Queen, who first desired that the Bible should have course through all Christendom, but especially in his own realm." The Bible, when originally offered for His Majesty's acceptance through the society's president, the Marquis of Northampton, was intended for use in the coronation service, but it was found that precedent ordained that the apo-cryphal books should be included in the volume. These are not circulated by this society, but though its offering could not bear part in the great ceremony, the King intimated that he would be none the less pleased to receive it personally. This gracious decision gave particular satisfaction to the committee, inasmuch as the volume used at the coronation would be, by custom, kept by the bishop who had carried it in the procession, whereas To secure clearness of printing the pages have been specially selected

from those in pica type, as circulated by the society. The binding is of finest pressed royal morocco, heautiful embodies chiefly the early Christian symbols as found in the Roman cats combs and churches. As central de ice a cross preserved in the museum of Galla Placidia, at Pavenna, has been used, and is enriched with an interlaced pattern in deep gold upon soft ivory white and golden brown. In the space between the arms of the cross clusters of grapes, symbolic of the "True Vine," while wheat-ears, in gold on deep maroon, significant of the "Bread of Life," constitute the border branched candlestick, and the peac as an emblem of Resurrection, Smaller dallions intervene, and comprise the Greek monogram of the sacred name, the anchor, the ship, the dove, the lamb, and the fish. The back of the cover is similar, save for the omission lined with morocco of the same shade cooled in gold, and having the Greek monogram in a slightly different form. The fly-leaves are of red silk. A sheet of vellum, also ornamented with early symbols, bears the inscription which runs, "Presented by the British and Foreign Bible Society to His Majesty King Edward VII. as a memorial of God Save the King." To enclose all is a cypher in gold, and tied with rib-bons fringed with gold. The whole work is English, and was executed by Messrs. Birdsall, of Northampton. H is expected that His Majesty will fix a day to receive the presentation on his return to London next month

Children Cry for CASTORIA