General Business.

NOTICE.

Through the efforts of Mr. W. A. Hickman, Immigration Commissioner, who has been in England for some months past, it is expected that in the coming spring a considerable number of farmers with capital will arrive in the province, with a view to purchasing farms. All persons having desirable farms to dispose of will please communicate with the undersigned, when blank forms will be sent, to be filled in with the necessary particulars as to location, price, terms of sale, etc. Quite a number of agricultural laborers are also expected, and farmers desiring help will also please communicate with the undersigned.

Dated, St. John, N. B., Feb. 9th, A. D. 1901.

ROBERT MARSHALL.

C. WARMUNDE

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SPECIAL BARGAINS

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WATCHES, CLOCKS, JEWELLRY,

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We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all.

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On Face and Hands.

We have just imported a large lot of

Olive Oil and Cucumber Soap

direct from the Factory which we can sell for the next TWO WEEKS

—AT—

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall.

Chatham, March 19, 1901.

GO TO PORTLAND, BOSTON, ETC.

VIA THE

Canada Eastern Railway and Fredericton.

Pullman Sleeper runs through from Fredericton Junction to Boston.

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TWO TRIPS A WEEK

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BOSTON

$3.50. Winter Rate. $3.50

COMMENCING NOV 11, the Steamers of this Company will leave St. John every MONDAY and THURSDAY morning, at 7.30 o'clock standard, for Eastport, Lubec, Portland and Boston.

Returning, leave Boston MONDAY AND THURSDAY, at 2.15 p. m., Portland 5.30 p. m.

Through Tickets on sale at all Railway stations and Baggage checked through.

Passengers arriving in St John in the evening can go direct to the steamer and take Cabin Berth or Stateroom for the trip.

For rates and other information apply to nearest Ticket Agent, or to

WILLIAM G. LEE, Agent, St. John, N. B.

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Agents for the National Window Cleaner in Kent, Westmorland and Northumberland Counties, to sell at sight—large commissions. None but hustlers need apply.

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The DOMINION PULP CO'Y LTD. opposite Chatham, N. B. are now prepared to contract for their supply of Pulp Wood for next season. Also for CORD WOOD, nine feet lengths, delivered ON CARS at Chatham Station or BY SLED TO THEIR MILL during winter.

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CHATHAM, N. B.

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Cap Specials

HEAVY TURN DOWN BAND

30c. 40c. 50c.

FLANNEL SHIRTS,

$1.10, $1.25, $1.50.

HOMESPUN PANTS,

$1.25, $1.35, $1.65.

Fresh Grocery Specials.

HAMS, BACON,

PORK, BEANS, and

CANNED GOODS

JOHN J. NOONAN,

Next below Riverview Hotel,

WATER ST.

FARM HELP.

Anyone in need of Farm Help should apply to Hon. A. T. Dunn at St. John, as a number of young men who have lately arrived from Great Britain are seeking employment. Applicants should give a use of help wanted and any particulars with regard to kind of work, wages given, period of employment to right man, etc.

Miramichi Advance.

CHATHAM, N. B. - DECEMBER 12, 1901.

A Great and Amusing Demagogue.

The American Transvaal League held a very large meeting at Chicago last Sunday night, the principal speaker at which was W. Bourke Cockran. That eloquent, but very inadequately informed gentleman said amongst other things:—

"This meeting has no disposition to provoke bitterness or to increase the crop of resentments already too large throughout the world. Much as we might desire the incorporation of Canada in the union, unless it could be accomplished by the consent of the people on both sides of the frontier, we do not wish it, but it may be well to point out that there was much less justifiable ground for the assault upon the South African republics by Great Britain than there would have been for the forcible annexation of Canada by this country."

Mr. Cockran proceeded to make the remarkable proposition that "one word "spoken by President Roosevelt of the "United States to the British Ambas-"sador, or in the hearing of the English "nation, would restore peace," etc.

It is no wonder that so many people in the United States have entirely inadequate notions of the relative power of that country and Great Britain, of the temper of the Canadian people or the causes of the war in South Africa, when men of Mr. Cockran's opportunities for possessing accurate information feel that they can make such balderdash as that quoted pass current before thousands of them. Mr. Cockran evidently assumed—and perhaps rightly—that his audience of last Sunday evening was as ignorant as the Boers themselves were of the British Empire's unity and power, when Kruger issued his war ultimatum. It is a fortunate thing for the peace of the world, generally, that President Roosevelt will, probably, tell the Chicago League, that he proposes to mind his own business in the Transvaal matter.

Halifax and the I. C. R.

The Canadian Pacific Railway management has evidently done a good deal of missionary work in Halifax, and succeeded in making some of its most prominent men believe that the Intercolonial—the people's road—ought to be handed over to them. No C. P. R. promoter appeared in the Halifax movement, so far as the accounts of it that have reached us show, but the same can be said of almost every other similar movement upon public sentiment or appeal to present local interest made in behalf of the great Canadian corporation. That so important a body as the Halifax Board of Trade should however, be moved to advise, practically, the handing over of the government road to the C. P. R. Company, shows how capable must be the latter's missionaries in the work assigned to them.

At the bottom of Halifax dissatisfaction with the I. C. R. management is what its business men refuse to see or admit, viz.—the disadvantages of that port's geographical position as a transatlantic shipping point for Western products. Its Board of Trade knows that St. John is practically the winter port of Canada for that traffic, and as Halifax possesses a harbor than which there is none better in North America, its Board of Trade does not appear capable of understanding why it should not be used equally with that of St. John for that purpose.

There is, however, the inexorable reason, which is, that while fast mail and passenger transatlantic service must be over the shortest possible route and that which has the shortest ocean run, as compared with its railway run, so the most economical freight route must be that which has the shortest railway run to its ocean terminus. So long, therefore, as the undoubtedly correct policy of carrying Canadian transatlantic freight through Canadian ports is acted upon, we must expect to see St. John used as the winter port of Canada for that traffic.

When Canada shall have sufficiently advanced in its ideas of national progress to realise that it ought to avail itself of its advantage of offering the fastest mail and passenger route between Europe and North America, we shall expect to see Halifax putting forth its rightful claim as the Canadian all-the-year-round western Atlantic terminus for that service, and it would then be as absurd for St. John to hope to be considered in that connection as it now is for Halifax to move to sacrifice the country's interest in the Intercolonial Railway because western freight destined for Europe is not brought past St. John to be shipped from the wharves of Halifax.

Those who are desirous of having Canada's trade interests most effectively and rapidly developed, and to see it keep pace with and even surpass the competing nation south of it, fully understand that it would be suicidal to transfer the control of the government road to any private corporation. There is plenty of work for both railways, and the time is not very remote when there will be other through lines called into existence by the country's needs.

The Intercolonial railway is doing a great work in the development of Canadian trade. From being a line from somewhere east to nowhere west, it has, under the statesmanlike policy of Mr. Blair, been pushed on into the commercial metropolis of the Dominion, and instead of being crippled and its usefulness impaired by its control being passed out of the government's hands, the policy of the country should be its extension westward and its [illegible] against its general use. Canadian railway directors where the business available or to be created, maintained or enlarged will justify. Indeed, if there is to be any change in ownership of Canada's great highways, the true policy would seem to be government control under commission, and dissociated from politics. We should not then, probably, witness the remarkable spectacle of leading papers of the maritime provinces, assisting as far as they can the absurd and suicidal policy suggested by the Halifax Board of Trade in connection with the I. C. R.

As to the fact that deficits have been, practically, the rule in connection with the management of the Intercolonial, what of that? The same thing is true of the canal system. We have, however, not heard of anyone in Ontario proposing to hand the canals over to the C.P. R., nor of that great company promoting public sentiment or moving boards of trade in the direction of advocating such a policy. Moreover, it must not be forgotten that the Canadian Pacific Railway Company owes its existance to the fact that it was presented by the people of Canada with about $135,000,000. If that great sum were called a deficit it would be considered a pretty big one. But nobody who realises the great things accomplished by that public gift is disposed to find fault with it. It was a wise and patriotic expenditure, and Canada is reaping the benefit of it in the expansion of its trade and extension of its commercial prestige, which are sources of national pride as well as profit to its people.

If the Halifax Board of trade is wise it will cease to cry over Intercolonial deficits as a reason why the Canadian Pacific should be presented with the peoples' road, and it will apply itself to the promotion of its further usefulness, by exerting its influence to impress upon the Government the desirability of making the Intercolonial a part of the fastest mail and passenger line between European and North American centres of travel, for in the establishment of such a route there is something of real value for Halifax, on its merits, and it is to be secured on broad grounds, which contrast in a marked degree with the narrow and local advocacy of passing the government road into private hands.

DON'T GO HOME, if you have not got at least one bottle of Kendrick's Liniment in the house. Don't go home without it. There is nothing better (if equal) to Kendrick's as a household remedy.

York County By-Election.

The House of Commons vacancy in York County, caused by Rev. Joseph McLeod having the election of Alex. Gibson, jr., protested for alleged bribery by agents, is to be filled by an election to be held on 28th inst., nomination day being 21st inst. Mr. Gibson is to run again, and it is said Mr. McLeod is to oppose him. Mr. McLeod is a cousin of Hon. Geo. E. Foster, and has all the force of the Foster wing of the opposition behind him. The leading Conservatives of York do not want Mr. McLeod to run, because they know he has no chance of election but "the nest of traitors" of which the St. John Sun is the organ in New Brunswick, do not seem to care what the people of York want. They have the election fund and a Foster candidate, and seem to think that the profit of spending the Ontario campaign fund will compensate them for the odium of the defeat that awaits them. It is poor use to put a clergyman to, but Rev. Mr. McLeod don't mind a defeat, for there's money for his local friends in it, and, besides that, he's used to it.

The Lieutenant-Governorship.

The mention of Senator Snowball's name in connection with the governship of New Brunswick, which must soon be vacated by present governor McClelan, whose term expired yesterday—but who will probably administer the office until the legislature opens, at least—is very favorably received everywhere. By experience in active public life as a member of the House of Commons, as well as of the Senate, and the high social position he occupies, Mr. Snowball is eminently fitted for the office of chief executive of the Province. The Fredericton Gleaner says:—

"Some of the western papers are discussing the question of the lieutenant governorship of this province in view of the fact that the term of the present occupant of that high office will expire very soon. One paper asserts, we do not know on what authority, that Lieut. Governor McClelan will not receive a second term. And the same paper mentions the name of Senator Snowball in connection with the new appointment. There is, we believe, nothing to prevent the Dominion Government allowing the present Lieutenant Governor to hold over, as was done in the case of Sir Leonard Tilley, who remained Governor for about three years after his term had expired without receiving any new commission.

Senator Snowball certainly is of the material out of which Lieutenant Governors are made, but perhaps he does not want the office, and possibly there are others who think that their claims to the position are superior to his. Some time ago the name of Judge Landry was mentioned in connection with this position, and it was then said that the vacancy thus made on the Bench would be filled by Mr Emmerson. This arrangement, however, it is said, will not be carried out."

[London Timber Trades Journal, Nov. 30.]

Hemlock.

Generally higher prices, accompanied by a decadence in quality and a comparative absence of plank and deal widths, are likely to be dominant features in the timber trade before many years have passed. Before then we shall no doubt find that the abundant supplies of hemlock which are to be found in the Canadian forests have become an asset of considerable commercial value. Owing to the many prejudices which exist against its use, the tree is now destroyed mainly for its bark, and frequently well-grown, fine trees are left to absolute decay. For temporary piling or temporary work hemlock appears to offer advantages, although it must be said that large contractors to whom it has been introduced appear to have fought shy of experiments. The wood can sometimes be obtained in Liverpool in the form of deals, but the limited supplies on this side perhaps militate against its general use. Canadian railway engineers use it extensively for the purpose of railway ties, both in its natural condition as well as creosoted, although it must be a somewhat difficult wood to properly pickle. In the quality of the material used in the permanent way, we believe we are right, however, in saying that English railway engineers, on the whole, adopt a higher standard than prevails, taking one system with another, in Canada, or perhaps the United States. Still, for construction work, as well as for colliery tram lines, we should think that hemlock might be employed with advantage on the score of economy. The question, indeed, is mainly one of price. With spruce running down from time to time as low as £6, and pitch pine timber fluctuating, as a general rule, somewhere in the neighborhood of 50s., no one cares to dabble in hemlock, although it could probably be put on the market in the shape of deals at 20 to 25 per cent. less than spruce, and in the way of sleepers at considerably under Baltic redwood prices. The question is an interesting one, and if any of our readers, either in Canada or here, who have had actual experience of the use of the wood will, for general information, send us brief particulars we will endeavor to find room for their publication.

DON'T BE DISAPPOINTED. You won't be if you use Kendrick's Liniment. There is nothing like Kendrick's for Lameness, Swelling, Pains, Sore Throat and Lungs, and as a general household remedy.

St. John and the Small Pox.

The St. John health authorities did not order compulsory vaccination, and they are being generally blamed therefor. It appears, however, that the omission arose through a misunderstanding in regard to the matter, based on advice given to them by their attorney. That gentleman wrote to Attorney General Pugsley in November giving a resume of what purported to be the law on the subject, and, on the facts thus presented, the Attorney General replied that in his opinion the local board of health of St. John could not order compulsory vaccination.

The matter came up on Thursday last at a meeting of a committee of the Local Government and the St. John Board of Health. Mr. J. R. Armstrong, Q. C., having stated, on behalf of the board, that the government had been requested by the board to have an order-in-council issued making vaccination compulsory in the district, Premier Tweedie stated, in reply that such special order was not required as the Board had, under the general order-in-council of Dec. 28th, 1900, full authority in the matter. Hon. H. A. McKeown was of the same opinion, but Mr. Armstrong, Dr. Daniel and Dr. Christie argued the contrary view, and finally referred to the letter of the attorney general, which coincided with the view of Mr. Armstrong.

Attorney General Pugsley, who arrived at the meeting while it was in progress, stated that he had received Mr. Armstrong's letter when he was confined to the house through illness and had not the Royal Gazette containing the order-in-council at hand and had accepted Mr. Armstrong's statement of the order-in-council in the letter to him as being correct and had based his opinion wholly upon the letter and any little recollection which he had of the order of a year ago. However, when he read the order, he found that Mr. Armstrong had not placed it properly before him in his letter and consequently found that the opinion which he had expressed in his letter to Mr. Armstrong was entirely erroneous, being based upon a misstatement of the order-in council, and as a result, upon reading the order, he endorsed the opinion as set forth by Hon. Messrs. Tweedie and McKeown.

Halifax Board of Trade.

DISCUSS TRANSFER OF MANAGEMENT OF I. C. R. TO C. P. R. AND PASS A RESOLUTION TO THAT EFFECT.

[Halifax Recorder, 6th Dec.]

The Board of Trade met yesterday afternoon mainly to consider the recommendation of the council of the board favoring the passing of the management of the Intercolonial railway over to the Canadian Pacific. There was a very good attendance of members, a number of whom spoke mostly against the plan, but it was finally carried.

J. A. Chipman opened in support of the resolution, as had been slightly amended as compared with that which was first brought before the Board. The preamble and resolution now read as follows:—

Whereas, the running of the Intercolonial railway under government management has resulted in a long series of annual deficits, aggregating many millions of dollars, which in one form or another constitutes a part of our interest-bearing public debt;

And whereas, there is no evidence in sight that these annual deficits will cease;

And whereas, the Intercolonial with its western connections seems more hopelessly incapable of providing for the inter-provincial trade between Ontario and the Maritime Provinces than at any time in the past history of the institution;

And whereas, there is no prospect of promoting trade with the mother or foreign countries through the Maritime ports of Quebec, St. John, Halifax and Sydney, through this medium of transportation so long as existing conditions continue;

And whereas, the interests of the Grand Trunk Railway seems centred on a greater development of Canadian trade through Portland than at any former time in the history of that port, leaving nothing for the Maritime Provinces to expect of them in the development of its trade;

And whereas, the appointment of a commission by the federal government to take over the management of the Intercolonial would not, in the opinion of the Board, meet the requirements and overcome the difficulties standing in the way of creating an export and import trade through the maritime ports above mentioned commensurate with the possibilities of such trade;

And whereas, the management of the Canadian Pacific Railway has demonstrated it to be amongst the best managed roads on this continent;

And whereas, it is the opinion of this Board that were the Intercolonial placed under the management of the Canadian Pacific the revenues would increase, annual deficits cease, and a surplus of earnings be returned to the federal treasury. That there need be no increase in rates; that the Grand Trunk railway need not be debarred a right of way over the Intercolonial under the railway act or by special act of parliament; that such management of the Intercolonial by the Canadian Pacific would be likely to foster local and inter-provincial trade and industries along its entire line, encourage export and import traffic at Quebec, St. John, Halifax and Sydney, secure to this country a fast line and fast freight service;

Therefore resolved, that this Board communicate with the several Boards of Trade throughout the Dominion, and ask if they would unite in a memorial to the Federal government, favoring the transfer of the management of the Intercolonial Railway to the Canadian Pacific Company, provided such arrangements could be made with that company as would, while retaining government ownership of the road, promote local traffic and lead to the extension and development of Canadian export and import business through the ports of Quebec, St. John, Halifax and Sydney.

Captain J. Taylor Wood seconded the resolution and held out the hope that the fast Atlantic passenger and freight service would come as the necessary result of such a course. Mr. W. H. Johnson opposed, showing that the trend of opinion was today all in favor of government ownership. Hon. Wm. Ross said this proposition would evoke a chorus of disapproval throughout Canada. Geo. Mitchell, M P. P., criticised the management of the I. C. R., and urged that running powers into Halifax should be given to the C. P. R. J. E. Butler thought it would be a dangerous experiment. Senator Power strenuously opposed the resolution, while J. E. DeWolfe called for a change, saying that the resolution only called for an expression of opinion on the question from the different Boards of Trade throughout the Dominion. If the scheme was not supported it fell to the ground. James Morrow was in favor of giving the suggestions of Mr. Chipman a trial. An amendment moved by Hon. Wm. Ross, seconded by W. J. Clayton, to refer the resolution back to the committee, was voted down, and the original resolution, after a few remarks by the mover, was put and carried.

DON'T BE AFRAID. If you have never tested the quality of Kendrick's Liniment, don't be afraid to try it; thousands of people are using it. To be had at all dealers in Medicine. Price 25 cents.

MISS BESSIE BLAIR,

Daughter of the Minister of Railways and Canals, and a would-be rescuer who was escorting Miss Lars Snowball of Chatham, drowned while skating.

OTTAWA, Dec. 6.—The melancholy news that Miss Bessie Blair, third daughter of Hon. A. G. Blair, Minister of Railways and Canals, and Mr. H. A. Harper assistant to Mr. W. L. M. King, Deputy Minister of Labor, had been drowned whilst skating on the Ottawa River, caused a profound sensation in the capital to-night. The tragedy occurred near Kettle Island, three miles from the city, at about dusk, and until late in the evening it was difficult to obtain particulars.

SKATING PARTIES.

It seems that several parties took advantage of supposed good ice on the Ottawa to have an outing on skates. One of these had been out from Government House and included the Governor General, and also Lady Minto, who is one of Ottawa's best skaters. A portion of the Government House party consisting of Capt. Bell, A.D.C., Vernon Nicholson, the Misses Ritchie and Miss Lemoine, broke through the ice, near Governor's Bay, but being in shallow water they got only a partial wetting.

A party consisting of Miss Bessie Blair, Miss Snowball, daughter of Senator Snowball, who is visiting at the Blair residence, Mr. Harper, and Mr. Creelman, of the Imperial Bank, started from the interprovincial bridge between 4 and 5 o'clock for a skate down the Ottawa River. Mr. Creelman and Miss Blair were leading, and Mr. Harper and Miss Snowball followed.

A FATAL PLUNGE.

When near Kettle Island Mr. Creelman and Miss Blair broke through the ice and were struggling for their lives. Mr. Harper threw off his coat and rushed to the rescue.

MISS BLAIR'S SISTER.

Miss Snowball dashed for assistance to the nearest house on the shore. On the way she met Mr. A. N. C. Treadgold and Miss May Blair, who were bringing up the rear of a skating party from Government House that had gone out some hours earlier and were returning home.

ONE RESCUE.

Mr. Treadgold flew to the spot where the accident occurred and was in time with the assistance of Matthias Blais, a man living on the shore nearby and who came out with a punt in response to Miss Snowball's cries and was in time to get Mr. Creelman out of the water. The latter was unconscious and the other two were nowhere to be seen.

"WHERE IS MISS BLAIR?"

When Mr. Creelman recovered he asked "Where is Miss Blair?" "Here," replied Mr. Treadgold, supposing the rescued man meant the young lady he had been escorting. "No," replied Mr. Creelman feebly, "I mean Miss Bessie Blair; she went down with me."

BOTH DROWNED.

Nothing had been seen by the rescuing party of either Miss Bessie Blair or Mr. Harper. They were both drowned. Mr. Creelman laid for some hours at Blais' house on the shore very ill from the effects of his immersion. In the darkness that had gathered nothing in the way of relief could be done until lights had been obtained and a search party organized.

A SAD PARTY.

Mr. Treadgold and Miss Snowball made their way to the city and repaired to the Blair residence, which they reached about 7 o'clock. The cruel news was broken as gently as possible to the family, but it was a terrible shock. Mr. and Mrs. Blair, are absent at Clifton Springs, New York, where the latter is undergoing treatment for rheumatism, and were not expected home for some days. Upon Mr. J. Lambert Payne, Secretary to the Minister of Railways, devolved the sad duty of informing his chief by telegraph of the tragedy.

THE VICTIMS.

Miss Bessie was a handsome and accomplished young lady of 20, and was her father's pet. She returned only in August last from the continent, where she had been studying in company with another sister, Miss Audrey Blair. The Minister made a special trip across the Atlantic early in the summer for the purpose of escorting his daughters home.

Mr. H. A. Harper's sudden removal is deeply lamented by a host of friends here, and his gallantry in giving up his life in the attempt to save others is the theme of general conversation to-night. Mr. Harper could not have been more than 25 years of age. He was a graduate of Toronto University, and after leaving the university entered newspaper life. He started work on the London, Ontario, press, and afterwards accepted a position on the staff of the Mail and Empire, Toronto. After about two years' service on that paper he accepted the position of Ottawa correspondent to the Montreal Herald. In the latter part of the summer of 1900 he was appointed assistant to Mr. King, the Deputy Minister of Labor, and associate editor of the Labor Gazette. He was a young man of much promise and had a bright career before him.

CONDOLENCES

News of the tragedy spread to-night like wildfire, and many persons called at the Blair residence to condole with the young ladies so suddenly bereaved of a sister and unsupported by the presence of their parents. Lady Minto drove up from Government House as soon as news of the melancholy affair reached her ears, and conveyed her sympathy in gentle and consolatory terms. The Premier and Lady Laurier and the rest of the Cabinet Ministers and their wives also hastened to express their sorrow.

MR. CREELMAN'S STATEMENT.

Late to-night Mr. Creelman was brought to the city and put to bed in his room at the Turkish Baths Hotel, where he is under the doctor's care. His nerves are completely unstrung by his experiences, and no newspaper men were allowed to see him, but the statement he made to friends confirms the earlier reports of the tragedy. Mr. Creelman and Miss Blair were skating hand-in hand ahead of Miss Snowball and Mr. Harper, when the two former struck their toes against soft ice and fell forward into open water. Mr. Creelman supported Miss Blair when they rose to the surface. Miss Blair was brave, and said to Mr. Creelman, "Don't mind me, I can swim." Mr. Harper and Miss Snowball skated up, and as they did so Mr. Creelman shouted to them to keep back. Miss Snowball skated back in the direction of Gatineau Point, but Mr. Harper, throwing off his coat and gauntlets, plunged in to the rescue. As he did so Mr. Creelman endeavored with his remaining strength to raise Miss Blair to a more secure position. As to what transpired afterwards Mr. Creelman's mind is blank. It is not at all clear just when Miss Blair or Harper sank from view.

MR. TREADGOLD'S STATEMENT.

A later Ottawa telegram of Friday night said: Mr. Treadgold says that he, with Miss Blair was skating a quarter of a mile away from where Miss Bessie Blair was. They heard a cry for help. It was repeated, "help," and both turned to where the cry came from. They made to what they thought was a dark spot on the river. This turned out to be Harper's cap. Then came a cry from the water to keep back, that the ice was thin there. It was then that they saw a man in the water clinging on to the ice. Treadgold shouted to the man to hold on firmly, that he had a cord with him and would pull him out. As he was unwinding the cord off his body, Blais, with a boat, came along and both of them pulled Creelman into the boat. When they got him in he asked where Miss Blair was. Treadgold replied that Miss Blair was all right, meaning the Miss Blair who was with him. It was only when they got Creelman to Blais' house that they learned from him what had really happened. Creelman must have been nearly 20 minutes in the water. Miss Snowball, who had gone to the Quebec side of the river for help, returned ahead of the others to the scene of the tragedy. She brought with her some spirits and reached where the drowning took place as Blais was pulling towards the shore with Creelman and Treadgold.

MR. BLAIS' STATEMENT.

Mr. Blais, who, assisted by Mr. Treadgold rescued Creelman, says that his attention was first called to the accident by the cries of his young son, Napoleon Blais, who heard Miss Snowball's alarm. He at once shoved out a large punt into the river to the scene of the drowning. When he arrived Treadgold was unsuccessfully endeavoring to hand a cord out to Creelman, who was hanging on the edge of the ice. The two of them launched the boat and got Creelman into it. The latter lapsed into a state of semi-unconsciousness from exhaustion, and when brought to Blais' house and wrapped up warmly, revived and asked where Miss Blair was. This was the first authentic assurance the people who had gathered around had that others were drowned. Some boys, who had been attracted to the place when the party first fell into the water, were endeavoring to establish the fact that others were in the water, but in the excitement of getting Creelman out the crowd which had gathered did not apparently take much stock in the boys' assertions.

CONDITION OF THE ICE.

The ice where Creelman and Miss Blair broke through was found to be from six to twelve inches thick. The open channel into which they skated was caused by the confluence of the Ottawa and Gatineau Rivers. The channel is widest near the head of Kettle Island, where they were precipitated into the water. It is half a mile below the village of Gatineau Point and about 150 yards from the North Shore of the Ottawa river.

DOUBLY SHOCKED.

An Ottawa despatch of Monday says:—

Yesterday morning Hon. A. G. Blair and Mrs. Blair returned from Clifton Springs, New York, when the sad news of their daughter's death was broken to them. In some way the telegrams from Ottawa failed to reach them, but while breakfasting in the Sanitarium, Saturday morning, one of the guests approached Mr. Blair to tender his sympathy. Mr. and Mrs. Blair could scarcely believe the statement concerning their daughter, but an Ottawa despatch in a newspaper confirmed the sad intelligence. It was an awful shock to them.

SAD HOME-COMING.

The home coming was truly a sad one. The form that but a short time previous the fond parents had left full of life and happiness, now lay pale in death before them. Eyes that gazed upon the placid expression of the dead shed frequent tears. Her Excellency Lady Minto was among the first to call at the Blair residence to extend condolence.

Mr. A. George Blair, brother of the deceased, Mr. and Mrs. R. H. F. Randolph, sister, of Fredericton, arrived in Ottawa yesterday afternoon.

The body of the late H. A. Harper was taken to the house of Rev. Dr. Herridge, pastor of St. Andrew's church. Dr. Herridge, at yesterday morning's service, chose for his subject "Life's Surprise." Many of the audience wept as he referred to the accident.

On every side are expressions of regret. In many pulpits throughout Canada reference was made yesterday to the sad occurrence.

THE OBSEQUIES.

OTTAWA, Dec. 9.—Public sympathy with the bereaved ones in the terrible tragedy of Friday last was shown in a most marked manner this afternoon when the funerals of Miss Blair and Mr. Harper took place. That of the bright young girl, just blooming into womanhood, was fixed for half-past two, but long before this hour hundreds of friends had assembled at Mr Blair's residence on O'Connor street. In a white enamelled casket, in a room almost filled with beautiful flowers, lay the remains of the late Miss Blair, a calmly sweet expression of peace upon her countenance. Shortly after two o'clock the family assembled in the drawing room. There were also present the Governor General and Countess Minto, with Major Maude military secretary, Sir Wilfrid and Lady Laurier, Mr. and Mrs. and Misses Fielding, Dr., Mrs. and Misses Borden, Sir Louis and Lady Davies, Mrs. Sifton, Hon. Messrs. Sutherland, Scott, Fisher, Mulock, Paterson, Tarte, Justices Sedgwick, Gwynne, Girouard, the staff of the Railway department, and as many of the friends of the family as the house would hold. The funeral service was conducted by Rev Dr Herridge, pastor of St. Andrew's Presbyterian church, at which Mr Blair and his family have worshipped since they made their home in Ottawa. The choir of the church was also present and sang hymns especially chosen by Miss Blair: Asleep in Jesus; Peace, Perfect Peace, and Lead Kindly Light. The service was a most impressive one. The members then took farewell of the loved one and the funeral procession started from the house to the cemetery. Immediately after the hearse walked Hon A G Blair, his two sons, George A Blair and Master Donald Blair, and his son-in-law, Mr Randolph, of Fredericton. Capt Bell, A D C, as representative of His Excellency, came next, and the Premier and his colleagues walking two and two. Following them came hundreds of mourning friends in all walks of life.

Hundreds of messages of sympathy from friends all over Canada have been sent to the grieving parents.

H. R. H. the Prince of Wales to the Earl of Minto:

"The Princess and I are deeply grieved to hear of the shocking death of Miss Blair. Please convey our heartfelt sympathy to her bereaved parents.

(Signed) "GEORGE."

Mr Chamberlain's message was as follows:

"Let me express my sincerest sympathy with you and your family in your terrible misfortune.

(Sgd.) "JOSEPH CHAMBERLAIN."

Lord Strathcona cabled:

"Greatly grieved at sad news in papers. Lady Strathcona and I sincerely sympathize with you and your family.

(Signed) "STRATHCONA"

The floral tributes included: Lord and Lady Minto, circle of roses and chrysanthemums; Lady Ritchie, cut flowers; Miss Snowball, cut flowers; Mr and Mrs C Schrieber, spray; Mr David Russell, flowers; Mrs George E King and Miss Rona King, wreath of carnations; Hon Mr, Mrs and the Misses Fielding, wreath; the cabinet ministers and their wives, broken pillar; G Ernest Barbour, St John, bunch of white roses; the Sunday school class which Miss Blair taught in St Andrew's church, wreath; Dr and Mrs John Connor, New Brunswick members of the census staff, the Misses Eleanor McAvity, Alice Christie, and Josephine Bostwick, St John.

Rev A A Cameron, of the Baptist church, and Rev Mr Pollard, of St John's church, and other local clergymen were at the funeral.

Owing to the deep feeling of sorrow which prevails in Ottawa at the present time, the ladies of the Local Council of Women have decided to postpone the concert to have taken place at the Russell House to-morrow evening.

Two hours later there was a repetition of the mournful scene, when the funeral of Mr H A Harper took place from the residence of Rev Dr Herridge. Among the many beautiful floral tokens of esteem was a wreath of roses and chrysanthemums with a card attached in His Excellency's handwriting: "With deepest sympathy and sincere admiration for a gallant act." Another floral offering bore the inscription: "With Mr and Mrs Blair's heartfelt sympathy."

Lady Minto called on Miss Harper this morning and tendered to her the sincere condolence of the Governor General and herself.

At City Hall to-night a large gathering of citizens decided to erect a monument in Ottawa to Harper. The resolution was moved by Hon Mr Mulock, and an influential committee was appointed.

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The property to the amount of Five Hundred dollars of a wife deserted by her husband and compelled to support herself; and where the whole property owned by a widow; as well the place where she resides as tenements, is under the value of Fifteen Hundred dollars, and such widow supports minor children of her own or of her deceased husband, her property in the parish where she resides shall be exempt from taxation to the extent of Two Hundred dollars; and as to the extent of One Hundred dollars for each minor child wholly supported by her. If she has no property in the parish where she resides, then such exemption shall be allowed in the place where such property is situated; but such exemption shall not apply or extend to school taxes.

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