'PARLIAMENT.

OTTAWA, April 7 .- After routine Wade of Annapolis resumed the Grand Trunk Pacific debate, holding from the very largely in favor of Canada, particularly Quebec and the maritime provinces. The eastern section was necessary to make the road both national and trans-continental. It was necessary to the development of the maritime provinces and the maritime people had full faith that the present government would safeguard their interests. Halifax was more interested in this scheme than any other city in Canada, and he was therefore amazed at

Borden's attitude. He argued at some length that the opposition did not want the eastern section built at all, which was in itself a good reason why in Canada's interest they should not be allowed to seize the reins of power. The present government would stand by the west and the west would stand by the government. (Loud applause.) When the C. P R was built the country paid the cost, but they owned the road. present case the government had on all the line its bonds and franchises. It had the fixing of the rates by the railway law of Canada. It had nothing

to get out of it in a financial way.

Wade-What did the old government get out of the C. P. R. in this way? Passing on, Wade asserted that the had made good their contract with the The scheme must be a government. success, else trained capitalists would not put their money in it. The extension of the Intercolonial to Depot Harbor stood on its own merits and was not a rival scheme, but he asked was it possible to ship grain over that line at a profit to St. John and Halifax in the face of the efforts Americans were making to develop their canal system and the water system? The maritime provinces were not satisfied to be re stricted to the Intercolonial, but wanted their fullest share in this great line from Europe to the Orient. If the opposition had their way they would direct the whole traffic of Canada to American ports, but the governmen

and the people of Canada have joined

hands to prevent this iniquity.

Wade closed his campaign speech at five o'clock and was followed by Monk, who got a great reception. He chaffed Wade over his use of the words weak kneed," which had been used last year by Fraser of Guysboro. Where was Fraser now? Does Wade want to join company with him? (Cheers.) Where, he asked, were the Quebec members who last year aplauded the premier on this question? They were silent today aver the amended contract. The amended contract, said Monk, had robbed the road of its international character, by drop- Erb. ping the eastern section for years. thereby shutting out Quebec from all the benefit it had, diverting traffic from Strothard. the maritime provinces to American ports. He exposed the weakness of the ed Statutes, 1903. that this would be a colonization road | zens' Telephone Company. in Quebec. As far as possible the proparts of Quebec, all known fertile val- any claim of the crown, and for other leys, all parts needing railway connec- purposes. tion, and struck out into unknown reprofit? The Ottawa valley was not what Quebec wanted was foads of city and county of St. John. penetration into its fertile regions yet a railway behind the height of land, borrow money. where it could not pay for oil for the constructed under the present scheme. Not a survey has been made in this lar expended. (Applause.) Monk's criticisms had an irritant effect on Laurier, who several times jumped to his feet and challenged his statements. only to be called down by Monk's

calm but cutting rejoinders. After dinner Monk resumed his criticism of the contract, predicting that the agreement will call for legislation every session for ten years. The Grand Trunk will not spend one cent for the equipment of the road, which will be paid out of working expenses. He contradicted Wade's story that the government will control the rates and routing. The only way was to follow Blair's advice last year and take government control of the road in the interest of the maritime ports. He (Monk) as an eastern man had given this contract careful consideration. He found the changes in the contract had swept away all limitation of Canada's liability as in the original contract. Canada was now liable for bonds which the Grand Trunk can assue at tis pleasure to an unlimited extent. He asked if the Grand Trunk had put up \$5,000,000 in cash or ap-

proved securities. Fielding-"It was put up in cash." Monk-"Is the cash in the Bank of John. Montreal at Montreal? The receipt is not in the ordinary form." (Cheers). Passing, Monk said the opposition agreed with the government as to the necessity of opening up the Northwest, but the line of cleavage was this: The opposition wanted an all Canadian line to Canadian ports, the government a line that will be tributary to Portland. Like Blair, he did not believe in duplicating the Intercolonial from Levis to Moncton at immense cost

Demers of Iberville, Que., followed, speaking in French in the government's behalf. Northrup of East Hastings continued the debate after Demers in a forceful total surrender to the Grand Trunk

tion to go to the people at the polls on the question. Ben. Russell moved adjournment of debate and the house rose at 10.30.

demands, challenging the administra-

NOTES.

No more distinct types of public speaking have really followed one on the other's heels, than in this afterhoon's debate, when Wade of Annapo-lis, and Monk of Jacques Cartier, addressed the house. Wade was windy, wordy and declamatory, but he made a few good points. Monk on the other hand was calm, dignified and logical. Both men adhered a little too much to sectional ideas, one for Nova Scotia, the other for Quebec, but both speeches will make good election campaign literature for their respective constitu-

encies and parties. Hackett, of P. E. Island, is interrogating the government as to the latest of illegal carrying of firearms and anmlet at Cascumpee harbor. Prince Co., | market.

and if it will increase the depth of the vater on the harbor bar There was a \$300 fire in the poultry louse at the Dominion experimental farm this morning. Many fowls and

chickens lost their lives. The Lord's Day Alliance of Canada Trunk Pacific debate, holding from the is in session here. Encouraging reoutset that the amended contract was ports were presented from all parts of Canada. Hon, Wm. Ross of Halifax said the Nova Scotia provincial association was doing good work and was financially prosperous.

Copies of resolutions passed by the To the Editor of the Sun: Ottawa Board of Trade in reference to abolishing the duty on soft coal have been sent to all boards of trade in Quebec and Ontario.

Thieves recently entered the Dominion geological museum and stole quite a lot of valuable Indian and Esquimo relics that cannot be replaced. False keys to the cases were used.

At the railway committee's meeting today eight bills were reported. Lemieux secured an extension of time for completion of the Quebec and Western railway. He said the work of construction would commence in the

spring. Geo. W. McCready of Moncton petitions parliament on behalf of a large number of persons known as the Religious Liberty Association of Canada, praying that parliament would not enact legislation in respect to the observance of the first day of the week that will be in derogation of the rights secured to all His Majesy's subjects Haggart-Not even a campaign fund. by the Queen's proclamation of 1858.

The minister of justice gave notice today of three government measures-T. could not draw one cent till they to amend the exchequer court act, to amend petition of rights act, and to amend the Yukon territory act. None are important

Col. Hughes will enquire if the government knows that the main navirable channel connecting Lakes Huren and Superior between St. Josephs Island and Sault Ste. Marie is now through U. S. territory via Hay Lake; whether the government is aware that dredging Hay Lake channel has reulted in lowering of the water by two feet at the foot of the locks at the Sault, and that the international boundary channel has been lowered by two feet from the same cause. The colonel will ask if government intends to arrange with the United States government for the right of navigation of Hay Lake channel for Canadian or h vessels carrying contraband of war in time of war.

BILLS AGREED TO. Seven of Them Relate to St. John.

FREDERICTON, April 8 .- This afernoon the lieutenant governor attended at the legislative assembly chamber and assented to the following bills. seven of which relate directly to St.

1. An act to legalize certain marriages performed by the Rev. Harry S. 2. An act to legalize certain mar-

riages performed by the Rev. James 3. An act respecting the Consolidat-

overnment's attempt to make out 4. An act to incorporate The Citi-5. An act to release the estate of the posed road avoided all the inhabited late Hon. John Boyd, deceased, from

6. An act to authorize the Munici-Whence then could come the pality of Victoria to issue debentures. 7. An act to amend the Act 42 Victouched, nor was the rich black count toria, chapter 23, relating to rates and try outside of Montreal. Monk said taxes in the several parishes in the

8. An act to authorize the Union undeveloped to settlement rather than Club Company of St. John, N. B., to 9. An act to permit the erection of a

engines. He had no confidence that building to be used as a fire engine the eastern extension would ever be house on a part of the Market Place in Guys ward, in the city of St. John. 10. An act to amend chapter 3 of the section since last session. Not a dol- | Consolidated Statutes, 1903, relating to elections and to legalize certain electoral lists.

11. An act to authorize exemption from taxation "The Sussex Packing Company, Limited." 12. An act to incorporate "The Free

Baptist Woman's Missionary Society of New Brunswick." 13. An act to incorporate "The Uper Kintore Hall Company (Limited)." 14. An act to authorize the cancellation of a certain grant.

15. An act to authorize the County

Newcastle. authorize the County Council of the dealt largely in wall paper. Several other country in the world, as well as

Municipality of Gloucester county to years ago he gave up the book busi- all other kinds of agricultural impleeffect temporary loans in certain ness and went to New York, where ments. There is no reason why Cancases.' 18. An act in amendment of the Act 59 Victoria, chapter 8, entitled "An act store and continued in the business can Republics are not manufacturers, to revise and codify an act to provide until his death. In his younger days and are most anxious to procure the

counties, towns and parishes." other refuse matter in the city of St. 20. An act to amend the acts incor-

porating and relating to the town of reside in the United States. Woodstock. dover Masonic Hall Corporation."

Grand Falls with water. 23. An act further relating to the University of Mount Allison College. 24. An act to incorporate the Bathurst Electric and Water Power Company (Limited).

chapter 27, entitled "An act to unite the city of Portland with the city of from one gale to another until finally St. John, in the city and county of St. he brought up just where he had John, and to amend the charter of the started in the harbor of Barbados afarraignment of the government for its city of St. John and the law relating to ter having traveled thousands of miles civic government and amending acts. 26. An act to confirm an agreement. dated the eighteenth day of September, A. D. 1903, made between the city of St. John and the Imperial Dry Dock Company of St. John, N. B., and for other purposes.

ONLY ONE DR. CHASE.

There is only one Dr. Chase of Receipt Book fame-Only one Dr. Chase who is known the world over because of the great prescriptions he gave to mankini. His portrait and signature-A. W. Chase, M. D.,-are on every box of his remedies. Imitators do not dare to reproduce these. They are guarantee which protects you against fraud. Be sure they are on the box you buy.

MONCTON POLICE COURT.

MONCTON, April 11.-This is Magistrate Kay's busy day. There were six drunks to be disposed of, also a case reports with regard to closing of the other creating a disturbance in the city

******** LETTERS FROM THE PEOPLE

[To correspondents-Write on one side o the paper only. Send your name, not necessarily for publication, with your communication. The Sum does not undertake to return rejected manuscripts. All unsigned communications are promptly consigned to the waste basket.]

THE NEW HIGHWAY ACT.

Sir-One of the measures now being lealt with in the provincial house of assembly is that of the new highway act. The statute labor is to be done away with and in its place a money assessment is to be made, and any person who pays the assessment may get employment and be paid in cash (not buckwheat meal) for a fair day's work. The old statute labor act has become a farce in a great many instances, but it gave a poor man an option either of paying or working up the amount assessed, while to those persons fairly well to do and who generally paid, the new act will make no material difference. But wherein came the failure of the statute labor act? Was it because the act in itself was not a wise measure? We think not. It was an act and a commendable act, and one of those acts with which the statute book bardened, which had never been fully forced into operation. Let any commissioner of highways tell you his experience in dealing with statute labor. He was expected to do everything for in most instances less than a five dollar bill. Make out his road lists, write out notices, serve them, inspect culverts, examine bridges, appoint roadmasters, dispose of cash by selling work at auction, look after winter roads, and often getting into a peck of trouble by forcing the removal of fences and cordwood which sometimes up-ends during a thaw. No commissioner can afford to spend his time at this work and enforce statute labor, and in the numerous cases where men refuse to put their team on a road machine in order to make out a full complement for successful work, fight the delinquent

sheep imported in Argentina since 1900. Presuming that a commissioner of The importations were as follows: highway, appointed as an officer of the law at a worthy sum of \$50 or \$75 for his services to enforce statute labor and see that each man did his fair share, accepting no sundry excuses, I believe that more satisfactory results would be the outcome than the way the animals. The prices for such stock are matter now stands or has stood with the statute labor and the annual gov-

in a court of law on such miserly pay.

ernment grants combined. I have in mind a reminiscence of the past, where a commissioner was paid for his services at the rate of two dollars per diem. He was directed to go on each and every road in the district and use the road machine wherever practicable. He understood the handling of it to perfection, and when the men were not ready to do their road work, he gave them their own discretion to be on hand at a reasonable season, and when everything was in running order they worked out their labor to perfection. He followed each road is an outside demand for pure blooded in turn, taking pains to make it con- stock. This is what makes such stock venient for the teams to masse, and during that season there and if anything like the prices to be was more road work done in this district than ever before or since. Nowadays if a man does not want to put animal is now raised there would be his team or cannot on the day appointed, the use of the road machine is discarded, two or three furrows are ploughed by the side of the road, and Herefords of the beef breeds. But there with the aid of a garden hoe, a potato digger, a rooster and two or three hens to scrape the dirt into the middle of the road, the road act for that year is said to be complied with—all a fault in their native sheep they have raised of not having a sufficiently paid official to enforce the statute labor act. After all we have seen of the expen-

diture of moneys for the betterment of the country in public works, I would as soon trust the statute laborer to give satisfaction in performing his road duties as to see the coffers go into the public treasury, for it may be a matter of political capital and patronage for such things Rome hath seen and

Rome may yet see again. A BROTHER CONSERVATIVE.

Carlingford, N. B. JAMES CRAWFORD DEAD. James Crawford died at his resinoon after several months' illness of Council of the municipality of York to heart disease. Mr. Crawford was while of those imported in 1903 18,000 assess in aid of the Victoria Hospital, in the city of Fredericton.

| Dorn in Sunbury, but came to the were sulky ploughs. The cost of imports of ploughs was in 1901 £130,000. 16. An act relating to the town of for many years, and was a principal in 1902 £142,000, and those of the first for fourteen years. When he retired 17. An act to amend the Act 48 Vic- from teaching he opened a stationery imported from England. But Canada toria, chapter 74, entitled "An act to and book store on Main street. He can make as good a plough as any he resided for a few years. Returning to St. John, he opened a book trade. The people of the South Amerifor the division of the province into Mr. Crawford took much interest in very best article to be had. sports, and was a great admirer of 19. An act to provide for the re- baseball. He also was quite a sprincinder track. Deceased is survived by one daughter. He also leaves several sisters and brothers, some of whom

A LONG VOYAGE.

22. An act for supplying the town of | ing the Bangor Commercial stories of recent hard experience of ships. 16 for her home port. The schooner was in ballast and when Capt. Comeau sighted the Seal islands almost in 25. An act to amend 52 Victoria, sight of his home he was caught in a gale, lost his sails and was driven

> for nothing. "A three masted schooner took on cargo from a condemned ship at St. Thomas island in the West Indies. She was bound to New York, I believe. She got in sight of Block Island right here off Massachusetts the marine and fisheries department coast and there she was caught in a series of gales and finally brought up in the harbor of Barbados almost where she had started from.

> "Another vessel, an iron ship, left Trinidad, South America, for New ly to permit of this change. The bar York. She had a cargo of shifting is in the harbor and controlled by the pitch and after she had been out 90 city. It is said an eclipse light will days she finally brought up at Barbados.

"Still another vessel started out from Cardiff, Wales, for St. John's, Nfld., and after she had been beaten about all over the ocean, she finally brought up in Barbados."



IVE STOCK.

Governmen! Sending Spe-Cimens Atrica.

E. B. Elderkin Thinks Good Oppor funities Exist for Trade

with Argentina.

E. B. Elderkin, president of the Maritime Stock Breeding Association, is in the city looking after a shipment of costwise—Schs Temple Bar, Gesner, for Coastwise—Schs Temple Bar, Gesner made by the federal department through F. B. Hodson of the dominion live stock committee. The stock are consigned to Col. V. A. Hill, managing director of the British Settlement of South Africa Company, Ltd., Bloemfontein. The shipment consists of 13 Yorkshire swine, 7 Shropshire sheep, and 40 birds, including Leghorns, Plymouth Rocks and Wyandottes. They are all pure bred animals and birds, and are for the purpose of raising the standard of South African live stock. If the shipment proves satisfactory it will no doubt lead to a large trade between Canada and South Africa. The shipment goes out under an enthusiastic admirer of such things, Capt Richards of the str. Wyandotte, which leaves here on Wednesday morning. Mr. Elderkin is very enthusiastic about the possibilities of the development of trade with the South American Republics, especially Argentina. It would be a surprise to some to know

the quantity of pure bred cattle and

1900. 1901. 1902

Cattle.... 720 624 8.022 Sheep....18,624 44,140 53,771 It will be seen how rapidly the trade is increasing. These were all pure bred such as to make the trade a very desirable one. Prices that would be considered beyond reason are quickly paid f the animals are of a sufficiently satisfactory quality. The people of Argentina are bidding to make the live stock industry a very big one, and they realize that to do this all foundation stock must be the best that can be had. The trade is one that is of very great importance to the maritime provinces. For instance, if an animal is worth \$1,000 in Ontario it is worth just as much in the maritime provinces, as it is nearer the market. The one thing most needed in the maritime provinces from Boston. worth more in Ontario than it is here,

hundreds. The breeds of cattle now most in deis no reason why our Ayrshire breeds should not rank among the best. In sheep the Cotswolds have been most in demand, and by the use of this breed the average weight of the dressed car-

cass from 26 to 56 lbs. Exporters are now claiming that this carcass is too heavy ,and the Down breeds are coming into favor. It is not only live stock that is in demand ir Argentina, but agricultural implements of all kinds, machinery, NS. wire fencing, etc.

"To give an idea of the value of this," said Mr. Elderkin, "we will take the matter of ploughs. In 1901 the Argentine Republic imported 34,468 ploughs; in 1902, 45,289, and in the first quarter of 1903, 27,420. Following this proportion it will be seen that the importation for the year would be 80,000. But possibly the class of plough would dence, Main street, Saturday after- better illustrate this. The first importation was the single share plough, quarter of 1903 £120,000. These were ada should not make a bid for this

"The dominion government already moval and disposal of garbage and ter and carried off many prizes on the ings from Canada to South Africa, and subsidizes steamers for monthly sail- Louisburg, CB; sch B B Hardwick, from the str. Wyandotte, now loading in the port of St. John, will go with 60 per Silvia, from New York for Halifax, NS, and cent. of a cargo. These steamers could St Johns, NF. with very little inconvenience call at NEW LONDON, Conn, April 7-Ard, sch Buenos Ayres and Montevideo, and Hunter, from Port Reading for St. John. thus secure a full cargo, and in the One, Captain McClair, has been tell- very near future a fortnightly service would be required. The contract with the government runs for five years, "The sch. Mercedes," said he, "of and while they are exploiting the South Weymouth, N. S., left Barbados Jan. African trade they can do that of South bec, from Eastport. America, which is far more important.'

A NEW LIGHTHOUSE.

Department Will Build One to the West of the Beacon.

Information has reached St. John from Ottawa in connection with the agreement by the government to dredge the entrance to the harbor that are willing to put a new light house to the west of the present Beacon light, provided the Beacon bar is reduced somewhat in length. The question is who will dredge the bar up sufficientbe introduced.

Wm. Doherty, aged 55 years, was handed over to Sergt. Caples yesterday afternoon by Allan Lambert, deck hand on the ferry steamer, for assaulting him and threatening to strike him. also with interfering with the police man in the discharge of his duty. Doherty was liberated on a deposit of \$20 being placed in the hands of the

SHIP NEWS

April 8-Sch Coral Leaf, 374, Barkhouse, from New York, J W Smith, coal.
Coastwise—Sch E Mayfield, 74, Merriam,
from Parrsboro; str Westport III, 49, Powell,
from Westport; schs Gazelle, 47, Duffy, from
Meteghan; Lloyd, 31, Anderson, from Parker's Cove.

April 9—Str Alcides, 2,181, Horsbourg, from Glasgow, S Schofield and Co. gen cargo.

Str Dahome, 1,552, Leukten from the West indies via Halifax, S Schofield and Co, gen

cargo.

Str St Croix, Thompson, from Boston, W
G Lee, make and pass.

Coastwise Sch B M Oliver, 13, Harkins,
from fishing and cid; tug Lord Kitchener,
110, Stevens, from St Martins; sohs Oronhyatekha, 21, Phinney, from Campobello; Rolfe,
54, Hatfield, from Port Greville; Agnes May,
91 Kerrigah, from St Martins.

April 11—Str Lake Erie, 4,814, Carey, from
Liverpool, C P R, make and pass. Cleared. April 8-Sch Domain, Wilson, for City Island to, Stetson, Cutler and Co.
Sch Onward, Wasson, for New York, A

Pridgetown; Yarmouth Packet, Shaw, for Yarmouth; Wood Bros, Golding, for St Martins; Souvenir, Robichaud, for Meteghan L M Ellis, Lent, for Westport: Helen M, Mills, for Advocate Harbor; Lloyd, Anderson, for Annapolis; Silver Wave, McLean, for St Martins; Hazel Glen, Nickerson, for Annapolis.
April 9—Str Monmouth, Birchman, for Bris Str Bavarian, Macnicol, for Liverpool vi

Halifax. Str Concordia, Martin, for Glasgow via Str St Croix, Thompson, for Boston. Coastwise—Schs Abana, McDonough, for St Martins; Agnes May, Kerrigan, for St Mar-April 11-Str Dahome, Leukten, for West Coastwise-Sch Oronhyatekha, Phinney, for Back Bay; str Brunswick, Potter, for Wolf

> DOMESTIC PORTS. Arrived.

HALIFAX, April 7-Ard, barkn Mary Hen dry, from Boston via Liverpool, NS. Sld, strs Dahome, Leukten, for St John NB; Veritas, Utne, for Jamaica via Santi

ST STEPHEN, NB, April 7-Ard, sch Hat tie May, from Parrsboro, NS. At St Martins, April 8, schs Agnes May 11, Kerrigan, from St John; Silver Waye 99, McLean, from do. HALIFAX, N. S. April 8.—Ard strs Rosa lind (Br) from St Johns, NF: Florence (Br), from St Johns NF; Numidian (Br), from Glasgow; barkentine Culdoon, from Carabelle HALIFAX, NS, April 8-Ard str Canada, from Liverpool. Sailed str Numidian, Main,

for New York. Cleared. Cld, sch Charlotte Morgan, for Portland. At St Martins, April 8, schs Abana, 97, McDonough; R Carson, 98, Pritchard; Agnes May, 91, Kerrigan; Wood Bros, 68, Golding; Silver Wave, McLean, all for St John.

BRITISH PORTS.

Arrived. LIVERPOOL, April 7-Ard, strs Majestic, from New York: Saxonia, from Boston, GLASGOW, April 7-Ard, str Sardinian,

At Kingston, Ja, March 24, brigt l Rice, Belleveau, from New York; str Hopkins, from Halifax via Bermuda Ja, March 24, brigt Dixon and if anything like the prices to be had in Ontario could be obtained in these provinces, where one pure bred animal is now raised there would be animal is now raised the animal is now raised there would be animal is now raised there would be animal is now raised the would be animal is now raised there would be animal is now raised the would be animal is no At Barbados, March 26, schs Canadian,

The breeds of cattle now most in demand in Argentina are Shorthorns and Herefords of the heef breeds But them Austria, Robinson, from Port Elizabeta, valled 30th for Ship Island); 22nd, bark Paul, Kennedy, from St Catherine for Cenne (leaky); schs J I Nelson, Smith, fi Accra; Edyth, Ham, from Mahone Bay; I Accra; Edyth, Ham, from Mahone Bay; I sch Virginia, Publicover, from Valencia; 19th, sch Maple Leaf, Arenberg, from Cay-

> Sailed. QUEENSTOWN, April 7-Sld. str Cedric (from Liverpool), for New York, LIVERPOOL, April 7-Sld, str Cymric, for Boston via Queenstown.

LIVERPOOL April 7-Sid. strs Cornish man, for Portland; Parisian, for Halifax, From Barbados, March 21, soh Bobs, Ken ledy, for St John's, Nfid. LONDON, April 8—Sld str Montrose for Halifax and St John, NB.

LONDON, April 9-Sld, str Evangeline, for John and Halifax. LIZARD, April 9-Passed str (supposed) Gulf of Ancud, from Halifax for London. At Barbados, April 2, sch E M Roberts, Roberts, for Jacksonville. From Kingston, Ja, April 7, sch Adonis, Brown, for Pascagoula. From Barbados, March 19, bark C B Whiden. Morrison, for Cuba; brig Lady Napler, Richards, for St Thomas; 25th, bark Susanne, Olsen, for Mexico; schs Success, Smith, for Porto Bello; Foster Rice, Brinton, for Antigua; 30th, Golden Hind, Olsen, for St Johns, NF; March 26, brig Blenheim, Mc-Pherson, for Trindad and Philadelphia; schs Stratheona, Gould, for St Dominger, Linda

Strathcona, Gould, for St Domingo; Linda, Lorenz, for Cuba; Leah A Whidden, McKinon, for Wilmington; 28th, brig James Dal FOREIGN PORTS.

BOSTON, April 7-Ard, strs Ivernia, from Liverpool; Halifax, from Halifax, NS; Boston, from Yarmouth, NS: Mystic, from Clementsport, NS. CITY ISLAND, April 7-Bound east, str

Arrived.

EASTPORT, Me, April 7-Ard, seh Valetta, from St John. CALAIS, Me. April 7-Ard, schs Lizzie Cochrane, from Eastport; Joe, from Mill-

bridge; Freddie Eaton, from Lubec; Kenne-DELAWARE BREAKWATER, April 7-Sld, bark F B Lovitt (from Philadelphia), for Yarmouth.

GLOUCESTER, Mass, April 7-Ard, sch Canning Packet, from Lynn for Weymouth, NEW YORK, April 7-Ard, str Teutonic, from Liverpool. At New York, April 6, sch Preference, Gale,

At New York, April 6, sch Freterence, Gale, for Elizabethport; St Olaf, Burgess, for do. At Mobile, April 6, sch Fred H Gibson, Mc-Lennan, for Havana, Mo. From Pascagoula, April 3, sch M D S, Anderson, for Havana.

From Port Tampa, April 6, str Manchester Tampatter, Coulch for Stattin with New Orthon Importer, Couch, for Stettin via New Or-CITY ISLAND, April 8.—Bound South str North Star, from Portland, Me; schrs James L Maloy, from St John, NB; Pardon G Thomson, do; Otis Miller, do; Hattie C, do; Harry Knowlton, do. NEW HAVEN, Conn, April 8-Ard schr Rebecca N Huddell, from St. John NB

PERTH AMBOY, April 8 .- Sid schr Lotus, for St John, NB. for St John, NB.

At Jacksonville, Fla, April 7, sch Zeta, Le Cain, from Puerto Cabello, Ven.

At Perth Amboy, April 7 sch Lotus, Granville, from New York.

At Port Reading, April 7, sch Lizzie D Small, Philbrick, from New York.

At Brunswick, Ga, April 7, sch Margaret May Riley, Berry, from Havana.

BOOTHBAY HARBOR, Me, April 9—Ard,

sch Margaret C, from St John. NEW LONDON, Conn, April 10-Sld, sch Hunter, from New York for St John. CITY ISLAND, April 9-Bound south, sch Fraulien, from St John via New Haven . REEDY ISLAND, Del, April 9-Passed present season.

PORT OF ST. JOHN. CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his per-

Charff flitchure Sonal supervision since its imaney.
Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children-Experience against Experiment

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea-The Mother's Friend.

CENUINE CASTORIA ALWAYS hat Hillitcher.

The Kind You Have Always Bought

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

down ,sch Caledonia, from Philadelphia for Halifax. EASTPORT, Me, April 9-Ard, tug Gypum King, from Hantsport, NS.

Cleared.

At New York, April 7 sch Greta, Buck, for this port. At Port Reading, April 7, sch Abbie Keast, Belyea, for Sackville.
At Pascagoula, April 7, schs Blue Nose,
Benjamin, for Havana; Juno, for do.
At Boston, April 7, sch Valdare, Anthony, PORTLAND, Me, April 10-Cld, sch Annie ing in the same direction M Allen, for St John.

Beta, At New York, April 8, sche Freddie A Higgins, Ingalls, for St Andrews and Grand Manan; 9th, sch Ravola, for Matanzas; Priscilla, for Port Reading; Earl of Aberdeen, with Which lided, was at some consideral tance coming up the harbor for Port Greville.

At Deligability April 8 brig Venturer. At Philadelphia, April 8, brig Venturer, Armstrong, for Laguayra; sch Caledonia, Firth, for Halifax. Sailed.

From Buenos Ayres, March 20, ship Bryn-hilda, Meikle, for South Africa. SAVANNA, April 8.—Sld, schr Bessie Parker, for St John NB.

F B Lovitt, Saunders, from Philadelphia for From City Island, April 7, schs Abbie and vre, as it rendered the helm of the Eva Hooper, for Boston; Ida May, for Frui- Cielm of the steamer unmanageable. WHEN THE LIVER GETS TORPID The speed of the Austin at the time You want a mild stimulant like Dr. was between eight and nine knots and Hamilton's Pills of Mandrake and But- this fact counts strongly against her ternut which cure inactive liver, re- At the trial it was attempted to prove lieve constipation and sick headache that the two whistles given by at once. Use only Dr. Hamilton's Austin were meant as a signal to the

Pills. Price 25c. EASTPORT, Me, April 10-Sid, tug Gypsum tended to pass her on the port side King, towing barges Gypsum King and Gyp- His honor held that according to the sum Empress, from St Andrews for Wind- Boston harbor marine regulations two

BOSTON, April 9-Sid, str Halifax, for ing vessel and that in the present case Halifax. From Portsmouth, NH, April 8, sch Manuel for the bark Reform. The bark Re-Cuza, from South Amboy for York.

From Norfolk, Va, April 9, str Mantinea, ing the signal the Austin did not take From Charleston, SC, April 8, schs Bene-tr, Faulkner, for Kingston, Ja; Stephen G avoid collision.

Ak no evidence as to damages was

From Pensacola, April 8, sch Lotus, for St John.

From Pensacola, April 8, bark Calburga, at a special reference.

McKenzie, for Rio Janeiro.

From Savannah, April 8, sch Bessie Park
The Carter for St Leby. r, Carter, for St John.
From Jersey, April 7, sch Dawn, Pork, for K. C., and John Kerr, K. C., for the Paspebiac.

MEMORANDA. Passed down at Reedy Island, Del, April 8, sch Caledonia, from Philadelphia for Halifax. REPORTS.

CHATHAM, Mass, April 7-Light northwest ing at a quarter to 11 and was delayed winds, thick fog at sunset. BOOTHBAY HARBOR, Me, April 7-Cap- ting off freight from the city at tain Quinn of sch Amelia F Cobb was landed Woodman's Point, Rose's Landing and here sick at the marine hospital April 6, and Watters' Landing, the wet weather on the mate will proceed to Bass Harbor with Saturday preventing the freight being

NOTICE TO MARINERS. BOSTON, Mass, April 6—Notice is given by the Lighthouse Board that Dumpling Rock buiy, a black spar, numbered 7, in West Channel into New Bedford Harbor, has disappeared from its station. A new buoy will be put on the station as soon as possible. NEW YORK, April 9—The Inspector of the establishment on April 6 of a first class spar buoy, No 25, painted black, in 25½ feet mean low water, to mark the rock off Hewlett's Point, westerly end of Long Island Sound, and southwesterly side of the entrance to Mauhasset Harbor, New York, on the following approximate magnetic bearings: Execution Rocks lighthouse, NNE% E; Sands Point lighthouse, NE% E; Sands Point lighthouse, NE%

second clas spar buoy, No 1, painted black, in 1 feet mean low water, to mark the westerly edge of the shoal extending to the south-

erly edge of the shoal extending to the south-ward from Plum Point, Manhasset Harbor, Long Island Sound, New York, on the fol-lowing approximate magnetic bearings: Tan-gent Tom's Point, E½N; right tangent Hew-lett's Point, NW by W½W; left tangent Barker Point, NNW. WASHINGTON, April 8—Notice is given by the Lighthouse Board that on or about April 30, 1904, a bell buoy, painted red will be 30, 1904, a bell buoy, painted red, will England Point huov No 6 a red third England Foint buoy, No 6, a red third class spar, about 1-6 mile to the southward and westward of Almy Rock, off Fogland Point easterly side of the Sakonnet River, RI. Left tangent to Fogland Point, NNE%E High Hill Point, SSE%E; McCurry's Point NIAW Resympter and researches and researches. N½W. Bearings are magnetic and given approximately; miles are nautical miles. BOSTON, Mass, April 8-Notice is given by the Lighthouse Board that the post lanters of Scituate Breakwater stati

been replaced and the light shown as form erly. "An Introduction to the Study of Robert Browning" is the subject of Professor Tweedie's lecture this even ing in the Centenary church school room. This lecture is the fourth in the Epworth League course for the

CALVIN AUSTIN LOSES CASE. Must Pay for Damage to Bark Reform,

At Antwerp, April 1, str Usher, Perry, from Rosario (to load for River Platte).

At Fort de France, April 5, sch Chesie, Brown, from Jacksonville, At Jacksonville, Fla, April 8, str Apache, Staples, from New York; bark Reynard, Barteaux, from New York.

At New Orleans, April 8, str Manchester Importer, Couch, from Port Tampa.

At Jacksonville, April 9, sch Brooklyn, O'Hara, from St Thomas, BWI.

Cleared. brought here because the Calvin Austin was placed under arrest while in

The judgment places the fault of the collision wholly on the Calvin Au The Calvin Austin at the time steaming out of Boston harbor. her starboard, slightly ahead an schooner Van Allen Bouten in lided, was at some considerable tance coming up the harbor i As the Calvin Austin and the Ref approached, the Austin blew two w tles, which were answered by the towing the Reform. Shortly wards the vessels collided. The

tin striking the bark amidships When it was seen that the col was inevitable, the engines of the Au From Delaware Breakwater, April 7, brik tin were put hard astern. This Judge McLeod regarded as a wrong manoe Van Allen Bouten, that the Austin in whistles are only given to an approach the signal could only have been mean

Wheeler, for New York.

Perth Amboy, April 8, seh Lotus, | As no evidence as to damages was given, these will have to be estimated H. H. McLean, K. C., appeared for the plaintiff and Dr. A. A. Stockton, defendant.

RIVER NAVIGATION.

Steamer Springfield reached Indiantown Monday shortly before 1 o'clock. She left Public Landing in the mornsomewhat on the journey down by putlanded on the upward trip. About thirty passengers were on board and a fair quantity of butter, veal, eggs and honey. Capt. Peatman reports the

of Waterborough, Queens Co. JEFFREY-WIGGINS-At Bagdad church, on the 5th inst., by the Rev. C. A. S. Warneford, Isaac N. Jeffrey to Alice Wiggins, both of Waterborough, Queens Co., N. B.

DEATHS.

CHAPMAN-At his residence, 50 Camden St., on April 8, John Chapman, shipbuilder, aged 80 years, a native of Kent, England. ROXON-At her late residence, 49 Military Road, on April 6th, Mrs. James Croxon, in the 67th year of her age, leaving one brother and three sisters to mourn their loss DRURY-On April 8th, at the residence of her daughter, Mrs. C. H. Leonard, Sarah, widow of John Drury, in the 76th year of her age, leaving three sons and three daughters to mourn their loss. HOPKINS-In this city, April 10th, John Hopkins entered into rest in his 64th year. a native of Bristol, England, leaving &

wife, three sons and one daughter to moura their loss. MULLEN-In this city, on April 7th, Alice, wife of John Mullen, leaving husband, son and three daughters to mourn their loss

A Family Who Alms

MAY GO BAC

VOL 27

A lad twelve v has been calling street and elsew letter from his fa forth that the fa large and in a sta that a contribu It appears that pulsive ladies re The lad came at of a lady who paper. It was tary of the Asso knew all about th hold moved into Kings Co. In the ing the papers d

ed that t tress. The pitif brought a profu time a great st found for the whose want of ed to be the sou Still later it wa was not an helper. His hea his employer d was so fond of But this is a would not be fai It is however,

ren have been which is not t business for chil The attention of missioners has b and it is probab be made to have to the county wh while it is not money to the There are other alleviate the dist

> HENRY P. Member of One St. John

Henry Phipps the best known died at his home Tuesday at the one years. Mr. er poor health two, but the e will be held at Mr. Otty was son of Capt. Allan educated here, a the family move where Capt. Ot engaged in mill number of years Hampton, and gave up this bu to St. John, wh office departme registration cl remained until when he was then he has be on Wright stre Mr. Otty was etta Howe, sist Howe, formerly

ery of Annapolis years ago. A Otty, retired c Winnipeg, is th relative. were Col. Allan Col. Andrew C River; Major Otty of Hampt SYDNEY, April the Presbytery North Sydney Dickie, pastor congregation, d church, Charlott ed a stipend of \$

manse. He is o

Dr. Grant of T

the synod of the

was unanimously

000 in his prese

John Howe w

had one daughte

erator of the for sembly. SHERBROOKE, Q bourne, Que., this Crook committed su Francis River. poor health for se family of young been recovered.

Belting,