

WILL RATIFY.

SENATE HAS PASSED THE G. T. R. BILL IN COM-MITTEE.

Now Stands for the Third Reading—Practically the Same as Introduced—More Estimates Passed—Details of L. C. R. Management Explained.

OTTAWA, July 14.—The House got into supply without delay today. Replying to Sir Charles Tupper, Hon. Mr. Blair repeated the statement he made a few evenings ago respecting the opening of the 14-foot channel from Kingston to Montreal. The expectation is that the channel will be opened the first week of September. The Galop canal will not be completed by that time, but arrangements have been made by which a tug will be furnished for bringing boats up the rapids. Vessels can use the river on the down trip.

Replying to Mr. Bell, of Pictou, the minister stated that in former years much dissatisfaction had prevailed among the Intercolonial employees with regard to uniforms where they were bought by tender. The system now followed was to select a certain quality of cloth, and to allow to certain selected stations in various cities a margin for making up a suit and a reasonable margin on the cloth.

Sir Charles Tupper submitted a letter complaining that local freight rates had been increased. The minister said that the general effect of the re-classification of the freights on the Intercolonial was to reduce the rates, though in a few instances there might have been an increase.

Referring to the clothing discussion, Mr. Haggart said that the system adopted was a decidedly bad one. The proper system was to select the cloth and then to call for tenders for the making of the suits.

Mr. Borden, of Halifax, called attention to a resolution of the Halifax board of trade respecting the rolling stock on the Intercolonial. It referred to the loss sustained by Halifax and the Intercolonial through loss of the cheese shipping trade caused by lack of cars.

Hon. Mr. Blair said he was doing his best to meet the requirement, and that the new cars he had taken votes for would be especially suitable for the cheese trade. They would be secured at the earliest possible moment.

In connection with a vote for a temporary clerk at \$500 in the Finance branch of the department of finance, the minister of finance indicated a bill to amend the civil service bill would probably be brought down this session. As the law stands at present a clerk may be started at either \$400, as a temporary clerk, or at \$1,100, the minimum of a second-class clerk.

All the interior, and the railway and canal estimates passed and the House adjourned at midnight.

SENATE. The Grand Trunk agreement bill for the extension of the Intercolonial to Montreal passed through the Senate committee today, and waits the third reading. After all the fight and cavorting that there has been in connection with this measure it has gone through in almost exactly the same shape as was suggested by Hon. Mr. Mills in his amendment.

Montreal. He understood, however, that Sir Mackenzie approved of that. If the bridge at Quebec was built it would chiefly be used by the C. P. R., but not for the east-bound freight which would go over the Short Line to St. John from Montreal. The C. P. R. and the Grand Trunk, he said, stood in different positions as regards the Intercolonial. The C. P. R. had an Atlantic terminus at St. John and the terminus of the Grand Trunk on the Atlantic was at Portland. The Grand Trunk, under the traffic agreement, agreed to hand over all its east-bound freight at Montreal. In the past the Intercolonial had received more business from the Grand Trunk than from the C. P. R., so that there was more reason why the government should make this agreement with that road than the C. P. R. It was of great consequence that the agreement should be carried out. He knew that it was contended by some that the Intercolonial would never be a successful road, but he pointed out that the road had been constructed after the consideration set as a military road, and as a commercial road, but that communication between the upper and the lower provinces. He asked Sir Mackenzie not to persistently and obstinately adhere to the amendment because he had proposed it. Sir Mackenzie's amendment proposed to strike out the effect of which would be to force the government to come to parliament every time a new agreement was made between that new agreement could come into effect. He thought his own amendment was clearer.

Senator Wood thought Sir Mackenzie's amendment was more comprehensive. Hon. Mr. Mills wanted to know why clause 40 should be struck from the bill if the power of the crown to make a contract was left unimpaired. Besides, if the senate removed clause 40 it would be reinstated. He had understood that the objection to the clause was that it made the agreement of the Intercolonial and the Intercolonial a condition precedent to the amendment. He thought the clause was a condition precedent to the amendment. He thought the clause was a condition precedent to the amendment.

Orphan's Outing. Tuesday the orphan girls of St. Vincent's convent, Cliff street, were given their annual picnic at Silver Falls. They were conveyed to the picnic grounds in six busses and numbers about 80. When joined by the boys of the Industrial Home there was a gathering of about 180 children. Games were played, and they directed themselves to their hearts' delight until dinner hour, when all sat down to a splendid spread in the refectory of the Industrial Home. The children were then again and enjoyed the music pleasantly supplied by the City Cornet Band. They ate, drank and froliced to the accompaniment of the band, and in fact everyone taking intense delight in every minute of the time. When supper hour arrived they formed in line and, headed by the band, marched to the house for the hearty evening meal. Before sitting down the girls sang a chorus in a manner which surprised their auditors.

After supper the children were treated to some music by Miss Clara Brennan, Miss Lavelle and Messrs. John Kelly and Frank McFarley, Frank McFarley and W. P. Broderick being accompanied. About 70 of the little girls and visitors left for the city, all having spent a delightful day, and one which is always looked forward to with the most keen anticipation.

The outing is provided annually by a committee of city gentlemen. This is the fourteenth time it has been held, and only once had it to be postponed because of disagreeable weather. The visitors were quite numerous, and were heartily welcomed by Rev. Father Gallagher and Mother Patrick. All were impressed by the neat appearance of the children—boys and girls—and their healthy, happy looks. Among those present were His Lordship Bishop Sweeney, Rev. Fathers McKerray, O'Neill, Cormier, Gunning, Simpson, James and McGold, Wallace, P. J. O'Keefe, P. Mahoney, O'Brien, John Allan, Michael Gallagher, Henry Gallagher, T. Kibhan and others.

The Will Not Broken. New York, July 14.—The will of Mrs. Mary Johnson who died on March 10, 1897, leaving property valued at over \$50,000, nearly all of which she bequeathed to Roman Catholic institutions, was admitted to probate today. The will was contested by several relatives. Mrs. Johnson was left the property which was in dispute by her brother, Stephen Loveloy, who made a fortune in the junk business. Undue influence was charged against the executor of the will, and it was also alleged that Mrs. Johnson was not of sound mind. Surrogate Varnum decided that the testatrix had full testamentary capacity at the time the will was made and that it was not executed under any undue influence.

A Million Acres Won. St. Paul, Minn., July 13.—The Northern Pacific won over one million acres of land today in the suit of the government to declare void part of the land grant of that road which was based on the question whether the terminus of that road was at Duluth or at Ashland. The decision of the U. S. circuit court of appeals was handed down this afternoon and is in favor of the company's contention that Ashland is the terminus.

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A HORRID DOCTOR SAYS

NURSES LOOK ON HOSPITALS AS MATRIMONIAL HURTLING GROUNDS.

That Flirting With the Doctors Comes First and Care of the Patients Afterward—Keeping Nurses and Doctors Apart a Great Problem.

New York, July 12.—According to Dr. F. G. Hallcock, who yesterday addressed a class of philanthropic workers at the United Charities' building, nurses, especially those in the city hospitals, are to some extent to look on the hospital as one glorious matrimonial hunting ground, where the young physicians are the quarry. "Look how many nurses marry in hospitals; if not while in the hospital, then soon afterward. The proportion is large. You say there is no harm in it, but I say they are there to learn, and that they have learned they are paid salaries and are there to work. They are to serve the patients, not to arrange for their own futures."

"To keep the physicians and nurses apart is the greatest problem the superintendent and manager have to solve. They have separate reading rooms, sitting rooms, etc., but the nurses have to be in the wards, and the doctors get in there."

Dr. Hallcock, in discussing the "Use and Abuse of Medical Charities," said that the impositions practiced on dispensary and hospital by those able to pay have been grossly exaggerated, owing to the inevitable doubling up of the same patients in the statistics. "Another reason," he said, "why I do not believe that the plan under consideration by the State Board of Charities to suppress these abuses will be of much practical value is the variance between individual estimates of a man's ability to pay."

A Spliced Ship. There has just been launched from a shipyard at Newcastle on Tyne the most singular ship that has ever been built. It is the result of a marriage. The ship is a masted schooner, and it has been dreamed of by shipbuilders.

It is a ship one half of which has sailed the ocean for years and carried freight far of countries, while the other half now touches deep water for the first time. So successful has been this experiment that beyond doubt it will be tried again when opportunity serves.

The ship in question is the Cruden Scar, which was wrecked on the Cruden Scar, on the Scottish coast, last fall, and which was got up for lost by the salvage and insurance men. The forward half being wrecked beyond hope of saving, was blown off with dynamite, and the stern half towed into port, where a new bow has been joined, making the ship lighter than new. On the ground that big water strikes twice in the same place, and that the ship having been wrecked once, will never be wrecked a second time.

Failure was freely prophesied for this unique piece of work. The fact that it had never been done before was proof sufficient that it could not be done now, said the old fogies; but nevertheless, the launching has proved that it is an absolute success, and that a new feature in the sailing of vessels has been introduced to the world.

The steamship Milwaukee was owned by Elder, Dempster & Co., of Liverpool, and one of the firm in describing the ship just completed. "She was one of the largest cargo steamers afloat. She was a good, staunch boat, or she never would have held together as she did, and today she is as good, if not better, than new. The Milwaukee sailed from the Tyne on the morning of September 15 last, bound for New Orleans in ballast. She went ashore, while going at full speed, on Cruden Scar, near Aberdeen, Scotland, at four o'clock the following day.

"Divers reported that there was a rock thirty feet long standing up eight feet through the bottom of the vessel in the main hold. It was decided to cut the vessel at the stern end of the main hatch, or some fifty feet forward of the stove, and kept the after end free from water. This space included the engines and boilers. The severing was then commenced and was done by means of charges of dynamite applied to the shell plating, tank tops, decks and stringers, each charge being spread over a length of from four to six feet. The work being varied in accordance with the thickness of plate to be cut, one especially troublesome one taking no less than 140 pounds of dynamite to sever it. One charge uniformly, blew in the water-tight door in the boiler room bulkhead, the water rushing in and flooding the engine and boiler rooms. Although this strong door was blown bodily out the bulkhead remained uninjured, which speaks volumes for its

THE KOLAPORE CUP

AT BISLEY JUST SLIPPED FROM CANADA'S GRASP.

Mother Country Won by Only Eight Points—Canada Takes the Colonial Prize—Team Will Be in International Challenge Match—Will Be Presented to Queen.

Toronto, July 14.—The Telegram's special cable from Bisley camp says: The mother country wins the Kolapore cup, but Canada is only eight points behind in the aggregate score, the victorious team being 783 while the dominion had 760. At 500 yards the Canadians ran the mother country a very close race, being only one point behind. The colonial prize 280 goes to the Canadians, the prize being awarded to the team making the highest aggregate in the Kolapore competition exclusive of the mother country. The Canadians shot splendidly; Capt. Bessie, Queen's Own Rifles, Toronto, particularly distinguishing himself, making the highest individual score. He was the only member of the team who landed within the bull's-eye every time at any of the ranges. The individual scores by the Canadian team at the several ranges were as follows:—

Table with 4 columns: Name, Yds., Yds., Yds. Rows include names like Capt. Blair, Capt. Cartwright, etc.

The victorious contestant was Wattleworth of Liverpool, his score being 68. Arrangements for the international challenge trophy competition next week. The Canadian team will be presented to the Queen at Windsor Castle on the 24th inst.

Fredericton News. Fredericton, July 14.—The criminal assault case of Rose Dyer against J. M. Chappell was to have been tried at the police court this morning, but the complainant did not put in an appearance and the trial was postponed. It is said the young lady has left town and will not return.

Three Cent Fare. Detroit, July 14.—"Three cent fares" are announced today on the front of Detroit street cars, in the places where amusement advertising signs are usually carried. This sudden voluntary reduction is the result of a decision of Governor Pingree and Tom L. Johnston to give the people an object lesson upon the operation of the road.

The ship in question is the Cruden Scar, which was wrecked on the Cruden Scar, on the Scottish coast, last fall, and which was got up for lost by the salvage and insurance men. The forward half being wrecked beyond hope of saving, was blown off with dynamite, and the stern half towed into port, where a new bow has been joined, making the ship lighter than new. On the ground that big water strikes twice in the same place, and that the ship having been wrecked once, will never be wrecked a second time.

OTTAWA, Ont., July 12.—The first detachment of the permanent corps of Royal Canadian Infantry has arrived here. The company numbers 42 men, in charge of Major Hemming, Captain Carpenter, Lieut. Nagle and Lieut. Kaye. They come direct from the camp at Lewis, and are permanently stationed at the training school at Fredericton, N. B. The detachment constitutes an advance party to place the camp in readiness for the corps which will arrive on Friday.

THE TITHE RENT BILL. LONDON, July 14, (2 p.m.)—The House of Commons, in committee, is holding an all-night session over the Tithes Rent Charge Rating Bill, the second reading of which was carried on June 29, by a majority of 618 against 176. The government is forcing the clause through by means of the closure.

CHIPMAN, July 13.—Prof. Cecil Jones, M. A. of Acadia College, was married July 12, at Chipman, to Miss Margaret, youngest daughter of Samuel Baird, Rev. D. Clarke, of the Presbyterian church.

MISS BAIRD was held in high esteem by all who knew her and will be much missed in Chipman. The bride's dress was of white muslin, and her going-away number of guests and friends accompanied the happy couple to the Central railway depot. After September, Mr. and Mrs. Jones will reside in Wolfville.

C. P. R. Appointments. MONTREAL, July 14.—A circular issued by President Shaughnessy of the C. P. R. announces the appointment of Chas. Drinkwater, as assistant to the president, and A. G. Howard, assistant to Mr. Drinkwater. Mr. Drinkwater is father-in-law to Mr. H. P. Timmerman, superintendent at St. John.

SECOND HAND

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One Locomotive Boiler, 40 H.P. One Upright Boiler, 40 H.P. One Engine, 40 H.P. One Engine, Automatic Bell, 25 H.P. One Engine, 20 H.P. One Newspaper Press, 20 H.P. One Adams Job Press, 12 H.P. One Sturtevant Blower, No. 3. One Dynamo, 75 Lights, 100 Volts. Agents for Gilbert Wood Split Pulleys. Compressed Steel Shafting and Hangers in stock.

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JUST RECEIVED. HAMS, Bacon and Lard. Tea in 3, 5, 10 and 20 lb. pkgs. Coffee in one pound stone jars. Oats, Bran, Feed, etc. PRICES LOW.

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Full form open Wednesday, Oct. 4, For circulars address SAMUEL C. BERNETT, Dean.

Business Difficulties. A settlement at 50c. in the dollar has been secured by C. S. Babbitt, general dealer, Gagetown, N. B. He paid 40c. cash, and is to pay the remaining 10c. in three months. His liabilities were about \$2,000. He began in the spring of '90, taking over the business of S. S. Babbitt.

The creditors of Campbell Bros., general dealers, McAdam, N. B., have two offers submitted to them for consideration and choice. They offer for the dollar, the dollar, payable in 20 cents cash, and the remainder in four months; or 60 cents, paying 15c. cash, or 40 cents, and 25 in twelve months. The firm is composed of Wm. M. and John M. Campbell, who succeeded J. A. Campbell & Son at Gagetown in November, '98, subsequently removing the stock to the present location.—[Journal Commerce, July 14.]

Natural History Field Day. The field day of the Natural History Society at Ingleside Saturday, was a profitable and enjoyable outing. About 40 members were in attendance. They were the guests of Mr. and Mrs. G. U. Hay at their residence, Ingleside, where they were delightfully entertained by luncheon and tea. The county was explored and its features studied. Messrs. Hay, Leavitt and McIntosh went ahead for specimens of their particular branches of study and were successful. They then used these as the basis of short addresses. Mr. Hay speaking on botany, Mr. McIntosh on insects, and Mr. A. G. Leavitt on birds. Among those present was Mr. Hickman, of Harvard college. Messrs. Rowe, Leavitt and McIntosh went into camp at Westfield for Sunday.

Shull Burst. SANDY HOOK, N. J., July 13.—The bursting of a Hotchkiss shell for a field gun on the proving grounds today disabled two men. One named Czizgo was badly injured. He was taken to the hospital in an ambulance. The other man injured, O'Neill, was able to walk there.

Col. Donville to Resume Command. OTTAWA, July 14.—Col. Donville leaves for home today to take over the regimental stores and to assume command of his regiment in place of Col. Marchant, who was temporarily in command.

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