BUCKNAM PASHA, NATIVE OF NOVA SCOTIA AND WELL KNOWN TO MANY PEOPLE OF THIS CITY; REAL STORY OF HIS REMARKABLE NAVAL CAREER

Bucknam Pasha, or Commodore Bucknam, who figures in a spectacular way in the stories of the Turkish revolution is claimed by the United States as their contribution to Turkish political and naval history.

Born in Nova Scotia.

The truth is that this clever commander was born in Nova Scotia, was taught seamanship by a New Brunswick captain, sailed first from this port in a St. John ship, married a Nova Scotia girl and was a citizen of the United States for only a few years. All, or nearly all his near relatives still reside in Canada.

Eatonville in Cumberland county is in the scene of active lumber operations. Formerly ships were built there by the firm of D. R. and C. F. Eaton, after whom the place was named. Before their time the cove was called the Three Sisters, which ladies were rocks off shore. The Bucknam family was one of the first families to settle at this place. Sons of this household were Elijah, Enos and others. They worked in Eaton's shipyard, and were active and intelligent young men. One went to Mt. Allison Academy for a time, and it is related that when he first appeared, a group of students presuming on the report that he was from the backwoods set out to have fun with him. Their sport terminated in bodily injuries inflicted by young Bucknam, who was afterwards held in great respect.

The lad Ransford was a son of one of these brothers, and is said to have passed his childhood in Cornwallis. His own brothers and sisters seem to have gone west with their uncles. One of the latter now holds a responsible position in the construction work for one of the great railway companies.

Ransford Bucknam.

Ransford Bucknam, left fatherless when a child, struck out for himself at a very early age. Coming to St. John, probably before he was sixteen, he drifted to the States. His mother married again and went to Western Canada. She wished her son to go with her but he refused to do so.

He spent some time with relatives in the United States and at the age of 14 started his seafaring life as cabin boy in a schooner on the Great Lakes.

Resembled Their Son.

The commander of the schooner, Capt. Elliott, and his wife, took a great fancy to Bucknam on account of his resemblance to their only son who had died a short time previous. The boys were just the same age and the Elliotts were very anxious to adopt Bucknam.

Though he was much attached to them he did not consent to this. Yet they never lost sight of each other and for years the home of the Elliotts was the only home that Bucknam knew. And though there was no legal adoption their relation was practically that of parents and son. Captain Elliott is now very wealthy.

Went to Australia

After several trips with Captain Elliott Bucknam decided to go to Australia where he had an uncle who owned a sheep ranch. He worked his way to his destination only to find that the climate did not agree with him and he made up his mind to return to America. He shipped at Newcastle, New South Wales, as seaman on board the ship Salacia, owned by Scammell Bros., of St. John, N. B., and commanded by Captain Albion Jamieson, one of the best known deep water men sailing out of St. John.

He was on board this ship for more than a year, going from Newcastle to Adelaide then to Manila and Batavia and other ports before returning to New York.

In Rigging When Ship Struck.

On one occasion Bucknam was in the rigging of the Salacia when the ship struck an uncharted coral reef in the Indian Ocean. The ship answered to her helm and swung around into deep water damaging herself only slightly. Bucknam looking down through the clear water saw plainly the reef which he described as looking "like a white forest."

While on the Salacia Bucknam spent three months at Manila. He seemed possessed of a great faculty for making friends and the captain of the Salacia and his wife and two little girls who were with him, became greatly attached to the boy who was only 16 when he shipped at Newcastle.

Capt. Jamieson Impressed With Him.

When Bucknam first came aboard the Salacia Capt. Jamieson remarked to his chief officer that the boy's manner impressed him greatly and that he believed the young sailor would get along more rapidly than the average. From that time on Capt Jamieson and the ship's officers became more and more impressed with young Bucknam's cleverness and good natured manner.

Nursed Him When Ill.

When he became ill on the voyage out to New York the captain had him removed to the officers' cabin and the captain's wife helped to nurse him and herself saw that he received the most nourishing and tempting food obtainable on board the ship. A correspondence was kept up between Bucknam and the captain's family for years and he always visited them whenever it was possible.

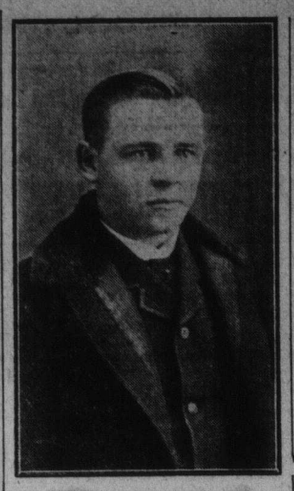
Left the Salacia.

As Captain Jamieson was leaving again for a long voyage to the Orient Buchnam left the Salacia at New York to sail again on the Great Lakes with Captain Elliott. Some three years later he passed his examination for captain in Boston. Shortly after this he became commander of one of the whaleback steamers. He was then only 21 years of age.

Extract From His Letter.

The following is an extract from a letter written to Captain Jamieson's family, after the captain's death, by Bucknam who had then become commander of the steamship Hebard, one of the finest vessels on the Lakes:

. . . I have the family photographs you sent me at Sault Ste. Marie set in easels on the table in my room, or rather in my parlor, as I have three rooms, a sleeping berth, a cabin and a parlor. . . . We are at this moment racing with another steamship and the motion of our engines shakes the cabins so that it is difficult to write. . . . We are loaded very deep this trip, with copper and the ship does not run as fast as she ought to. Fifteen knots is about as good as she can do now. . .



RANSFORD BUCKNAM

From a Photo Taken When He Was 16, and a Sailor on the St. John Ship Selacia.

Built A Whaleback.

Shortly before the World's Fair at Chicago in 1893, Bucknam went to that city and built the whaleback Columbus of which he was captain while she was on exhibition at the fair. Later he went to the Pacific coast and built the whaleback Sidney. In 1895 he became a mate in the Pacific Steamship Company's service, and two years later was made captain of the island of Naos in Panama. It was there that he met Ledbetter, who has been his aide in Constantinople for the last two years.

Ledbetter at that time was captain of the Bolivar, the little tender that plied between Naos and Panama. There were not many Americans in the isthmian town in those days—that is to say, the kind of Americans with whom Bucknam cared to associate—so he and Ledbetter became great chums.

A Little Invention.

While at Panama the future pasha invented an ingenious instrument, of which, for some unknown reason, little has been heard. It consisted of an electrical device by which a compass automatically traced on a chart the route a vessel was taking. Bucknam tested it at Naos a number of times, in the presence of others, and it always worked well. About 1900 he was transferred from Naos and became mate of the City of Pekin, then the Pacific Steamship Company's new trans-Pacific liner.

It was not long after his assignment to the steamship that Bucknam received an offer from the Cramps to become their nautical expert. In this position he came into frequent touch with naval officers of the U.S. and other countries, and his knowledge of naval subjects was broadened to an extent that made him an authority. He was commander of the new battleship Maine on her trial runs, and, when the Turkish cruiser Medjidia was finished, he was sent to Turkey under a three months' contract to train her Mohammedan crew.

Just how it happened, nobody seems to know, but undeniably the Sultan took a fancy to the Canadian sailor. The Turkish fleet, since the day of Navarino, had been a thing to joke about. This state of affairs was not altogether agreeable to patriotic Turks who could remember the time when their galleys of war were the scourge of Mediterranean Europe. And Abdul Hamid seemed to feel that in Bucknam he might count on a force of regeneration.

He Pleased the Sultan.

At all events the Sultan sent for Bucknam and asked him if he would take the post of naval adviser to the Porte. Bucknam was practical and the salary offered to him was nothing short of princely. But he stipulated that he was to have a preliminary leave of absence in order that he could go home and marry a girl in San Francisco. The Sultan assented and Bucknam married the young woman, a school teacher. She went with him to Constantinople.

Bucknam's popularity increased—so far as the Sultan was concerned, at any rate. He was made a pasha and vice-admiral, and the Sultan conferred on him the Order of Osmanlieh, and a distinguished service medal. Reliable report says that when an attempt was mdae to assassinate the Sultan several years ago, when he was returning to the Yildiz Kiosh from the Hamidieh Mosque, Buchnam Pasha was the first to spring to the aid of the Commander of the Faithful.

A bomb loaded with a tremendously powerful explosive was thrown into the mounted escort that surrounded the royal carriege. Scores of men and horses were killed, the ground was rent and torn, and nearby buildings left the shock; but the Sultan was unhurt, although his carriage was surrounded by the injured. Bucknam Pasha took his post by the carriage step with sword drawn, and announced that if a man was laid on the Sultan it would be lopped off. Sword in hand he walked beside the carriage all the way to the gates of Yildiz.

Abdul Hamid never forgot this act. Nor did the would-be assassin, apparently, for Bucknam's friends have heard of one or two mysterious assaults on him that can be explained only through political motives. It is not easy to get information about Bucknam's adventures, because they are the last subject he cares to talk about. A letter from him never hints at the unusual experiences he has been having, and it is only by accident that the details leak out.

Lewis Nixon's References.

Lewis Nixon, a personal friend of the Ottoman commodore has written extensively about Bucknam. Among other things he says:

"I saw Capt. Bucknam often in the course of my visits to Constantinople in the last few years. He has been concerned in keeping the fleet in shape though he has but little opportunity to do so. In case of foreign contracts in Germany and Italy, he was present usually on trial trips, and brought the vessels back. The Sultan took an interest in him and advanced him in rank several times.

"Bucknam found a large fleet of torpedo boats in poor condition, and in order to develop that branch of the navy, asked the Minister of Marine to let him get a graduate of the United States Naval Academy, and his final selection was Ledbetter, who was at the Naval Academy when I was there. A forceful, courageous man, he left the service, discipline seeming to be irksome to him in the lower grades. But for the purpose for which Bucknam wished him, he was well fitted.

"However, they were not in with the palace plotters, and I cannot imagine that they are in the slightest danger, as they are both American citizens, and receive their mail at the Embassy. Unless they have indulged in some reckless and ill-advised movement—and I do not believe they could get an opportunity—there is no way by which they could get into trouble.

'On the other hand, there are not lacking friends of Bucknam Pasha, here in New York and elsewhere, who assert that his restless disposition would never permit him to stand idle while big coups were being planned and executed around him. One new Yorker, who knew Bucknam as few men have known him, when he was representative of the Pacific Steamship company at Panama, and heard from him a few months ago, thinks that he was held in favor by the Young Turks as well as by the sultan.

Life Full of Thrills.

"He is a splendid fellow—Bucknam Pasha," said this man, "And he is one of the best friends I have. If you knew him the way I do, you wouldn't be surprised at what he has done. I know something about his life, but if I knew it all I could write a book that for excitement and swing and dash would beat anything that has ever been turned out. The last word I had from him was a postcard mailed in Lisbon. He was then taking two men-o'-war from Kiel, Germany, to Constantinople. In the last year I haven't heard from him as much as I used to, and I must admit that I'm anxious about him—although, if anybody is capable of taking care of himself Bucknam is.

"He is fearless—absolutely. I'll tell you a story to illustrate that: The terminal of the Pacific Steamship company, at Panama, is on the island of Naos. Bucknam was the Captain of Naos; that was his title. He had a good deal of difficulty in keeping whiskey off the island, for the pango-men, the men who sail the little pangos, were skilful smugglers. I happened to be with him the night he broke up the practice for good and all.

"We were sitting, smoking on the balcony of his house at Naos. It was a moonlight night, and presently we made out a boat sneaking through the shadows of the floating wharf, apparently with the intention of landing something. There were three men in it. Bucknam observed their movements until he was convinced that they were whiskey smugglers, and then he said: 'Come along.' We went down to the wharf, and he began to take off his shoes, coat and hat. "What are you going to do?' I asked. 'I'm going to teach those fellows that I mean what I say when I forbid whiskey on the island,' he replied.

"By this time the boat was underneath us, in the shadows of the wharf. Bucknam climbed the railing and dropped over right into the middle of the three pango men. One of them he knocked overboard with his fist. Another came for him with a paddle, but Bucknam grabbed the paddle before the man could strike, and threw him over the side, too. That left one smuggler to deal with, and Bucknam knocked him endwise with his fists. For the next few minutes he was kept busy pushing the three men under water every time they tried to get aboard.

"All the time I was upon the wharf, shaking in my shoes, for any one of the three would have killed him had the chance come. When he thought he had punished them enough, Bucknam rowed around to the landing stage, climbed out of the boat, and kicked it toward the smugglers. 'Now you can go,' he told them, 'but don't let me catch you trying to smuggle whiskey into Naos again.' "

ELECTION CASE OBJECTIONS OVERRULED

The Carleton county election case occupied the attention of His Honor Mr. Justice McLeod in Chambers yesterday. Mr. A. B. Connell, K. C., of Woodstock, acted for the petitioner, Mr. W. J. Owens made application for an order to have the date fixed for the trial of the matter. Mr. W. P. Jones, acting for the respondent, Mr. George W. Upham, M. P. P., opposed the application on the grounds that there was not sufficient publication of the petition as required by law. The act requires the petition to be posted in the Registry Office and the affidavit of posting showed that it was posted in a recess outside of the front door of the county building, Woodstock, in which is the Registry Office. Mr. Jones contended that even if such posting was sufficient it was too late because it was not made until twenty-seven days after the petition was filed. The law provides that it shall be posted forthwith.

His Honor overruled these objections and said that he thought the provisions of the act had been reasonably carried out. His Honor did not render judgment in the matter then but adjourned until Monday next at 3.30 p. m., when the date of the trial will be fixed definitely.

In the interim Mr. Connell has taken out another summons calling upon the respondent to show cause why the time within which the trial may be brought should not be extended. This is made returnable on Monday, at 2.30 p. m. so that the decision as to the extension of time may be made before the trial is fixed definitely. Unless the time is extended, it expires on June 22nd next.

DR. DANIEL'S EXPOSURE OF PROMISES

Continued from Page 1.

ing the decrease in the number of men permanently engaged in fishing in Atlantic waters; showing the necessity for greater accuracy in statistics relating to fisheries; and showing the necessity for improved methods of cure and pack by means of an educational campaign through the medium of the fishermen's unions. During discussions in supply he dwelt on the need for further aid to fishermen by way of breakwaters and wharves, aids to navigation, and dog fish reduction works. He also took a leading part in the debate which showed the curious way in which Canadian fishermen have been ignored during the negotiations as to fishery regulations, while their American competitors have been kept fully acquainted with the work which their Commissioner, President David Starr Jordan, has been about. He also was active in the Fisheries Committee and was instrumental in having a Commissioner appointed to visit the Maritime Provinces during the summer, meet the fishermen, and obtain their views as to the best means of preserving the lobster industry.

His Fight for Weymouth.

His fight for the justice of the Town of Weymouth in connection with the railway bridge which threatens to choke its growth as a port will be fresh to the recollection of readers of The Standard. Though he was able to cite a precisely similar instnace in regard to Pitt River, B. C., where aid was granted to the Canadian Pacific Railway Company to lengthen the span of a bridge, he could get no promise of Government aid to a town which had committed the cardinal sin of voting Tory.

In addition to the foregoing matters which appeal more especially to his own constituents, thre must be noted his very businesslike contribution to the budget debate. It was an examination of the official methods of bookkeeping, which showed how fallacious is the claim of a surplus in a year which shows a debt increase of forty-six millions. He went on to suggest a revision of the Dominion assets every four or five years, a statement of interest and non-interest bearing assets, and a statement showing the amounts for which the country is liable, either directly or secondarily by way of guarantee. He also advised the preparation of a statement showing the annual cash balance of the Dominion.

It is also to be noted that he drew from the Prime Minister a declaration of the policy of the Government as to non-imposition of an export duty on pulp wood.

Now does it look as if these three members have been altogether slothful, inert and useless?

LATE PERSONALS

A. J. Tingley, of Moncton, I. R. C. Chief of Police, passed through the city last evening en route to Fredericton. He is going to bring home his son, Mr. Frank H. Tingley, a student at the U. N. B., who has been in the hospital seven weeks with typhoid fever.

Mr. W. E. Earle, manager of the Street Railway, left by last evening's Montreal train for Winnipeg and other points west.

John E. Wilson, M. P. P., reached the city on last night's Boston express.

NERVES OR NERVE?

To the Editor of The Standard:

Sir.—In its leading editorial one day this week the Star uttered a series of complaints regarding noises in and about this city, particularly at night. To quote:

"When bedtime comes the harbor tugs get busy; they go tooting around the wharves as if their only aim in life was to keep people awake; locomotives running from the island yard right around to the water front, persist in a ceaseless clanging of bells and blowing of their whistles * * * There are ice wagons and milk wagons during the summer months which assist in making the early morning hours hideous * * * Some ghastly genius has placed out in the harbor a bell of doleful tone which, during periods of fog, or other thick weather, and even it is felt, on occasions when there is really no possible excuse, clangs its weird warning to persons who do not care a hang whether there is rain or not. And the horn out on Partridge Island every few seconds, sends its bellowing note up the harbor, with no other apparent motive than that of developing the habit of profanity."

Did it ever occur to the Star that these noises are really necessary? Tugs, after dark, signal other craft by lights and blasts of horns. If the ice and milk wagons delivered their goods at ten o'clock in the forenoon, the Star would probably kick the other way.

It is better for a locomotive to clang its bell and blow its whistle than to approach crossings unheralded.

Granted that the fog horn and harbor bell both sound dyspeptic they are welcome in thick weather to sailors whose lives possess some value. The horn and bell send their noise out to sea as well as up the harbor, and tend rather to blessing than profanity. If the Star seriously objects it might induce its party heads to petition the Federal government to have the nuisances abolished, or a horn installed which will sound seaward only, and stop editorial profanity.

Protect the editorial nerves by all means. What is the loss of a few vessels and men compared to the shattering of the Star's nerves (or nerve?) The Star's observations hardly express public opinion, and the paper has been a long time in discovering that there are objectionable noises in St. John.

Yours etc.,

JAY JEE

St. John, May 28.

Service in St. Andrew's.

A preparatory service was held at Saint Andrew's church last night. Nine new members were given the right hand of fellowship. Rev. G. Dickie, of Saint Stephen's church, preached a very strong sermon, taking his text from the forty-second chapter of Psalms, and the tenth verse, "Where is thy God?"

COMMON COUNCIL DECIDES TO BACK FRANCIS KERR CO. LTD. IN POSSIBLE LITIGATION

The Common Council at a special meeting yesterday afternoon decided to back the Francis J. Kerr Co., Ltd., in case the lessee of the city lots adjoining that leased by the Kerr Co., in Sidney Market slip takes legal action to prevent the Kerr Co., building a wharf upon its lot.

The Council also decided to adhere to the terms of the original contract for the rebuilding of the Marsh Bridge Aboideau.

There was some discussion over the Harbor Committee's recommendation to dredge Sand Point slip to a depth of thirty-two feet. It was finally decided to have a plan of the slip prepared showing the limits beyond which dredging could not be done without endangering the safety of the wharves.

The New Brunswick Telephone Co. was granted permission to lay conduits on Union, Mill and Main Sts. on condition that the pavement be kept in good condition for twelve months after the conduits are laid.

Those present at the meeting were His Worship Mayor Bullock, Ald. Christie, Ald. Frink, Ald. Scully, Ald. Baxter, Ald. Hayes, Ald. Potts, Ald. Belyea, Ald. Codner, Ald. Sproul, Ald. Holder, Ald. Likely and Recorder Skinner.

Harbor Committee's Report

The report of the Harbor Committee was taken up first. The sections providing for the placing of an iron ladder on the south face of Reed's Point wharf, for the purchase of a boat for the department at a cost of twenty-six dollars and for the payment of $1,575.60 to Roberts & Son, contractors, who are repairing the Wiggins wharf, were passed without discussion.

Sand Point Dredging

The first section recommending the dredging of Sand Point slip to a depth of thirty-two feet was amended by Ald. Baxter, who urged that plans of the slip should be prepared showing the limits within which the slip could be safely dredged to the depth mentioned.

He wanted it fixed exactly where the dredging could be done and and where it could not be done.

Ald. Scully thought great care should be taken in dredging in order to avoid injuring the berths.

Ald. Potts was of the same opinion.

The amendment was carried.

The Kerr Co. Lease

On motion the Recorder was heard on the matter. He explained that the plaintiffs, the Messrs. Seeley, lessees of lots 1 and 2, claimed that by prescription the right which the city had had to lease lots to the south of the Seeley lots had been lost to the city. The claim was that the space between the Seeley lots and the Ballast Wharf must be forever left open to give means of ingress and egress to vessels.

Ald Lewis thought the city should avoid giving away rights to the water front.

Ald. Potts moved that the Kerr Co. be permitted to make its improvements and the city undertake to defend them in case of suit.

Ald. Belyea seconded the motion.

Ald. Frink Opposed.

Ald. Frink said the Kerr Company had taken the lease with full knowledge that the Seeleys would go to law about the matter. The city should keep clear of the matter.

Ald. Baxter said he did not believe that the Seeleys had any rights by prescription. He was in favor of the Recorder defending the case not because the city should defend its tenants but to prove its right to property which it might want to transfer to a Harbor Commission.

Ald. Kelley contended that the city had a perfect right to lease the whole of Lower Cove. Tomorrow it could lease the lot in front of the Kerr lot. It was monstrous to think that a lease of a lot carried rights to all adjoining lots.

Ald. Potts said he had come in to the Council to reduce the taxes but he was ready for the city to go into a lawsuit to protect its own rights.

Ald. Lewis Talks.

Ald. Lewis stated that the people of Sidney ward were opposed to locking up the slip in question.

The section was carried, Ald. Lewis and Ald Frink voting nay.

Public Works Report.

The report of the Board of Public Works was then taken up.

Ald. Kelley wanted the New Brunswick Telephone Company restrained from putting conduits on Mill and Main streets on account of the injury which would be done the pavement.

Ald. Potts agreed with him and seconded his motion which was to the effect that the company, if it should put conduits on those streets, would replace the pavement between the outer rail and the curb, keep it in good condition for twelve months.

Ald. Frink Gets After Officials.

Ald. Frink remarked that it was regrettable that civic officials did not always see that the streets were put in as good condition as they were before the trenches were dug.

Ald. Likely called for instances of such neglect and Ald. Frink gave one.

Ald. Kelley protested that the N. B. Telephone Company should be compelled to take down some of its poles. There were regular stockades of poles on certain streets. That company was a powerful corporation and seemed to have a hard grip on the Common Council. It was able to get what it wanted every time.

Ald. Frink Again.

Ald. Frink said the whole thing boiled down to the unpleasant fact that the Common Council had no confidence in its City Engineer and Director of Public Works. If he could not do his duty properly for his part he would have no hesitancy in moving that he leave the office.

On Ald. Baxter's amendment to the amendment the company was given permission to use Mill and Main streets for conduits with the understanding that the pavement and supports were to be kept in good condition for twelve months.

Marsh Bridge Aboideau.

The Clark and Adams contract for rebuilding the Marsh Bridge Aboideau was then taken up. After considerable discussion the Council decided to adhere to the terms of the original contract.

Petition Re Engineer Murdoch.

A petition praying that no change be made in the management of the Water and Sewerage Department was referred to that Department.

Hawthorne Avenue.

The name of Hawthorne Avenue was given to the half mile of Sandy Point Road nearest the city.

Work on Park Street Stopped.

Ald. Hayes drew attention to the fact that wharfing on Park street was not being made broad enough for a sidewalk. On his motion the work was ordered stopped until the next meeting of the Board of Works.

BUSINESS HEAVY, SAYS THE PREMIER

Premier Hazen and Mrs. Hazen left by last evening's Montreal train for Fredericton. They will spend the week-end at the capital and at Oromocto.

The Premier said that the business of the Government at their meeting on Tuesday would be rather heavy, as there has been no session for seven weeks.

Adjournment will be made from the capital to this city, where the members of the Government will meet as commissioners of the Provincial hospital.

DOG SUFFERED ALL DAY; NONE TO CLAIM IT

A dog which was run over and crippled by a Sussex Milk Company team yesterday morning lay all day in an alleyway off Adelaide St., in the rear of Mr. E. J. Mahoney's drug store.

Mr. Mahoney said that he believed the dog's back was broken, and he was anxious to have the police despatch it. The officers did not feel that they had the authority to do so without permission from the owner of the animal.

Scores of people witnessed the suffering of the dog during the day, but none claimed ownership. The animal was a handsome young collie.

LUNENBURG SCHOONER'S BIG CATCH

Special to The Standard.

Lunenburg, N. S., May 28.—A despatch received by W. C. Smith and Company, Ltd., from Capt. Abraham Cook of the fishing schooner, Henry L. Montague, reports the vessel's arrival at Canso with 1075 quintals of fish from the Grand Banks. For a spring trip this catch is a phenomenal one, the largest previously taken by any Lunenburg vessel being about 600 quintals.

Mr. George G. Warwick left last evening for Toronto to take a position with the Gage Company, Toronto.

WILL MAKE VISIT TO BARS OF THE CITY

The four north end liquor dealers, Messrs. Mahoney, Savage, O'Brien and Garnett, against whom Inspector Jones laid information on the 25th inst., for using screens and other devices to obstruct the full view of the bar, were before the police magistrate yesterday. J. B. M. Baxter, K. C., appeared for the defendants and Geo. A. Henderson for the prosecution

Mr. Henderson in opening stated that the liquor dealers were willing to observe the spirit of the law when it was properly explained to them, but there was a question of doubt as to whether or not they would be compelled to remove their offices, if they interfered with the view of the bar. Mr. O'Brien had willingly removed some boxes which he had in his window, while Mr. Savage removed a brilliant light which was considered a device for obstructing the view.

Mr. Baxter said that he had made visit to the bars of the accused and had found that the dealers did not fully understand the drastic provisions of the act, but they readily consented to every change he told them to make, but the removal of the offices could not be accomplished in a day. He suggested that Mr. Henderson and the inspector make a visit with him to the different premises and see that everything is satisfactory to all concerned. Mr. Henderson suggested that the Magistrate go also. The Magistrate read the section of the act and commented on it, stating that a fine of $5.00 could be imposed for every day on which the view of the bar was obstructed. He also stated that wholesale dealers were bound by the section as well as the retail dealers. It was decided to adjourn the case until next Friday and in the meantime an inspection of all the liquor saloons in the city would be made, and all those who refused to observe the law will have to appear. Mr. O'Brien was excused from further attendance, having fully complied with the act.

G.T.P.'S AMEFUL WASTE OF PUBLIC MONEY

Continued from page 1.

their men that they will transport 1,250,000 bushels a day over this section of the road. With this in view, the force of the statement that, at the rate of work calculated for the G. T. P. by the Government, it will haul every kernel of wheat out of this 650 miles in a week, must be doubly apparent.

Older Roads Have Advantage.

"That freight belongs to the other roads and they will have the **BULGE UPON THE G. T. P. BECAUSE OF THEIR BRANCHES.** The G. T. P. can never have such a system as theirs, **BECAUSE IT MUST CROSS THEIR LINES** to establish any kind of a subsidiary line.

"As to freight to be picked up between Winnipeg and Fort William, nothing can be said in favor of the new monster. Between these two towns there is not an industrial centre to be found on the line of the road. Yet the C. P. R. derives a large traffic in this same district from such great towns as Kenora and Keewatin.

The Greatest Swindle.

"From east to west, I have found the people completely sick over the manner in which they have been inveigled into this, the greatest swindle ever perpetrated."

G. T. P. and G. T. Closely Connnected

"What is the connection between the G. T. P. and the Grand Trunk Railway?"

The connection between the two is so complete, that for years after the completion of the G. T. P., as promised, the Grand Trunk Railway will be tapping the G. T. P. line at North Bay and Lake Superior ports, and hauling the latter's stuff over the Grand Trunk line for export from Portland, Maine. The estimate now given is that the Quebec bridge will not bear a freight car for six years. Until the bridge is completed, the G. T. P.'s freight will come over the Grand Trunk's lines—to what port?—to Portland, Maine.

"Yes, the understanding between the G. T. P. and the Grand Trunk Companies is very complete. All the way down from Ottawa I encountered numbers of G. T. P. cars moving on the Grand Trunk lines, while the G. T. P. won't have a road fit for passenger cars for three years hence.

Needless Expenditure Now.

"Canada is building a road with **A CAPACITY FOR FREIGHT WHICH CANNOT EXIST FOR YEARS AND YEARS.** We are having a road built which **WE CANNOT UTILIZE.** When the pipe dreams are being dreamed of reeling trains, which will come steaming through the east with western wheat, it must be remembered that the G. T. P.'s men are already openly bragging of the manner in which they will give Alberta's products an outlet, by way of the Pacific coast, to China and Japan.

A Poor Outlook.

"All that will ever come east is the product of Saskatchewan and Manitoba, and for that the G. T. P. must contest the ground with **TWO IMMENSE CORPORATIONS WHICH HAVE LAID THEIR PLANS FOR THE CARRIAGE OF THE WHEAT CROP.** however great its increase, for years to come."

"Turning to the east again—starting from Montreal, the first commercial city in Canada, the I. R. C. runs through town after town which are the best centres in Quebec, New Brunwick and Nova Scotia, and terminates at the two seaport towns of the lower provinces. If, with no competition, the I. R. C. cannot pay working expenses, how can it be expected that the G. T. P., **RUNNING THROUGH A WILDERNESS, CAN PAY AN INCOME OF THREE PER CENT?** From Quebec to Winnipeg, from which place the line was deliberately diverted, the whole country is not worth two and six pence an acre.

Enough to Drive One Crazy

"To any Canadian who has to pay taxes, the thought of **THIS GREAT WHITE ELEPHANT IS ENOUGH TO DRIVE HIM CRAZY.** Upon this $300,000,000 every man employed in connection with the road has **A LARGER OR SMALLER GRAFT.** Will it decrease the agony any to remember that the only through freight the road can expect must come from Manitoba and Saskatchewan, and that the C. P. R. hauls nine-tenths of the production of those provinces? The C. P. R. has a dozen feeders where the G. T. P. has one straight line, and can never hope to have a branch."

"I may say," added Senator Perley, "that Courtenay Bay gave me a surprise. Having read with interest the campaign speeches of the Minister of Public Works, I naturally expected to see active dredging operations going on in that neighborhood. As he promised to have wharves built and big ships at them in two years from last October, one naturally expected to find the work one-quarter done. Judge of my surprise when I found Courtenay Bay and the Marsh Bridge and all the region round about very much as they appeared when I was here before Mr. Pugsley was a Minister."

Left For Winnipeg.

Mr. Harry M. Hopper, secretary-treasurer of the local street railway, left on last evening's Montreal train for Winnipeg, where he will be in attendance at the sessions of the Canadian Street Railway Association.

Mr. Hopper and Mr. R. B. Emerson, who left last evening, will be the only representatives at the meeting from the Maritime Provinces, the Halifax and Sydney companies having found it impossible to send delegates.

NOTICE

Rev. T. W. Stackhouse, of Winnipeg, who has been in the Maritime Provinces for some time, in the interest of the Laymen's Missionary Movement will occupy the pulpit of the Tabernacle church Sunday evening.

Rev. W. T. Stackhouse of Winnipeg, will occupy the pulpit of the Ludlow street United Baptist Church, West End, on Sunday morning at 11 o'clock

Repetition of Musical Service.

By urgent request of many persons, the musical service given by St. Paul's choir on Wednesday evening last, will be repeated on Sunday evening at seven o'clock under the direction of Mr. M. H. Emery, the choir master.

HOW FORTUNE CARDS; SOMI AMONG

There are three great systems ination—palmistry, astrology cards. The first is the easiest, be the inquirer always has his or he handy and no skill is needed in bining the conflicting meanings ferent signs. Astrology is the difficult because of the intricate lations necessary in order to dete the houses in which the inquirer tune is cast. The cards are the medium and probably the most lar of all systems of fortune telli

"Why cards?" many persons when you propose to tell thei tunes by such means. "What cards to do with it and why they be supposed to possess a cult power?"

Invented For Fortune Telli

Those who regard cards as been invented for the purpose o ing games and simply pervert such base uses as fortune telli the cart before the horse. Cards invented for fortune telling a centuries probably were used for ing else. It is the playing of that is the perversion.

So far as is known the presen tem of court cards and pips is a oration of the emblematic cards which were used before th teenth century by the gypsies were brought to Europe by the cens. The original cards, used sively for sorcery, were called It is remarkable that all the gre ple of history seem to have pre cards to astrology or palmistry it came to reading the book of

The earliest work that prete put the science of fortune telli cards in order is "Le Sorti," by cesco Marcolini, printed in Ven 1540. The author speaks of the if it were something of long st and well known to every one. only cards used in his system w kings, queens and jacks and th nine, eight, seven and deuce monds.

Thirty Two Correct.

According to the father of fortune telling, Eitella, thi cards is the proper number, an should be single heads, because card standing on its head has different meaning from one st firmly on its feet.

There are many cheap books tune telling that give the mean the various cards, but they agree by any means. There wa mous woman fortune teller on th Side who for many years foret fortunes of New York's Four Hu as well as the misfortunes of m its four million.

The writer has in his possess original pack of German fortu ing cards which this woman from Europe. They are totally ordinary playing cards, and the ings of them, which are printed face in script, are widely at va with those found in modern bo cartomancy.

For the benefit of those wh wish to amuse themselves an friends by telling fortunes here matters which the various ca the thirty-two pack are suppo represent. The first given when the card is right side second when it is reversed.

The Meanings.

Hearts—A. The house; a frien it. K. A. liberal man; disappoi Q. Mild mannered woman; cro love. J. Gay bachelor; escapa Happiness; anxiety. 9. Joy an es gratified; chagrin. 8. Pleasa pany; unprofitable acquaintan Pleasant thoughts; be on your

Clubs—A Joy, money, good n short duration. K. Frank ma of learning; disappointments. tle and pleasing woman; inel jealousy. J. Good friend; grind own axe. 10. Success; be car business affairs. 9. Unexpecte or legacy; trifling present. 8. person will bring us good; bad Invitation to some place of ment; unsatisfactory.

Diamonds—A. A letter; ca Man of fair complexion; not us. Q. A false woman; dange a friend. J. Unfaithful friend; c mischief. 10. Money. 9. Annoy Marriage late in life. 7. Succes teries or gambling; small amo

Spades—A Pleasure; grief news. K. Ambitious man; law Gay widow; a flirt. J. Bad n jury. 10 Trouble. 9. Disappoint everything. 8. Bad news; mon a death. 7. Family troubles; and separation.

Self Hypnotism.

Any one who has studied the carefully and has watched the of various fortune tellers mu arrived at the conclusion t cards themselves have compa little to do with the advice of w given by the operator who rea Any one who has consulted professional palmist and stud manner must admit that he palm before him more as a inducing autohypnotism than to the history of the individu consults him.

There is something of mu same character in all first c tune tellers, by which is m those who can spin an int story and still stay within 90 of the truth. There is a woma West Side today who has g fortune telling since she got but who consented to read th for the writer just to show ho done.

She is a person of very ordi ucation, belonging to the work ses, narrow minded, soft hea as gullible as any of her forme The cards once shuffled and her mind bent to its task of the message that they were to convey, she was a different

Great Change.

Her language was not the s grammar was almost perfe words were well chosen; the of speech that illustrated the ities of her story was clear. U ing the eyes and simply list her it was heard to believe woman who was telling the was the woman who had bee about her family troubles half before.

Asked how she did it she c that she did not know. "It c me when I see the cards," wa could say. She was taught when she was a little girl b fortune teller who used the s of cards as those already m How she combined the hints