

The Semi-Weekly Telegraph

VOL. XLVI

ST. JOHN N. B., WEDNESDAY, OCTOBER 24, 1906.

NO. 15

LOST A MILLION DOLLARS IN WALL ST. SPECULATION

It Took Ten Years to Separate W. J. Henning from His Inheritance

New York Herald Proprietor and Counsel Indicted by United States Grand Jury on Charges Preferred by Wm. R. Hearst—Wealthy Woman Establishes a Free Magazine for the Blind—Silveira Safe in Venezuela.

(From Our Own Correspondent) New York, Oct. 22.—That a Wall Street career is not all roses, even if it be entered upon with a big capital and powerful connections, was exemplified today by the failure of J. W. Henning. Henning failed for \$1,000,000. That is just about the fortune he had ten years ago when he ventured into the Wall Street market. It was inherited money. He bought a seat in the Stock Exchange and traded chiefly for himself. He had powerful friends, notably among them Standard Oil interests, and the disposal of a good deal of Standard Oil money. He was caught badly last spring in the sharp rise of St. Paul and other allied stocks, which was the beginning of his "wearing away." Although he may resume business, the \$1,000,000 of capital which he started in ten years ago is gone.

The failure created hardly a ripple in Wall street, for the simple reason that it concerns almost entirely only the man who failed.

New York Herald Indicted. There is another good reason for James Gordon Bennett to remain in Europe. The proprietor and editor of the New York Herald was indicted today by the United States grand jury for "sending certain lead, lascivious and obscene printed matter to wit copies of the New York Herald, through the mails."

With him the Herald corporation and many of its officers, including the president, the Herald, were also indicted. The indictments contain eight counts and the penalty on each count is five years in prison or a fine of \$5,000, or both.

As a result of these indictments the other cases of the government against individuals and editors of the Herald were dismissed.

This proceeding is the direct result of the crusade undertaken by Wm. R. Hearst against the Herald. The "discovery" of the "leak" was contained in the Herald "personal" columns, which for many years were enormously popular. Since the Hearst agitation the Herald has dropped its "personal" column.

Silveira Safe. The mystery surrounding the whereabouts of Manuel Silveira, who sailed with a few stolen millions from Havana on a chartered steamer, causing the downfall of the big New York house of J. M. Schellus & Co., has been solved. Silveira went to Venezuela, where President Castro is his friend. He arrived at Caracas twelve days ago, and is having a fine time. He has taken a house in a fashionable street and is open arms for the elite. He is perfectly safe, so long as he keeps friendly with Castro.

The United States, although exercising temporary jurisdiction over Cuba, through a provisional governor, has no right to demand the extradition of the fugitive. Cuba has no extradition treaty with Venezuela and all that can be done is that Governor Magoon may ask President Castro to surrender Silveira as an act of courtesy. It will remain with Castro whether he sends Silveira to Cuba, and if Silveira has the money he is credited with, he can probably enjoy life in the "Paradise" capital for some time to come.

The Governor Cobb. Considerable interest has been taken among steamship men here in the first American built turbine vessel, the Governor Cobb, which will sail tomorrow morning for Boston, where she will be put into commission by the Eastern Steamship Company on the route to St. John (N. B.). The Governor Cobb is 305 feet long, 54 feet 6 inches beam and 14 feet deep. She is expected to take the place of the St. Peter. She is a double bottomed ship, having a main saloon, gallery and dome deck. She has 175 staterooms and 200 berths. She is fitted with life rafts in her deck, and whichever way they strike the water are right side up.

A Magazine for the Blind. A magazine for the blind, the first to be published in America and the second periodical of its kind in the world, is the benediction for which Mrs. William Zeigler, widow of the late capitalist, has supplied the funds. Announcement of her charity was made yesterday by Walter G. Holmes, of 1831 Broadway, into whose hands Mrs. Zeigler has given the task of launching the magazine and distributing it free to all of the 70,000 blind.

CONSERVATIVE AID FOR HYMAN

J. A. Casey, Contractor, Tells of Contributing \$300 in London Election

HARSH TREATMENT

Witness Arrested, Without Being Subpoenaed and Thrown Into Cell, Complains Bitterly and Crown Officers Apologize—Tom Lewis Set Up on Perjury Charge.

(Special to The Telegraph.)

Toronto, Oct. 22.—A most interesting point in the London bribery case this morning was the failure of the crown to establish any connection between John O'Mara, who was arrested as a material witness Saturday morning, and John O'Mara, who was prominent in several elections, both in London and Bradford.

O'Mara, who was in the dock with the prisoners while the morning docket was being run off, was afterwards allowed to take a seat in the body of the court. When he was called he protested bitterly against the treatment accorded him.

"I was arrested without having been subpoenaed," he said, "and was brought here in charge and kept in a cell. I would have come down if they had subpoenaed me."

While the crown officers were satisfied of their mistake, they tendered O'Mara a letter of apology, which he refused to accept.

Seven more witnesses swore to receiving bribes. In the afternoon J. A. Casey, contractor, Conservative, of Ottawa, admitted giving to George Reid, a prominent Liberal of London, \$300 for use in the election.

Thos. E. Lewis, of London, appeared before the magistrate this afternoon to answer a charge of perjury in connection with the London bribery investigation.

The charge laid by the crown, was that Lewis, as a witness on October 18, in the conspiracy charge against John O'Gorman and others, made statements that were false. These statements had reference to witness' trial to Detroit. Lewis was committed for trial, bail being refused.

ALPHONSE STARS UP PENOBSCUIS

Ex-Chain-Gang Man With a Gun, an Appetite, and a Loose Brain-pan, Makes a Sensation

HOME GUARD VICTORIOUS

Frenchman Fired One Shot and Asked Al. Scott to Shoot Him Full of Partridge Shot—Got Arrested, Lost His Pistol and Went to Jail.

(Special to The Telegraph.)

Penobscuit, Oct. 22.—Monseur Alphonse Waugar, a gentleman of France, invaded Penobscuit from the West this afternoon, stormed the outer defenses and threatened to levy tribute on the whole country. He had a revolver, and he badly frightened several women and children of different homes along his line of march; but when the Penobscuit home guard woke up to the fact that the invader was upon them they seized Alphonse by the neck, took away his battery, handcuffed him, and sent him under guard to Susex to report in the lock-up.

"I was back to the St. John chain-gang for Alphonse," for it now appears that he deserted from that famous aggregation some days ago, and that the authorities were glad to have him resume operations with his old comrades.

The Frenchman first put in an appearance at Al. Scott's about two miles below Penobscuit. He made some trouble there, and moved along to the Lason farm where he levied tribute to the extent of one square meal. A son of Ed. Wallace was at the Lason house, and the Wallace home is farther along and the invader was bound that way the boy telephoned a warning that the man had been seen and was not deserving of more. So Alphonse there was nothing doing.

Garnage Narrowly Averted. At the next house, Al. Scott's, Alphonse put on a blustering demeanor and finally pulled a pistol. Mr. Scott drove him from the house, and a minute later a shot was heard outside. Apparently this was fired in the air to intimidate Mr. Scott, and he went out to argue the case with Alphonse.

Instead of taking to the woods and hiding, Alphonse was willing to fight. He fired a shot at Mr. Scott, but the fish was not so easily taken. Alphonse deserved the partridge shot, but Mr. Scott had come out to do battle and not to carry on a massacre. So he didn't fire.

The telephone brought down the reserves from the Corner. Samuel Morton and Thomas Morton hitched up hurriedly and went out to meet the Frenchman's trail. Mountain Frank Freese, who was driving along towards Penobscuit, and who had heard of the trouble overtook the invader, got into the wagon into the driver's seat, and drove him to the village. Mr. Freese, on the way, met the Messrs. Morton, and they, seeing the game was bagged, drove to chop him up.

Arriving there, the various offences and adventures of the Frenchman were recounted, and after a council of war it was decided to hunt for the invader. The man seemed to be more or less unning around loose with a pistol and no sense. He was asked to give up his weapon, but he denied having any. They then handcuffed him, and he was taken to the station. He was quickly overpowered. His pockets were searched in vain, but the pistol was discovered, thrust down the throat of his trousers. He was taken to the station and taken to Susex by the constable.

Queer in the Head? To the Telegraph's correspondent the man gave a wandering account of himself. He said he had lived recently at 93 Britain street, St. John, and he had a letter in French addressed to him at that number. He said he landed in Philadelphia two months ago from Europe, came to Boston and then to St. John via Yarmouth and Digby. He said he was going to Moncton. A box of cartridges and a glazer's knife were taken from him along with the revolver. The weapon was loaded, one cartridge having been fired, while another had the imprint of the hammer on it, but had failed to explode.

The man seemed to be more or less unbalanced mentally. His actions caused considerable alarm, and it is generally thought to be a lucky thing that the affair turned out so well. Some were turning the man loose, but wiser counsel prevailed, and the news that the man escaped from the chain-gang shows that it was well he was locked up.

His Local Record. Inquiry at 93 Britain street, the address on the envelope found in Waugar's pocket, elicited the information that no one had lived there for two months up to the time of his arrest. His boarding mistress, Mrs. Adolphe Pennite, said that he owed her husband about \$22 when he was arrested. She had heard nothing from him since his escape from the chain-gang.

Waugar was taken in custody by Police- man Ross on complaint of James Brennan, of the Union Hotel, who had been along with Waugar some days ago. Mr. Brennan stated that Waugar had come into his house and wanted lodgings. He was along with the revolver. He was taken to the station and taken to Susex by the constable.

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LIKELY TO TAX CHURCH LANDS

Fredericton Tax Commission Hears Delegation Against Proposal

U. N. B. IN DANGER

Commissioners Intimate That Their Property in the City Will Also Have to Be Assessed—Other Matters of Interest from the Capital.

(Special to The Telegraph.)

Fredericton, N. B., Oct. 22.—It is possible that the city tax commission, which has been at work here for some time, may recommend that the lands owned by St. Ann's church and the University of New Brunswick be taxed in future. The question was discussed at a meeting of the tax commission this evening. Rev. J. DeWolfe Gossie, I. R. Goding, A. D. Thomas and Vestry Clerk Fenety appeared for St. Ann's church, and Havelock Coy represented the University authorities. City Clerk McCready was also present.

It was pointed out to the commission that the church and college lands had always enjoyed exemption from taxation and the lessees had been given the benefit of such exemption when executing or renewing their leases. It was also held that it would be unfair to the corporation that owns the property to exempt it from taxation as it would be some years before they would be in position to secure compensation from the lessees.

From the tone of remarks made by the members of the commission it seems likely that certain exemptions when executing or renewing their leases. It was also held that it would be unfair to the corporation that owns the property to exempt it from taxation as it would be some years before they would be in position to secure compensation from the lessees.

St. Ann's church owns six blocks of land between Smythe and George streets, and a half block on Queen street, while the University owns the entire block between Brunswick and King streets.

A district court martial, composed of Col. George Holt White, Capt. Osborne and Lieut. Bouché, convened at the barracks this morning and tried Corporal Healey on the charge of drunkenness while on duty. The finding of the court will be forwarded to Col. Drury at Halifax for approval before being made public.

J. G. Loggie has disposed of his residence, Church street, to W. J. Osborne, of Fredericton Business College. The purchase price was in the vicinity of \$4,000.

One thousand joints of logs were rafted at Douglas house during the past week. Ninety men are employed at \$1.50 per day and board.

It is understood that Dr. J. W. Bridges has disposed of his property on York street to Augustus Estabrook.

St. Ann's church owns six blocks of land between Smythe and George streets, and a half block on Queen street, while the University owns the entire block between Brunswick and King streets.

Messrs. C. E. Dalton and I. J. Olive, steamboat inspectors, are here today. Rev. Father Ryan, of St. Mary's, has been granted two months' leave of absence and will take a trip to the old country. His place will be supplied by Rev. Father McLaughlin.

John S. Lennihan, C. E., of this city, is engaged for creating a disturbance at the C. P. R. station. The case will come before the police court tomorrow.

The funeral of the late Hon. P. G. Ryan will take place from St. John's church at 9 o'clock on Wednesday morning.

WILL CONFER WITH MAYES ABOUT DREDGING BERTHS

Board of Works Appoints Committee to Inquire Into Prices for the Work

Captain Wright's Report Submitted Condemning the Purchase of the Bothfield—Board of Trade Delegation Present—Alderman McGoldrick Thinks Matters Have Been Muddled—A Lively Session.

(Tuesday's Daily Telegraph)

After spending upwards of two hours in hearing a report from Captain Wright in connection with his trip to Boston to inspect dredges, and discussing the matter of purchasing a dredge, the board of works yesterday afternoon decided to let the matter lie over until tonight, and in the meantime a committee will wait upon G. S. Mayes to see what arrangements can be made with him to do the necessary dredging at the Sand Point berths.

The committee will meet this morning and will report to the board at a meeting to be held tonight. Those present at yesterday's meeting were: Ald. McGoldrick (chairman), Christie, Willett, Hamm, Elley, Pickett, Lewis, Holder, Lockhart, Spool, Rowan, Bullock, Baxter, the mayor, director, harbor master, consulting engineer, and common clerk, together with a delegation from the board of trade consisting of President H. B. Schofield, W. S. Fawcett, T. H. Estabrook and W. F. Hatheway.

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HEARST PREDICTS SWEEPING VICTORY

Declares He Will Carry New York State Without the City to Spare

His Figures Are 150,000 Majority—Tells Crowded Audience in Madison Square Garden What He Has Done for the People.

New York, Oct. 22.—The announcement that William R. Hearst, who heads the Independence League and Democratic state tickets, as well as other candidates on these tickets, would address a meeting held under the auspices of the league to-night, served to draw a crowd that put a premium on standing room in Madison Square Garden.

After all who could be comfortably accommodated had been admitted, those left outside were entertained with a moving picture show and later addressed by speakers from the indoor meeting.

Mr. Hearst made the principal speech in the garden. His arrival and his appearance upon the platform were signals for enthusiastic demonstrations and the applause and cheering were renewed frequently.

Mr. Hearst opened his address by saying that he had just returned from a tour up the state in the so-called Republican squads and declared that he would come down to the Harlem river with a majority and that all the votes he would get in the city would be "wasted." He believed, he said, that he would be elected governor with a majority of 150,000.

SONIER SENT UP FOR TRIAL ON SERIOUS CHARGE

Victim of Assault Couldn't Identify Him, But Man Who Caught Him in the Act Did.

(Special to The Telegraph.)

Sackville, N. B., Oct. 22.—The examination of Albert Sonier, who is charged with criminally assaulting Jennie Trenholm, the fourteen-year-old daughter of Mrs. Annie Trenholm, Fort Lawrence, took place before Police Magistrate Cahill today.

The following witnesses were examined: The victim of the assault, Mrs. Trenholm, mother of the girl; Lloyd Miner, David Carter, Mariner Fowler, David A. Higgins and Martin Trenholm.

The child, who is almost an imbecile, failed to identify the prisoner but Lloyd Miner, who caught the wreath in the act, was positive that Sonier was the man who committed the crime. Other evidence went to corroborate Miner's evidence and Magistrate Cahill sent the accused up for trial at the sitting of the supreme court in January on a charge of rape.

QUEBEC MAN MAY HAVE TO FACE MURDER CHARGE

(Special to The Telegraph.)

Ottawa, Oct. 22.—Julius Higelin, aged about 40, at Bryson (Que.), is a prisoner in the local jail on a charge which may amount to murder. He is alleged to have shot Jules Ghaqueres at Laverlochier, ten miles from Ville Marie, last week. Ghaqueres is reported to have died since Higelin's arrest and an offer has gone to Ville Marie which is above Ottawa to investigate.

WANT THIEVING BANK CLERK PAROLED

(Special to The Telegraph.)

Toronto, Oct. 22.—(Special)—A petition is being circulated in Toronto for the release of E. St. George Banwell on parole. Banwell is now serving a term for robbing the Crown Bank, of which he was teller, of \$40,000.

TO LAND ENGLISH MAILES AT NORTH SIDNEY

Orders Issued to I. C. R. Officials to Have Train Ready When Called For—Only a Temporary Arrangement.

(Special to The Telegraph.)

Halifax, Oct. 22.—The Intercolonial Railway officials on the Cape Breton division have received orders to hold themselves in readiness for the landing of the English mails at North Sydney. This is the extent of the instructions received so far.

It is learned that this arrangement will hold good only until the close of the gulf navigation.

The steamers, after landing the mails at North Sydney, will proceed up the gulf to Moncton and land their passengers and cargoes there. Returning, they probably will pick up passengers at North Sydney, although there is nothing definite as to this part of the arrangement.

The landing of the mails will be carried out pretty much the same as in the case of the Allan line Virginian two years ago. A tender will meet the boats outside the harbor and convey the mails to the terminal wharf at North Sydney, where a special train will be in waiting with orders to rush west with all possible speed. The train will be given a clear road as far as the case of the special carrying the Virginian's mails. It is thought that probably the first class passengers or such as want to get to their destination quickly will be in the train.

It is not known when the boat will arrive or when it is. The officials have already carried out the department's instructions and everything is practically ready for the special run.

ENGLISH STYLE MOTOR CARS FOR INTERCOLONIAL

Three to Be in Use Next Summer at St. John, Halifax and Moncton For Suburban Service.

(Special to The Telegraph.)

Ottawa, Oct. 22.—The intention is to have three big motor cars running on the Intercolonial this winter. This will be increased to ten as fast as they can be built. The result of investigations in Europe just completed by G. R. Joughins, mechanical superintendent of the I. C. R., has justified this arrangement. He recently reported at Ottawa, after a tour of investigation which took him through France, Austria, Hungary, Germany and England. The motor car problem had been dealt with by the Great Western Railway of England. That road handles an immense passenger business for short distances with a system which will likely be adopted on the Intercolonial. The five services inaugurated by the Intercolonial will be at St. John, Moncton and Halifax to handle suburban passenger traffic. The services will be inaugurated by the department's instructions and everything is practically ready for the special run.

DANIEL O'DAY'S WIDOW LOSES BIG SUM IF SHE REMARRIES

New York, Oct. 22.—The will of Daniel O'Day, a partner of John D. Rockefeller, who died suddenly in France several weeks ago, was filed for probate today. Mr. O'Day's entire estate is left to his widow and twelve children. The value of the estate is not named. Under the terms of the will, Mrs. O'Day will receive an income of \$25,000 during her life, unless she should remarry.

In that event she is to forfeit her right to the income from the trust fund and a will be administered extended to the branch lines. The motors and cars will be built in Canada.

Being out of employment and out of money, he finally became despondent. This morning his wife went down to a city firm with some work and on her return she opened the door to enter her apartments on the second story. The door would not open freely, but when she finally succeeded in getting in she received a terrible shock, for there behind the door was the body of her husband, suspended by the neck by a canvas belt, the other end of which was fastened to a nail above the door. She called for help but before it arrived she cut down the body in the hope that her husband was not yet dead. When the canvas was cut the body fell in a heap on the floor. The sight almost overcame Mrs. Payant as she became fully conscious of the fact that her husband was dead.

Wife Found Him Suspended from a Nail When She Returned from an Errand, and Out Him Down, But Life Was Extinct.

(Special to The Telegraph.)

Halifax, N. S., Oct. 22.—Capt. Nelson Payant, who for years was on one of Pickford & Black's steamers, sailing out of Halifax, committed suicide this morning. Deceased belonged to Lockeport, but thirteen or fourteen years ago he came to Halifax. He sailed from this port for several years and was a most capable officer in addition to being highly respected by all with whom he came in contact. Some seven years ago he was attacked with fever and rheumatism, while away from home and could not return to Halifax for several months. Finally on his return his constitution was so weakened that he had to retire from the sea. Since that time he has been practically an invalid and has been unable to work for over six years.

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Nelson Payant, for Many Years in Employ of Pickford & Black, Hangs Himself.

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Miss Gertrude Gordon and Miss Jessie... Miss Lila Brande is ill with typhoid fever...

Miss Helen Marshall, of the High School... Miss Kate Fullerton is spending Thanksgiving in Pointe de Bute...

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COLLINS HAS AN OFFER OF MARRIAGE IF ACQUITTED

Girl in England Wants Albert County Murder Suspect to Come Home and Marry Her--Prisoner Sent Up for Trial on Charge of Slaying Miss McAulay--Crown Submits No More Evidence.

Herbert, Oct. 19--Mrs. Thomas Dunlop, who has spent the summer with her brother, Dr. Chipman, at Kentville, has returned to Amherst.

Mr. and Mrs. Walter Fowler, of Sackville, spent Sunday last in Amherst. Miss Edna Mait of Mr. Wastley (N. B.), is the guest of her uncle, Mr. Chas. Chappell, at Tidnish.

Miss Neils Goodwin visited her friend, Miss McCreaney, at Coles Island during the week. Mr. and Mrs. Caleb Phinney, of Sackville, spent last Sunday in Amherst.

Mr. and Mrs. Walker, of California, who have been the guests of Mr. and Mrs. Joseph Black, Upper Victoria street, have returned to their home.

Mr. M. J. Walsh and daughter have returned from a few weeks' visit in the Victoria district. Mr. and Mrs. H. J. Snier, of Oxford, were among the visitors during the week.

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Today, the witnesses should have been on hand. He considered that under the evidence of Mrs. Murray, who gave his opinion that the body had not been dead more than forty-eight hours Wednesday, when the inquest was held, that the crown's evidence had virtually proved an alibi for Collins, tracing him from the McAulay residence early on Monday morning and showing that he could not have been after that time in Sackville.

In the course of his remarks the prisoner's counsel commented severely on the crown's conduct in prejudicing the inquest in the public eye by giving out statements in reference to the evidence to be given at the examination and when the case was called not producing the evidence. This, he contended, was very unfair to the accused. He complained of some reports given currency in the newspapers.

The clerk of the peace replied, saying that the crown had intended producing witnesses but owing to a consultation between Messrs. Tweedie and Pugsley and the fact that Mr. Tweedie could not be there they considered there was ample evidence and therefore would not put any additional witnesses at the present time, although the crown had more evidence.

Magistrate Stuart dismissed Mr. Sherren's application and said he was very glad that he had not to find as to the guilt or innocence of the accused. It was not his place to judge as to the guilt or innocence of the prisoner, that was a matter to be decided on by a jury and three men, he felt sure, would only be guided by the evidence. He stated, however, that there seemed to him enough evidence to send the accused up for trial and believing that, he would commit him.

When called upon by the magistrate for his statement Collins, after a formal reading in the criminal code had been read over to him, said to the court he had nothing to say, that he did not desire to call witnesses or to make any statement himself at this stage, and Collins informed his counsel he had received a letter from a girl in England expressing the hope he may be acquitted in such an event to come home and marry her.

France Accuses Pope of Conspiracy

Rome, Oct. 16--The Observator Romano today published a semi-official article saying that the French cabinet is preparing to attack the vatican at the reopening of the chambers by accusing it of engaging in a conspiracy with the monarchists to overthrow the republic, and giving the following statements as proof of its charges:--

That the royalist press, which opposed the late Pope Leo, approves of Pope Pius X. That the royalist leaders urge the Pope to support the religious movement in France.

That the Pope granted an interview to the royalist organ, the Gaulois. The Observator Romano answers these allegations by stating that Pope Pius X. Pope Leo loyally accepted the republic, the former has repeatedly affirmed, concerning himself in the criminal code had been read over to him, said to the court he had nothing to say, that he did not desire to call witnesses or to make any statement himself at this stage, and Collins informed his counsel he had received a letter from a girl in England expressing the hope he may be acquitted in such an event to come home and marry her.

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MONCTON

Moncton, N. B., Oct. 21--G. R. Joughin, mentioned in a previous issue, the I. C. R., arrived home Saturday from a two months' trip to Paris, where he went in a view to purchasing motor cars for use in the I. C. R. He visited a number of motor car factories and inspected the different makes of cars, but he considered one particularly suitable for use on the Intercolonial.

Notice of action for damages in connection with the arrest of George Boyce by I. C. R. Officer Perry, Tuesday last, has been served on several parties. Officer Perry, I. C. R. Mechanical Foreman A. B. McCallum, and I. C. R. Officer Perry, who was arrested on Monday, Tuesday last, has been served on several parties.

There are no new developments in connection with the sale of the People's Bank, for the purpose of converting the directors spoken to this morning said he had no information to give out, other than he thought the transfer would be made early in the new year.

A few weeks ago a large bull moose made free use of the principal streets of Moncton, Saturday evening a large crowd strayed into the city and was treated by the police. The bull moose was shot by a hunter and the carcass was taken to the city.

Harry Boyce, of the I. C. R. audit office, who leaves Monday night for Ottawa, has been appointed to the position of audit officer at Moncton, where he will spend a few days.

Fredericton, Oct. 18--The ceremony of unveiling the Bunsen monument, which took place today, brought a great many visitors to our beautiful city. The unveiling was held at 10 o'clock and was presided over by Mr. J. W. Crockett, mayor of the city.

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WOLFVILLE

Wolfville, N. S., Oct. 18--Gordon Hill, Acadia '92, and is pursuing master's studies at Yale, was on the evening of the 17th inst. elected president of the engineering university year of the British Club, Wolfville, N. S., for the year 1906-7.

Mr. Howard Hare left on Wednesday for the United States, where he will visit his mother, Mrs. H. H. Hare, at Montreal. Mr. Hare is a student at the University of Toronto.

Mr. and Mrs. F. J. Harvey left yesterday for their home in Babine, Alberta. Mr. Harvey is a student at the University of Toronto.

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TRURO

Truro, Oct. 17--Last evening a pretty wedding took place at the residence of Mr. and Mrs. W. M. Ryan, when their daughter, Miss Beatrice Franklin, was married to Mr. Alexander Cameron, of West River, Pictou county. The ceremony was performed by Rev. W. M. Ryan, a friend and very convincing speaker, and shows him in a very favorable light.

Mr. and Mrs. W. M. Ryan, who were the bridesmaids, were dressed in white and orange. The bride was dressed in white and orange. The ceremony was performed by Rev. W. M. Ryan, a friend and very convincing speaker, and shows him in a very favorable light.

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POPE PUS X.

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THREE NOVA SCOTIA BROTHERS DROWNED

Halifax, N. S., Oct. 21--Three brothers, sons of Freeman Young, of Dover, were drowned on their way in a sailboat from Ingonnigton to over.

The boys, the oldest of whom was about eighteen, had been given \$2 last Tuesday morning to go to the lumber mill at Ingonnigton for a load of firewood. They reached there, got their load, which filled the sailboat and a dory that they had in tow. They sailed for home on Tuesday, but never reached there.

On Friday the boys' father came up to Ingonnigton and Hubbard's Cove in the hope of hearing news of them, but there was none except an ill news to show that they had perished. Driftwood and oars were washed ashore. Searching and it is supposed that these came from their boat, which doubtless was capsized off that point in the gale that blew so fiercely.

CAPE BRETON BRAKEMAN CRUSHED TO DEATH

Halifax, N. S., Oct. 19--Neil Carter, a brakeman at Dominion No. 2 Banking Station of the Dominion Coal Company, was instantly killed this afternoon. His duties were to run empties down to the steam shovel to get filled. An engine on another track was being run down to the car on which the water tank was placed, and had a platform projecting four feet behind. Carter slipped and, missing the coupling, was crushed to death, his back being broken and also his neck. The deceased was nineteen years of age, and belonged to St. Peter's. He had worked here one week.

Halifax, N. S., Oct. 19--Henry Estabrook, a farmer of Mount View, about four miles from here, committed suicide at 4 o'clock this afternoon by hanging himself in an unoccupied house. He had been in poor health for the past year, having been paralyzed on one side of the body. He was about sixty years old, and leaves a wife and three children and a daughter. The suicide took place in the house in which deceased was born.

Halifax, N. S., Oct. 21--What is regarded as the worst snow storm that has occurred so early in the season since the settlement of South Dakota, raged yesterday and part of today. Fourteen inches of snow had fallen up to dark last night. Railroad traffic is blocked and telegraph and telephone wires are down.

DOUBTIONS
A Thrilling Novel of Mystery, Tragedy and a Stolen Fortune
By Eden Phillpotts and Arnold Bennett

CHAPTER XIV.—(Continued.)
He had therefore to rely solely on the...
"Can we talk here?" she demanded suspiciously, looking at the door.

"Where else can we talk?" Philip asked.
"Where else? In the street? I'll keep you on it. Now, will you tell me why you are here in this disguise?"
"Come to look after my father," said Mary. "I have a letter from him. Perhaps you will say it is a childish idea, but..."

And when something did turn up—it was...
"Philip, I have a letter from my father. He is very young for his age. He is very young for his age. He is very young for his age."
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beyond her beauty and her grace and her charm—a quality shining mysteriously from the secret depths of her soul.
"Harry Starkey?"
"Harry Starkey? Surely you have heard of Harry Starkey. Everybody knows Harry Starkey."
"Where is his place?"
"Where is his place?"

IDENTITY OF HUMAN SKELETON FOUND NEAR MONCTON A MYSTERY

BRUTAL ASSAULT ON NOVA SCOTIA GIRL

STR. CARTHAGENIAN SPEC. ALLAN LINE GROUNDS IN DELAWARE BAY

CASTORIA For Infants and Children

ST. JOHN AND HALIFAX AS PORTS, THEIR MERITS AND DEMERITS FROM A PRACTICAL STANDPOINT

F. W. Holt, C. E., Presents a Careful Study of the Atlantic Harbors, Giving Facts Which Shipping Men Will Be Quick to Appreciate--How They Compare as Mail Ports.

(By F. W. Holt, C. E.) To compare them equitably, assume the position of a ship-master who sails to these ports for the first time, starting from Liverpool. As Cape Race is south of a direct course, a Halifax sailing north or south of Ireland, we have only to consider the distance from the Cape to the two ports.

1st. Cape Race to Halifax. The first course is 450 knots or sea miles to enter automatic buoy, second thirteen miles to the channel entrance, third, say three miles to the wharves, a total distance of 472 miles from Cape Race.

2nd. Cape Race to St. John direct. First 567 knots to Brazzle Rock, second, twenty-three miles to Blond Rock, third, thirty-seven miles to Larcher lightship, fourth, about 30 miles true north to clear the N. W. ledges of Brier Island, fifth, fifty-five miles to near Partridge Island, sixth, three miles to the wharves, or a total distance of 715 miles from Cape Race and 243 miles further than to Halifax. This course, when 456 miles from the Cape is nearly south one and one-half points east of the Halifax outer automatic reckoning from the true meridian and thirty-six miles distant.

If we are to go from Halifax to St. John we have to retrace our course for the sixteen miles to enter automatic buoy, then nine miles to the Sambro bank buoy, then 103 miles to Brazzle Rock and then the same course as before to St. John, a total distance of 248 miles from Cape Race or thirty-three miles further than direct. These figures are based upon clear weather, and under the best conditions; a pilot might perhaps save a little distance, but a stranger would be in danger if he tried it and ran into bad weather on either side.

To complete the comparison, make Montreal a common point whose distance from Halifax is 736 statute miles via I. C. R. and C. P. R., 837 via I. C. R. and St. John is 481 miles via C. P. R. If we wish to go further, change knots or sea miles to statute miles, which makes Cape Race to Halifax 543 and from Halifax to St. John 229 or 1280 in all, while Cape Race to St. John direct becomes 822 and on to Montreal 1,303. That is to say, there are only some four miles factor of Halifax between the Cape and Montreal via Halifax and via St. John direct, while there are seventy-seven miles against it via I. C. R. So that the distance from Halifax to Montreal is about equal to the distance from Cape Race to Montreal via Halifax and via St. John direct, while there are seventy-seven miles against it via I. C. R. So that the distance from Halifax to Montreal is about equal to the distance from Cape Race to Montreal via Halifax and via St. John direct, while there are seventy-seven miles against it via I. C. R.

When the weather is such that visual signals are obscured, the whole conditions are changed. Cape Race to Halifax--We find by chart that the soundings off Halifax are such that they cannot be relied upon as a means of determining position. Consulting Lights and Fog Signals, we find that mariners are cautioned not to attempt to make Sambro in fog as the signals are only as a warning to vessels that have lost their way. We also find that the currents are variable and on the whole tend to wait till the signal can be seen. This many happen any time; consult last winter's newspapers.

Cape Race to St. John direct--When the course to Brazzle Rock is nearly run out the soundings become regular and a course outside of thirty fathoms and on a fifty would safely guide to the Larcher lightship or buoy. From here a course true north till the fifty fathom line was passed and nearly reached the stream will clear the N. W. ledges and a course can be laid for Partridge Island never having less than eight fathoms of water till he is ready to enter the harbor. The soundings will be regular as will also the currents as they will be into the bay, on the flood tide and out on the ebb. There is therefore no reason for any uncertainty whether signals are obscured or not in approaching St. John, only the slight delay for precautionary soundings in case of doubt as to position.

St. John as a port--Fog is only a cloud low down. A cloud, rain or snow, is produced by a warm current of air being reduced, more or less suddenly, in temperature. Apply this rule to the conditions surrounding Halifax and St. John. Halifax is on the shore of the Atlantic ocean, and a wind current of air that comes from the northeast around by south to southwest must come over Atlantic waters. These waters vary in temperature from that of the Gulf Stream to that in winter is always colder than these waters and a wind from the ocean will necessarily be warmer than the land. The shore waters are nearer the land temperature than those further out these currents may have their temperature reduced before they reach land and produce thick weather.

If these winds continue on across the province of Nova Scotia they will be practically robbed of their moisture in crossing and will not have time to pick up sufficient to produce thick weather in the Bay of Fundy. Only when the wind draws axially up the coast or southwesterly are the conditions right to produce fog in winter and this occurs but rarely. If the winds are from the northerly circle they come from a colder to a warmer place as they reach the Bay of Fundy and will produce clear weather. That is to say, during winter or as long as the land winds are colder than the sea, there cannot be fog in the Bay of Fundy with the wind from the land, except there is such an intrusion as will completely envelope the whole of Nova Scotia and extend across the bay. And, while there may be ice on the southern coast of Nova Scotia, there cannot be in the Bay of Fundy from St. John to the entrance to the bay for the following reason: The great basin of the St. John River and its tributary bays lie only some five or six feet above mean sea level (half tide). The tide rises from seven to fifteen feet above mean sea level. This produces a current from thirty-three feet to 100 feet in depth, until it reaches natural submergence, then only about eighteen feet below the surface of the river when it again deepens to over 100 feet of every tide.

16 feet in depth and under the varying "head" of the tide pouring from the bay into the basin and then returned for the remaining eight or more hours of the tide together with the natural flow of the river. During this process the deep down currents are brought to the surface and tumbled about in the air as in the rapids of Niagara. The result is that the temperature of this whole body of water passing and returning to the harbor of St. John cannot freeze, while that east may. The currents up the bay are at their maximum up before they begin to enter the harbor and at their maximum down before they enter the current is out of the harbor, and the temperature of the whole lower bay becomes practically uniformly reduced instead of just the surface as elsewhere. This process continues till spring so that the bay should be coldest just at the close of the winter season and it is only when the temperature inland and at sea becomes greater than that of the bay that we have conditions that will produce fog in the Bay of Fundy--that is when the snow and ice are gone. After the snow and ice are gone then the bay from St. John to its mouth remains cooler than the land, and later the sea. And winds of currents of air that pass over the bay become cooled and we have the fogs for which Fundy has such a reputation, till the bay absorbs sufficient heat to nearly equalize the temperatures. Then the fogs vanish, till the conditions are again reversed, and till then thick weather is rare. Since the principal lumber shipments in the past were made in the spring and early summer, sailing vessels came here mostly in the fog. As a sailing vessel cannot make a direct course for port the same as a steamer can, it is bound to sail at an angle with the wind, the captain would find his courses are limited and he feels as though he is in a pocket and may run ashore in the fog. This together with the old report by the English naval officers of some fifty or sixty years ago when there were no fog horns, automatic buoys or other modern aids to navigation, that the Bay of Fundy a terror to the old-time sailing master who depended upon the winds for his motive power and knew but very little definite about its currents.

To sum up then, the geographical distance from Cape Race to Montreal via either of these ports, present routes, direct, is practically the same. The approach to Halifax in thick weather is uncertain and dangerous. The soundings and currents are uncertain, mariners are cautioned not to attempt to make Sambro in fog. A vessel must therefore lie off till the weather clears. The approach to St. John direct is sure and safe, no matter whether the weather is thick or clear, and in thick weather there need be no delay except to slow down to verify position by soundings if in doubt. The currents are definite and in harmony with the tides. Climatologically the Halifax coast is liable to be obscured by thick weather from the beginning of the season of an early till the end of the season of an early. That is, the shore waters of Nova Scotia will be nearer the freezing temperature while a short distance south in the Gulf Stream at a temperature of 50 or 60 degrees or higher and some 300 or 400 miles off; twenty-four miles from Halifax the course lies only five miles from land, i. e., Cape Race direct via Egg Island whistling buoy in the Fairway. St. John is not liable to be obscured by fog from November to May. The lower bay carries a current thicker than that of one tide, because the surface and bottom waters are so intermingled by the reversing falls of the St. John River that the whole mass is kept at a lower temperature instead of the surface only, as in the formation of ice. Under fair weather and ideal conditions on land and sea with a speed of seven knots at land and thirty-five miles at Montreal in favor of Halifax, while under the conditions of stress and low temperature instead of the surface only, as in the formation of ice. Under fair weather and ideal conditions on land and sea with a speed of seven knots at land and thirty-five miles at Montreal in favor of Halifax, while under the conditions of stress and low temperature instead of the surface only, as in the formation of ice.

St. Martins Items. St. Martins, Oct. 23--The tug Lily which came from St. John last week to tow away the two barges belonging to Stetson, Cutler & Co., and which had been undergoing extensive repairs here, brought with her a third barge, which is now on Delong's blocks. From the cultivated strawberry patches owned by John Howard and William Young several ripe strawberries were picked last week, as well as quite a number of green ones. Rev. J. H. Anderson, of Florenceville, preached to large audiences in the Protestant church Sunday morning and evening. The reverend gentleman and his wife, who have been visiting Mrs. Anderson's old home here, left on Tuesday for Florenceville. Albert Carson and wife, who have been visiting Mr. Carson's mother, left on Tuesday for their home in Boston. The C. P. R. line Empress of India arrived at Hong Kong Oct. 21 from Vancouver.

LOCAL NEWS.

The Victoria brought 1967 barrels of vegetables on her trip down river Thursday night.

The bank clearings for the week ending October 17 were \$1,123,708, as against \$1,229,935, the corresponding week last year.

A wind station has just been established at Point Lepreau by Mr. Hutchinson, of the Meteorological department. Robert Bolding is in charge.

There were twenty-one births in the city last week. Seven of the babies were boys. During the same period six marriages were solemnized.

Frederick McAvoy, of Lorneville, who had his leg broken in a driving accident on Thursday, was brought to the General Public Hospital Friday.

The D. A. R. steamer Yarmouth, which will make the usual winter trips in place of the Prince Rupert, will be ready for the start on Thursday. The Prince Rupert will lay up at Yarmouth.

I. C. R. engineers, under the direction of Engineer T. C. Burpee, have begun surveying for the double tracking of the I. C. R. between this city and Robbsey. It is expected to have the track laid by next summer.

Rev. A. J. Proser has received a call from a church in India Head (Sask.). He said Friday night he has not yet decided whether he would accept the call, but in all probability will go west, either this fall or early in the spring.

The appeal of John Rhea against the decision of Judge Ritchie, who fined him \$50 some time ago for allowing a disturbance in his barroom was heard before Judge Forbes Saturday. The amount of the fine was reduced to \$20.

The will of John Porter, of Simonds was admitted to probate Saturday, and letters testamentary granted to J. Alfred Porter and N. H. Porter. The property is \$300 real, and \$150 personal. J. King Kelley, executor.

The last will and testament of Patrick Galagher was admitted to probate yesterday, and letters testamentary were granted to Frank J. Teasdale, John J. Teasdale, and the executors named in the will. The estate is valued at \$1,500 real; G. E. Fairweather, executor.

Fifteen deaths took place in the city last week from the following causes: Infantile, old age, cholera infantum, typhoid fever, pneumonia, meningitis, heart disease, pharyngeal paralysis and pneumonia, one each.

On Saturday last Mrs. Daniel Mullin, daughter of Count DeBarry, received word from Montreal that a small operation performed, was as well as could be expected and that the doctors had great hopes for the success of the operation.

During the year, to date, three cases of smallpox have been treated at the hospital. From January 1 to October 1, 569 deaths took place in the city, as against 579 in the same period last year. During March, 1906, 100 deaths were recorded, as against 82 in the same month this year.

Capt. G. R. McDonough, of St. Martins, has secured a valuable tract of timber land, extending from the Middle road to the Quaco Road, and has a large crew of men in camp getting ready to start on his trip to the winter. He will ship from Ten Mile Creek.

Schooner Agnes May, owned by Andrew Malcolm, which went ashore Saturday at Musquash, arrived on Thursday in town of the late Neptune. It is believed that there is little or no damage done, but the schooner will go onto J. E. Moore's blocks Monday for further examination.

Monday James Reynolds, one of our best known and most respected citizens of St. John reached his eighty-fourth birthday on Saturday. Mr. Reynolds is the energetic and efficient chairman of the local board of health. His wide circle of friends will all unite in wishing that his health in his days may be very happy and peaceful.

Elai Salay, a young Assyrian, was badly injured by the fall of a chimney in Stephenson's machine shop on Nelson street, and was taken to the hospital. The accident is a serious one for a man of his years, but the doctors have some hopes of his recovery. Fortunately the fall had been deformed, otherwise he would have gored his victim to death.

C. P. R. Use steam, Lake Champlain, from Liverpool passengers at Quebec Sunday morning.

When firing Herbert Woods \$10 for being an inmate of a badly housed convict in the I. C. R. yard Saturday morning. Judge Ritchie commented upon the condition of prisoners at the jail. Using a good old English word in describing the order which surrounded them he said: "If he would like to go there and live as pigs do, adding that if he had read the police news in the papers he would have known enough to keep away. People who read of diphtheria and smallpox avoid the danger of contagion, and in the same way the account of police court proceedings should be a warning."

John O'Neill, of 22 City Road, had his leg injured by being run over by a freight car in the I. C. R. yard Saturday morning. On being taken to the hospital it was found necessary to amputate it. Mr. O'Neill, who is 53 years of age, and unmarried, worked as a mason's helper at the I. C. R. depot, and while getting under a train on his way to his work his leg was caught and severely crushed by a moving car. He was taken to the hospital where amputation was performed.

Robert Connely, manager for the Bay Shore Lumber Company, was in the city Friday purchasing the winter supplies for the camps. He says that work on the first barge is progressing rapidly and the factory and the men are now engaged getting out the frame for the second, which will be started as soon as the first is launched. This season it is the intention of the company, he says, to cut between 3,000,000 and 4,000,000 feet of contracts have already been signed for the new brook-water at Great Salt Lake River has been completed and is giving every satisfaction. It is a great improvement, making the harbor safer to lie in.

Portland Argus--A British schooner Ariadne, which brought a cargo of fish to this port a few days ago, was cleared by the Custom House Friday for the return trip to Tiverton (N. S.), taking a quantity of coal and pork. It is understood that the schooner will return with another cargo of dry fish.

Rev. J. H. Anderson, of Florenceville, preached to large audiences in the Protestant church Sunday morning and evening. The reverend gentleman and his wife, who have been visiting Mrs. Anderson's old home here, left on Tuesday for Florenceville.

Albert Carson and wife, who have been visiting Mr. Carson's mother, left on Tuesday for their home in Boston.

Four-masted schooner Meron, Capt. Williams, owned by W. S. Jordan & Co., Portland (Me.), is a total wreck at Bonaville, she was loading salt for Portland.

PULP MILL BOUGHT BY CAPT. PARTINGTON

Bid \$416,000 and Secured Property at Foreclosure Sale Saturday--Other Bidders Caused Spirited Contest.

The Cushing Sulphite Fibre Company's property at Pleasant Point, which has been the subject of so much litigation was sold to Captain Partington at Chubb's corner at noon Saturday for \$416,000. It is understood that the new bid was the highest offered, and the share holder in the old company, will continue to operate the mill. A large crowd assembled to hear the bidding, and the formalities of reading a description of the property, the terms of sale which required a deposit of \$10,000, and other details, the auctioneer, T. L. Lantieri, asked for offers. In response Hon. Wm. Pugsley, acting for the Cushing, bid \$200,000. Thomas McAvity raised the figure to \$210,000, and by easy steps the price was raised to \$416,000. A. H. Hanington, representing Capt. Partington, became a bidder, with \$405,000. By small advances the total rose to \$416,000, at which stage the property was knocked down to Mr. Hanington.

Except for one or two comparatively unimportant issues the sale on Saturday ended the legal complications which have been in progress for some years. It is said that the amount realized, together with the funds in hand, will more than satisfy the bond issue, the accrued interest and costs. The equity of redemption which was recently purchased by Capt. Partington for \$30,000 will be distributed among the shareholders in proportion to the property has now ceased.

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ST. JOHN MAN BELIEVED VICTIM OF FOUL PLAY

Edward Priddle, mate of the schooner Free Trade, and a resident of Acadia street, was reported to have been drowned in Boston harbor last Wednesday night. It is the opinion of the police that he was foully dealt with, and Boston detectives are now seeking to solve the mystery.

On the evening in question, Mr. Priddle turned into his bunk, and the following morning his clothes were discovered to have been found. The presumption is that he was robbed by river pirates and thrown overboard.

The schooner Free Trade was to sail in a day or two for Windsor (N. S.), in command of Mate Priddle, as Captain Hayward Priddle, a brother of the missing man, was to go by train to New York to take charge of another vessel. Captain Priddle and the cook, John Priddle, together with Mate Priddle, comprised the entire crew of the Free Trade.

Mr. Priddle, wife of the missing man, is ill at her home in Acadia street. On inquiry Friday night, a reporter was informed that no further news had been received.

Mr. Priddle's mother is Mrs. James Brennan, of Union street, and Mrs. John Buckley, of Britain street, and Mrs. Samuel Lilley, of Newfoundland, are sisters. His relatives are anxiously awaiting further particulars of his death.

CUMBERLAND FARMER BADLY HURT BY BULL

Amherst, N. S., Oct. 22--Charles Harrison, aged 50, a respectable farmer of Southampton, brother of George Harrison, crown land surveyor, was yesterday morning seriously injured by a vicious bull.

Mr. Harrison, about eight o'clock, went to his stables to attend to the stock. The bull, which is an immense brute, weighing about nineteen hundred pounds, must have become enraged, as Mr. Harrison was driven completely through the end of the building, and several boards split, and broken.

He managed to reach the house, but was unable to tell just how the accident occurred. Medical aid was summoned from Amherst, and the members of the doctor found that both sides of the jaw bone were broken, one side having four distinct fractures. The collar bone was broken, and the ribs, and he was terribly bruised in almost every part of his body. The accident is a serious one for a man of his years, but the doctors have some hopes of his recovery. Fortunately the bull had been dehorned, otherwise he would have gored his victim to death.

Mr. Harrison's wife is Mrs. Mary Harrison, of Union street, and Mrs. John Buckley, of Britain street, and Mrs. Samuel Lilley, of Newfoundland, are sisters. His relatives are anxiously awaiting further particulars of his death.

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OBITUARY.

Mrs. Jennie E. Brown. Mrs. Jennie E. Brown, wife of Fred W. Brown, of 478 Main street, died Friday morning after a long illness. Mrs. William J. Farrel, of this city, is a sister.

Arthur T. Robson. Arthur T. Robson, eldest son of Mr. and Mrs. Wm. T. Robson, died Friday morning of pneumonia. He was employed in the Victoria Foundry and was a member of the Army Service Corps, and other organizations.

Charles E. Morton. L. R. Morton, who is spending a few days in the city, having been in Nova Scotia during the past summer, has received the sad news that his brother, Charles E. Morton, of Milton (N.S.), died suddenly on Wednesday night.

The late Mr. Morton was a prominent merchant and stipendiary magistrate in Milton. Of his sons one is principal of Digby Academy, another of the academy in Halifax, a third in the finance department of the Bank of Montreal in the States, and the fifth manager of a bank in Vancouver, but formerly at Sussex (N.S.). There are three daughters, Mrs. C. H. Hanington, Mrs. Wm. Henry Tucker, of Milton; Mrs. Waterman, of Bridgewater, and Mrs. Adam Wilson, of North Cambridge.

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The Union Clothing Co. 26 and 28 Charlotte Street, St. John, N. B. Sell a better quality of Men's and Boys Clothing at lower prices than any other store in the city. ALEX. CORBET, Manager.

WON'T RECOGNIZE THE S. L. UNION COMING CHANGES IN CITY CHOIRS

Shipping Federation Says it is Ready to Pay Last Year's Scale for Loading Steamers, But Will Not Sign Agreement Desired by Local Ship Laborers.

Tonight's meeting of the Ship Laborers' Association at which officers are to be elected promises to be an unusually interesting one. There is likely to be a keen contest over the office of business agent, and the question of recognition of the union by the Shipping Federation is to come up.

Last spring the ship laborers asked for a renewal of the agreement signed at the end of last winter's strike. This agreement fixed the scale for loading grain and general cargo, and bound the companies to employ only members of the Association. This year the Shipping Federation discussed the proposal forwarded by the Association, and while agreeing to last winter's schedule of rates, decided not to agree to employ union men only. The Federation, in its letter, is said to have defined positively that its members would not assent to the proposal to hire only the members of the Association. The steamship men expressed the belief that the Association men would get the great bulk of the work, but they said they must be free to employ or not to employ any man, and that this matter was one for the Federation and not the Association to pass upon.

The situation is said to be somewhat complicated because agents for a few of the steamers bound here are ready to recognize the union in the manner desired. What the union men will do will be decided tonight.

WEDDINGS. Reid-Cole. Miss Dorothy Cole, daughter of Captain R. G. Cole, of this city, was married by Boston on the 12th inst. to Dr. Werner Von Reid, a practicing physician in Brooklyn (N.Y.). Mrs. Von Reid, who is a talented vocalist, was a teacher of music in Boston for some years. She was in St. John a few weeks ago visiting her father, who was present at the wedding. Dr. and Mrs. Werner Von Reid will reside at 19 Windsor Place, Brooklyn.

Ramsay-McCanna. In the Cathedral Monday morning, Miss Mary McCanna was married to Jas. L. Ramsay by Rev. A. W. Moohan. The attendants at the ceremony were Miss Rose Treason and Walter Rooney. After residence of the bride's aunt, Mrs. O'Brien, 68 St. Patrick street, where Mr. and Mrs. Ramsay will reside.

Carleton Circuit Court. Woodstock, N. B., Oct. 22--(Special)--The Circuit Court was engaged today in the civil suit of Mrs. Milmore, against the town. The trouble was caused by the laying out of a town street. The plaintiff introduced Mrs. Deboer, a Charles Wise and James Deboer as witnesses. Further consideration of the case was adjourned until 2.30 on Thursday to enable Judge Gregory to hold the divorce court in Fredericton tomorrow.

Hon. N. A. Belcourt III. Ottawa, Oct. 22--(Special)--Hon. N. A. Belcourt, M. P., is suffering from the effects of overwork and has been ordered by his physicians to give himself a complete rest of some weeks. He leaves on Thursday the 23rd for the southern states for a holiday that his friends hope will restore him to his full vigor.

Serious Accident on Street Car Lines. A rather serious accident occurred Friday afternoon at the corner of Main street and Douglas avenue, when Miss Muriel McIntyre and the two sons of Edward Sunderland, while driving in a pony car, were run into by an electric car.

Friday afternoon Miss McIntyre, who is a music teacher, was driven over by a street car. She was injured, but not seriously. Her two boys, who are but four and five years of age, and after giving some lessons Miss McIntyre, with the two boys, returned to the city. When at the corner of Main street and Douglas avenue they attempted to cross the track, but collided with Motor-man McCallum, called by the Motor-men. The boys escaped with a few bruises, but Miss McIntyre was dragged by the car, and had her left arm broken just above the elbow. Dr. McIntyre, who rendered the surgical aid, states that it was a very bad break.

Capt. McIntyre says that from what he can learn the motorman was not to blame, but the boys allege that there was a bell sounder at that place, but they were not aware of the presence of an electric car until it was too late.

Honesty in Tweeds. It's so easy--and so much cheaper--to use cotton or rag shoddy instead of pure wool--in weaving TWEEDS. But PURE WOOL means permanent colors--rich finish--and WEAR.

Hewson Tweed ARE pure wool. They are HONEST. And they WEAR. Look for the Hewson trademark--the sign of pure wool!

Dr. J. Collis Browne's CHLORODY