

United States Supreme Court.

ON June 1—The United States Supreme Court today refused to grant a writ of habeas corpus in the case of the financial agent of the New York...

G. T. R. PACIFIC. Maritime Members Vainly Fighting the Giant Octopus. Grand Trunk Will Run Its Road Where It Desires—Strong Speeches By Mr. Ganong, Hon. Mr. Fielding and Others.

FREDERICTON. The Supreme Court Business—Forest Fires Raging. FREDERICTON, N. B., June 3.—In the supreme court this morning the case of Deane, by consent, was struck off the docket...

MTREAL EXPLOSION.

June 1—Napoleon Bonaparte, Archbishop of Montreal, died at the Hotel de Ville in Paris...

NY HARD HIT.

June 1—According to reports from the instance of Donavante, the quantity of No. 16 Dutch standard...

AT HALIFAX.

June 1—Two steamers migrate today, bringing nearly all of the Allan liner Numidian...

FOUR MEN.

NDL, June 1—The tug schooner Whittier lay and reports having been crushed by the Strait...

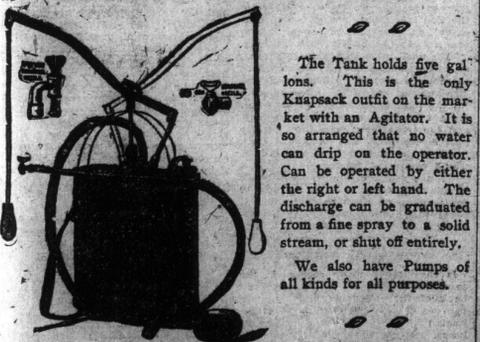
WELL HILL.

at the County Court Notes. HILL, May 31—The examination of George...

KINNEY OF THE WCH.

one of his feet badly yesterday by an axe...

KNAPSACK SPRAY PUMPS.



The Tank holds five gallons. This is the only Knapsack outfit on the market with an Agitator...

W. H. Thorne & Co., Ltd. 42, 44, 46 Prince Wm. Street, Market Square, St. John, N. B.

FOREST FIRES WORK WIDE DEVASTATION.

St. John Smothered With Smoke, and Fire-Threatened—Sayre's Big Mill at Chipman Destroyed—Village at Bonny River With Moore's Mills Wiped Out.

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Rope Walk and House Out Adelaide Road Burned—Village of Westfield and Places in York Co. Threatened.

A city smothered with acrid wood-smoke that parched the throats and blistered the eyes of the people...

THE DANGER OVER. Last night the fire in that vicinity had pretty well subsided...

THE WESTERN FLOOD. TOPEKA, Kan., June 1.—The Kansas river is falling rapidly...

ENTIRELY TOO PARTICULAR. Terrence (with the howl)—"Yer not workin', Dinna. Are yas out of a job?"

THE CITY THREATENED. The began to rage furiously close to Purdy & Green's mill...

ROPE WALK BURNED. Within a few minutes the rope works buildings were a mass of flames...

THE RANGE OF THE FIRE. Leander Lingley, a prominent farmer and lumberman of Westfield...

BONNY RIVER WIPED OUT. ST. STEPHEN, N. B., June 4.—This town is full of smoke tonight...

FIRE IN THE CITY. To the citizens, alarmed by the pall of smoke and the reports of the danger...

Maine Is Burning up—Twenty Fires Between Bath and Rockland—Flames Working Their Way to the Big Towns.

Moore & Son's mill, the church, the school house and ten or a dozen houses...

DAMAGE IN YORK CO. FREDERICTON, N. B., June 3.—Forest fires are raging all over York county...

SEVERE LINE IN TROUBLE. The forest fires which are sweeping the timber district between Westfield and Musquash...

WESTFIELD THREATENED. About noon yesterday a telephone message reached the city from Westfield...

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There was also a report that a fire had sprung up at Baywater, a few miles south and east...

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O. J. MCGULLY, M. D. 163 GERMALN STREET. Office Hours—11 to 12; 1 to 4; 7 to 9.

OTTAWA LETTER.

Private Legislation Before Parliament Increasing Every Year.

Private Effective Scheme Devised to Force the Grand Trunk Pacific Bill Through Committee.

But the Measure Will Have a Hard Time Getting Through the House Unless the Government Comes Boldly to its Rescue—The Transportation Question Likely to Loom Up Strongly in the West Year.

(Special Cor. of the Sun.)

OTTAWA, May 28.—The amount of private legislation coming before parliament is increasing year after year, and this session no less than 133 private bills have been introduced with a number of others promised. The different committees cannot get through enough to examine all the bills and so the government, after next Monday, will take every day for government business, there will be a lot of bills incorporated tied up. The number of railway companies anxious to build lines in Canada is abnormal. In the west particularly the railways have been feverish for some time. Mr. Oliver, the member for Alberta, who has always posed as an enemy of railway corporations, has about a year ago written a paper on the order paper in his own name, some of which provide for lines which commence nowhere and end nowhere. A great many of such bills are being placed before the railway committee, but that body is putting on the brakes and it requires a definite statement as to routing before it allows the bill to go to the house. In this way many wild-cat schemes are being arrested and railway charters are now more difficult to obtain.

The Grand Trunk Pacific bill, when the committee was yesterday, was in the same position as it was nearly two weeks ago. Not a single clause was adopted and it was evident that certain members of the committee were not too anxious to have it advanced another stage. In order to remove some of the obstacles from its path the committee decided to make the bill the first item of the order paper each day the committee meets, until it is disposed of. This means that the bill will stand in the names of almost as many members, will have to await consideration until the Grand Trunk Pacific measure is removed. This means, of course, that the members who are anxious to get their own particular bills through committee will do so at a later date. The Grand Trunk Pacific bill, however, will not be allowed to pass until it is fully considered and passed or rejected.

It looks as if the Grand Trunk Pacific bill were thoroughly up-to-date in presenting their particular bills. It is far, little time has been wasted by those in favor of the legislation. On the other hand, the government has a tendency to develop all possible opposition at an early stage, so that if necessary it can be removed later on. The bill has been regularly introduced into the committee rooms, and it is expected that in case of continuous strong opposition that a bill will be introduced to block it. Before we see the last of the Grand Trunk Pacific proposition it is highly probable that some interesting developments will be seen.

But the Grand Trunk Pacific has a harder road to travel before it will be a session of the house. The government having taken every day for government business, there will only be two hours each week left for private bills. The bill will not be introduced until it is ready to be taken up. It is expected that it will have to take its place in the order paper. With only two hours a week it will get very little show, and it is expected that it will be the easiest thing in the world to block it. The only sure remedy for such a condition of affairs will be a government proposal to give it priority through in spite of everything. It was the government of Sir John A. Macdonald that had recourse to this method to father the Canadian Pacific Railway bill, and there was no difficulty in passing that act. However, the Laurier government has not done this, and has positively declined to state its opposition to the bill. The government will be taken to prevent any particular section of the country, and while the people of the west may need additional railways, and the Laurier government may express its sympathy with a movement in favor of giving them new lines, it will not look to its own interests and the west will have to come in as a poor second.

The present transportation commission would have finished its labors several years ago, if the suggestion of the opposition that a representative body of business men should investigate the whole transportation problem, had been accepted when it was made in 1899. But again the government was lacking in decision and the question was allowed to go over from session to session until now. Mr. Blair's bill is a position when it is almost impossible to handle successfully the freight day prices to light new emphasis of

Sir William Van Horne's famous remark that "the spot is too small for the hopper." The government is not only acting under extreme compulsion, but it is also neglecting the country's interests by suspending all work on the Intercolonial until such time as the commission is in a position to report. This report may not be filed for months or years, as the government is finding great difficulty in getting competent men to accept seats on the commission. Sir William Van Horne was explaining his bill earlier in the session, he informed the house that he intended making a few amendments to the general railway act, which is part of his bill, and those would be unimportant. However, in looking through an ordinary newspaper, it is surprising to find that the Intercolonial companies are given much wider powers in some cases, and here again Mr. Blair will find himself without the sympathy of a large section of the commons. The bill covers over 100 pages, and every section and subsection must be carefully analysed before the house pronounces on their merits, many days will be necessarily spent on this one particular bill.

When the Laurier government stepped into power in 1896, it announced itself as the greatest galaxy of business men ever brought together in any one cabinet. Has their business ability evaporated? Hardly. It is reserved for these so-called endowed by Providence with the traits which go to make up a ruler of men and masters of business, to stomp the Intercolonial of common play to handle such a large question as that involved in the solution of our railway problem. Transportation is becoming more and more the great question in Canadian politics and if it had been satisfactorily solved during the past six or seven years, the government would be in a position today to say to the people of Canada, "We will do this with the Grand Trunk Pacific bill." The vast majority of electors would feel a confidence in the government which would commend itself to the conscience of the people. It is useless for any administration to ask the public to believe in them, unless they are doing something to encourage and stimulate public faith. The present government is rapidly becoming a government by commission and caucus and as such is rapidly losing its confidence in the public. It is useless for any administration to ask the public to believe in them, unless they are doing something to encourage and stimulate public faith. The present government is rapidly becoming a government by commission and caucus and as such is rapidly losing its confidence in the public. It is useless for any administration to ask the public to believe in them, unless they are doing something to encourage and stimulate public faith. The present government is rapidly becoming a government by commission and caucus and as such is rapidly losing its confidence in the public.

Next week the government proposes to announce its policy in regard to the Canadian railway problem. Mr. McKenna and Mann have been removed from the path of the Grand Trunk Pacific bill, and Sir Wilfrid Laurier has promised to state definitely what assistance will be given to the Saskatchewan Valley railway. That line will open up a great trade route for the country, but it will meet the same opposition as its eastern end, that has so materially affected the other lines during the past few years. Here again we have the cabinet offering a sop to the people of the west in order to delay for a time the criticism of its public railway policy. It will require more than the Saskatchewan Valley railway to provide a service such as the future of the west. The government has promised to state definitely what assistance will be given to the Saskatchewan Valley railway. That line will open up a great trade route for the country, but it will meet the same opposition as its eastern end, that has so materially affected the other lines during the past few years. Here again we have the cabinet offering a sop to the people of the west in order to delay for a time the criticism of its public railway policy. It will require more than the Saskatchewan Valley railway to provide a service such as the future of the west.

The weakness of Mr. Blair's position was established when he was forced to return back to 1896 in order to state figures which would make his extravagant claims appear less reasonable. It was unfair, because Mr. Blair knew full well that the conditions of 1896 are far apart as the two poles. In 1896 a period of depression prevailed in Canada, and the Intercolonial railway was in a state of financial straits. Today Mr. Blair backs in the sunshine of plenty and in comparison with other transportation lines his receipts are abnormal. Yet what has happened? The Intercolonial has become more and more a sink hole under his management. The Intercolonial has become more and more a sink hole under his management. The Intercolonial has become more and more a sink hole under his management. The Intercolonial has become more and more a sink hole under his management.

OTTAWA, May 30.—Hon. A. G. Blair is having considerable difficulty with his bill to amend the railway act. The bill is a long one, and is full of amendments. It is expected that it will be the easiest thing in the world to block it. The only sure remedy for such a condition of affairs will be a government proposal to give it priority through in spite of everything. It was the government of Sir John A. Macdonald that had recourse to this method to father the Canadian Pacific Railway bill, and there was no difficulty in passing that act. However, the Laurier government has not done this, and has positively declined to state its opposition to the bill. The government will be taken to prevent any particular section of the country, and while the people of the west may need additional railways, and the Laurier government may express its sympathy with a movement in favor of giving them new lines, it will not look to its own interests and the west will have to come in as a poor second.

It is surprising how little confidence the Laurier government has in its ability to govern. The opposition is unable to get a definite statement in regard to any large question, and in the matter of the Grand Trunk Pacific nothing has been done. The administration proposes to grant it until next session. It is another example of the government's policy of delay. The government will be taken to prevent any particular section of the country, and while the people of the west may need additional railways, and the Laurier government may express its sympathy with a movement in favor of giving them new lines, it will not look to its own interests and the west will have to come in as a poor second.

be found on railway commissions, would promptly readjust matters so as to give cheaper local rates and make the western freight pay for its haulage. Unless Mr. Blair's amendment is accepted Mr. Barker's amendment providing for the extension of the Intercolonial to the commission to the Intercolonial, his bill is likely to be opposed by a lot of strong and continuous opposition.

When the minister of railways was explaining his bill earlier in the session, he informed the house that he intended making a few amendments to the general railway act, which is part of his bill, and those would be unimportant. However, in looking through an ordinary newspaper, it is surprising to find that the Intercolonial companies are given much wider powers in some cases, and here again Mr. Blair will find himself without the sympathy of a large section of the commons. The bill covers over 100 pages, and every section and subsection must be carefully analysed before the house pronounces on their merits, many days will be necessarily spent on this one particular bill.

Some of the liberal members of the Intercolonial commission seem to think that the railway commission is a body which will give the Intercolonial the same powers as the Intercolonial, would immediately make an order for the Intercolonial to be placed on a level with the charges of some of the western roads. They declare that the railway must remain under the absolute control of the government, and that Nova Scotia, New Brunswick and Prince Edward Island should be permitted to have as low rates as they can possibly get, even though the result is a loss of millions of dollars each year. Mr. Emmerson, the member for New Brunswick, has challenged R. L. Borden to give him an opinion on this subject. Mr. Borden did not respond at the time, but yesterday he stated in the report of the committee that, as a maritime province, he did not want charity from the rest of Canada in the matter of freight rates and in the matter of service. He contends that the people of the maritime provinces desire nothing but fair play, and he considers that when Mr. Blair states to the country that there is a disposition in the east to make the rest of Canada pay for the Intercolonial, the minister of railways casts upon the maritime provinces a reflection to which they are not prepared to submit.

Mr. Blair made a statement. He said every word that is credited to him by the press. He said that he had full well that in the minds of the average Nova Scotian and New Brunswicker there will be at once a doubt as to whether or not the Intercolonial is a body which will give the Intercolonial the same powers as the Intercolonial, would immediately make an order for the Intercolonial to be placed on a level with the charges of some of the western roads. They declare that the railway must remain under the absolute control of the government, and that Nova Scotia, New Brunswick and Prince Edward Island should be permitted to have as low rates as they can possibly get, even though the result is a loss of millions of dollars each year. Mr. Emmerson, the member for New Brunswick, has challenged R. L. Borden to give him an opinion on this subject. Mr. Borden did not respond at the time, but yesterday he stated in the report of the committee that, as a maritime province, he did not want charity from the rest of Canada in the matter of freight rates and in the matter of service. He contends that the people of the maritime provinces desire nothing but fair play, and he considers that when Mr. Blair states to the country that there is a disposition in the east to make the rest of Canada pay for the Intercolonial, the minister of railways casts upon the maritime provinces a reflection to which they are not prepared to submit.

Members of the commons are still wondering "what is the deal?" They refer to Mr. Blair's Thursday announcement in regard to the Intercolonial. Mr. Blair said that he had some remarkable statements made by the Canadian or any other parliament, and when he sat down, he had succeeded in convincing the Intercolonial that the Intercolonial is a body which will give the Intercolonial the same powers as the Intercolonial, would immediately make an order for the Intercolonial to be placed on a level with the charges of some of the western roads. They declare that the railway must remain under the absolute control of the government, and that Nova Scotia, New Brunswick and Prince Edward Island should be permitted to have as low rates as they can possibly get, even though the result is a loss of millions of dollars each year. Mr. Emmerson, the member for New Brunswick, has challenged R. L. Borden to give him an opinion on this subject. Mr. Borden did not respond at the time, but yesterday he stated in the report of the committee that, as a maritime province, he did not want charity from the rest of Canada in the matter of freight rates and in the matter of service. He contends that the people of the maritime provinces desire nothing but fair play, and he considers that when Mr. Blair states to the country that there is a disposition in the east to make the rest of Canada pay for the Intercolonial, the minister of railways casts upon the maritime provinces a reflection to which they are not prepared to submit.

Mr. Blair did not say anything about capital expenditures on Thursday. From his remarks one would have been led to suppose that such a thing as capital expenditure was never heard of in the railway department. Mr. Haggart asked Mr. Blair to tell the house just where he stood in the matter of capital outlay, but the minister of railways became indignant and curtly refused to answer. Mr. Haggart then interrupted his train of thought. Mr. Haggart states that Mr. Blair will have managed to spend the capital account by June 30th next the rather imposing sum of \$23,326,321. That is not too bad for seven years, and we may as well say that Mr. Blair is not desiring to have the cold hard facts thrust upon him at a time when he is a happy thought. Mr. Haggart is a landscape painter and in this capacity he has done some very fine work. He has been in the habit of painting the rocks of which were inaccessible to climbers. By a happy thought, Mr. Haggart determined to make a bold bid for success in the art of painting. He was at the time of the painting of the rocks of which were inaccessible to climbers. By a happy thought, Mr. Haggart determined to make a bold bid for success in the art of painting. He was at the time of the painting of the rocks of which were inaccessible to climbers.

ment of Mr. Blair's whole connection with the political corruption which has fastened itself on the Intercolonial throughout its entire length. To a resident of the maritime provinces these remarks made by Mr. Blair in regard to his attitude towards the Intercolonial are not at all surprising. He knows that it is a business machine, and he knows that it is a political machine. He knows that it is a business machine, and he knows that it is a political machine. He knows that it is a business machine, and he knows that it is a political machine. He knows that it is a business machine, and he knows that it is a political machine.

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N. B. UNIVERSITY.

FREDERICTON, May 28.—The annual meeting of the associated alumni of the university was held last evening at the residence of Mr. J. D. Hazen, C. C. presiding. Those in attendance from outside the city were Dr. H. S. Bridges, J. D. Hazen, C. C., M. F. P., and Dr. Murray MacLaren of John. The committee of examiners recommended the alumni gold medal to A. Burton Logie of Chatham and the Brydson-Jack memorial scholarship for proficiency in physics to Robt. C. Colwell of Fredericton.

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It is surprising how little confidence the Laurier government has in its ability to govern. The opposition is unable to get a definite statement in regard to any large question, and in the matter of the Grand Trunk Pacific nothing has been done. The administration proposes to grant it until next session. It is another example of the government's policy of delay. The government will be taken to prevent any particular section of the country, and while the people of the west may need additional railways, and the Laurier government may express its sympathy with a movement in favor of giving them new lines, it will not look to its own interests and the west will have to come in as a poor second.

Mr. Blair did not say anything about capital expenditures on Thursday. From his remarks one would have been led to suppose that such a thing as capital expenditure was never heard of in the railway department. Mr. Haggart asked Mr. Blair to tell the house just where he stood in the matter of capital outlay, but the minister of railways became indignant and curtly refused to answer. Mr. Haggart then interrupted his train of thought. Mr. Haggart states that Mr. Blair will have managed to spend the capital account by June 30th next the rather imposing sum of \$23,326,321. That is not too bad for seven years, and we may as well say that Mr. Blair is not desiring to have the cold hard facts thrust upon him at a time when he is a happy thought. Mr. Haggart is a landscape painter and in this capacity he has done some very fine work. He has been in the habit of painting the rocks of which were inaccessible to climbers. By a happy thought, Mr. Haggart determined to make a bold bid for success in the art of painting. He was at the time of the painting of the rocks of which were inaccessible to climbers.

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Mr. Brahm had nothing to do with the publication of the letter, which the Times obtained from another source. When the ambassador returned he said he was unable to obtain anything but an extension of time, namely, three days instead of eight hours, in which Mr. Brahm must leave the country. The correspondent adds: "Mr. von Plehve assured the ambassador that the step taken had been in preparation for some time and was not influenced by anything I had written in regard to the Bessarabian question. He stated that he was personally or anything in particular I had written. They, however, disliked what they called the hostile tone of my correspondence and of the Times. They said that from the time I had occupied the post of correspondent in St. Petersburg the Times had devoted its attention to the Bessarabian and Russian policy. They did not know whether I was responsible for this attitude, but made up their minds that the correspondent of the Times could no longer be tolerated in the Russian capital. They knew that this would provoke an outbreak against Russia in the British press, but they had well weighed the consequences of the step, and were resolved to read the Times as a lesson. Personally they were very sorry for the inconvenience they were causing me. Later a police officer visited me and said he was instructed to make me sign a written promise to leave Russia forever within three days, failing which I would be expelled from the country. I signed the promise with other prisoners, and eventually put across the frontier. The police officers behaved with the greatest consideration and courtesy throughout."

POWER OF A SWAN'S WING. (Philadelphia Record). "Swans" said John Lover, of the Zoo, "have great strength of wing. It is said that with a blow of its wing a swan can break a man's leg, and I have no doubt that is so. A doctor told me one day, as we stood together by the Zoo lake, that one of his first cases had been that of a man whose arm a swan had broken with its wing. The accident occurred in Arkansas, on Swan Lake, a body of water where these birds abound. A huntsman was firing for the light swan straight at his head. He put up his arm to shield his face, and the powerful wing of the white bird struck him like a club. Both bones in the forearm were broken; it was a compound fracture. "If a swan accidentally can break in this way a man's arm, there is, in my opinion, no room to doubt that it could, if it desired, break with a well-directed blow, a man's leg."

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When the king at the recent privy council selected new sheriffs for the counties of Essex and Middlesex, he pricking a hole with a silver bodkin opposite to each of the favored names on the list his majesty was carrying round for the middle ages. In such a case one of quite a score of names custom that still survive to link the English of 1898 with the English of the middle ages.

There is hardly an important county in the land that does not cherish some noteworthy custom hailing from early days in English history. Probably the most interesting of these is the custom of planting the horn, an act of penance which is now in its last century. The custom of planting the horn has been carried out ever since at Whitby without a single break. The penance is the death of a fawn in the forest of the abbey. The fawn is wounded by a spear, but who is slain by its furious pursuer. The horn of the fawn is then planted in the ground. The fawn is then killed by a spear, but who is slain by its furious pursuer. The horn of the fawn is then planted in the ground. The fawn is then killed by a spear, but who is slain by its furious pursuer. The horn of the fawn is then planted in the ground.

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NOTICE.

\$1.00 per inch for ordinary transient advertising. For Sale, Wanted, etc., four lines or less, 25 cents each insertion.

SUN PRINTING COMPANY, ALFRED MARKHAM, Manager.

NOTICE.

When a subscriber wishes the address on the paper changed to another Post Office, the OLD ADDRESS should ALWAYS be sent with the new one

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., JUNE 6, 1903.

THE FOREST FIRES.

At this moment it is impossible to make even an approximate estimate of the loss of property by the forest fires throughout the province.

It will not be so in the late forests. Valuable timber lands, which promised to be a source of wealth to their owners, are means of employment for hundreds of men, raw material for important industries, and a source of trade and commerce are turned into waste places.

Not less will there be compassion, and we hope practical sympathy for the poor people who are for the moment left homeless and destitute.

THE KINGS-ALBERT CANDIDATE.

Tomorrow is the day set for the Kings county liberals to select their next federal candidate.

SUBSEX NEWS.

SUSSEX, June 3.—A quiet wedding took place today at the residence of James R. McLean, when his daughter, Nina, was united in marriage to Arthur McCready, clerk for J. A. Humphrey.

FOREST FIRES WORK WIDE DEVASTATION.

(Continued from Page One.)

BURNED TO DEATH.

MONTRÉAL, June 3.—Montreal is surrounded by forest fires, which have wrought havoc in several settlements of the province.

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WORCESTER, Mass., June 3.—Thousands of acres of valuable timber land on Hampshire Mountain near the city of Worcester have been destroyed by a forest fire, which got beyond control yesterday.

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THE TRIUMPHS OF PE-RU-NA INCREASE.

Thousands of Chronic Ailments of Women Cured Every Month—Disguised Internal Catarrh the Enemy of Women—Pe-Ru-na the Only Internal Systemic Catarrh Remedy Yet Devised—Prominent Cases in Illustration.

Nervous Depression.

Summer months are peculiarly the months of nervous diseases, especially nervous prostration and other depressed conditions.

MISS JENNIE FINLEY.

Miss Jennie Finley, 19 Madison Street, Columbus, Ohio, writes: "I wish to state that I have been cured of my chronic catarrh by the use of Pe-Ru-na."

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CITY NEWS.

Recent Events in and Around St. John.

Together With Country Items From Correspondents and Exchanges.

To cure Headache in ten minutes KUMFORD Headache Powders.

Mark Argentine gets \$8 on lumber from a Nova Scotia port to Buenos Ayres and \$9 to Rosario.

Str. Mornac sailed from Andrews Bay for Pictou with scrap iron. It will load deals and timber at the latter place for U. K.

Chronic Constipation surely cured money back KAXA-CARA TABLETS never fail. Small, chocolate coated easy to take. Price, 35 cents. A. Druggists.

The Methodists of Hillsboro have extended an invitation to the Rev. Harp C. Rice, B. A., of Sunny Brae, to succeed the Rev. James Jones who has been stationed there for the past four years.

Sobr. William Marshall, Capt. Williams, from South Amboy for Portsmouth, which broke part of windows in Vineyard Sound, Saturday, damaged property and sailed for destination.

Capt. Spratt Balcom is now on his way from Victoria, B. C., for Lunenburg to superintend the building of 120 ton schooner which is to be launched July 15th. Capt. Balcom has no four schooners in the South Sea, and the men on board have averaged about \$300 the past nine months.

WHY CATARRHOZON CURE CATARRH? It goes to every affected part and kills the germs that keep the diseased condition. Catarrh is never irritated, but stimulates the mucous lining of the nose, throat and lungs to normal action, and keeps the passages free from offensive discharges. Catarrh is a dangerous disease, and a cure for any form of Catarrh, and is highly pleasant and simple to use. Catarrh is an absolutely certain cure for any form of Catarrh, and is highly pleasant and simple to use. Catarrh is an absolutely certain cure for any form of Catarrh, and is highly pleasant and simple to use.

The lumber drives on the Restigouche are all out, and the cut this year at Campbellton and Dalhousie will be much above the average. The quantity of cut will be about 100,000 above the average, and a large quantity of shingles will be manufactured by the mills in that section.

J. Sutton Clark of St. George is now a guest at the Dufferin. He has been here some time.

New Edinburgh, N. S., where he has an extensive fish curing establishment. It has been in operation full time since the late fall, and has been handled. The lobster season is over, and Mr. Clark's packing was the biggest of the season.

The master workman and recorder of Chambers Lodge, Ancient Order of United Workmen, called upon Mr. W. H. Whittaker Monday and handed a check for \$2,000, the amount of the late Mr. Whittaker's insurance. The check was handed to Mr. Whittaker in Chambers Lodge.

SHOOTING ACCIDENT. Alfred Hope of Lepreau, aged 16 years, son of Alfred Hope, met with a severe accident near his home on Tuesday last. He was in a boat, clamming and happened to have his gun with him. In pushing the stream from the boat, the gun discharged, the shot shattering the bone of his right arm, and fracturing the bones of two fingers. The lad was brought to the hospital in this city and was cared for there.

NERVES SHATTERED—UNABLE TO SLEEP. The Best Medical Assistance Utter Failed to Help Mrs. Warren. She Was Finally Rescued From This Pitiable Condition By Ferrosone.

The rush and hurry of modern life draws very heavily on one's nerves. People are apt to get so fatigued that they are unable to sleep. The fact that Nature can be trusted to take care of itself, and that it is not too far to expect the spring time especially our nerves, to be in a normal condition, and that it is not too far to expect the spring time especially our nerves, to be in a normal condition, and that it is not too far to expect the spring time especially our nerves, to be in a normal condition.

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INCREASE.

guised Internal Catarrh of the Bladder.

Medicine only to be obtained by mail from Dr. J. C. ...

Friday, 19 Madison Street ...



They 33 Devonport Street ...

WANTED. Young man about eighteen ...

MARTINE. 154 100 ...

ended missionary meet- ...

The master workman and recorder ...

SHOOTING ACCIDENT. Alfred Hope ...

NERVES SHATTERED—UNABLE TO SLEEP.

The Best Medical Assistance Utterly Failed to Help Mrs. Warren, But She Was Finally Rescued From This Pitiable Condition By Ferronzo.

The rush and hurry of modern life draws very heavily on one's store of nerve energy.

CITY NEWS.

Recent Events in and Around St. John.

Together With Country Items From Correspondents and Exchanges.

To cure Headache in ten minutes use KUMFORD Headache Powder.

Str. Zanibar leads pig iron at Rotterdam for New York at 84.9d.

Bark Argentine sells \$8 on Lumber from a Nova Scotia port to Buenos Ayres and \$9 to Rosario.

Str. Mimosa sailed from Ardrossan May 29 for Pictou with scrap iron.

The ferry steamer and all the tug boats in the harbor had their flags at half-mast yesterday out of respect for the late W. L. Waring.

Chronic Constipation cured by Dr. J. C. ...

The Methodist of Hillsboro have extended an invitation to the Rev. Harry C. Rice, B. A., of Sunny Brae, to succeed the Rev. S. James, who has been stationed there for the past four years.

Sgt. William Marshall, Capt. Williams, from South Amboy for Portsmouth, which broke part of windows in temporary repairs and sailed for destination.

Capt. Spratt Balcom is now on his way from Victoria, B. C., for Lunenburg to superintend the building of a 120 ton schooner which is to be launched July 15th.

Why CATARRHOZE CURE IS CAUGHT. It goes to every effected part and kills the germs that keep up the disease.

The lumber drives on the Restigouche are all out, and the cut this year at Campbellton and Dalhousie will be much above the average.

J. Sutton, Clark of St. George is in town a guest at the Dufferin.

The master workman and recorder of Chambers' Lodge, Ancient Order of United Workmen, called upon Mrs. E. Whitaker Monday and handed her a check for \$100, the amount of the late Mr. Whitaker's insurance.

SHOOTING ACCIDENT. Alfred Hope of Lepreau, aged 17 years, son of Alfred Hope, met with a severe accident in operation full time today.

NERVES SHATTERED—UNABLE TO SLEEP. The Best Medical Assistance Utterly Failed to Help Mrs. Warren, But She Was Finally Rescued From This Pitiable Condition By Ferronzo.

The rush and hurry of modern life draws very heavily on one's store of nerve energy.

WOMEN AND CHILDREN HURLED TO THE MARSH LANDS.

The women and children were hurled by a band of men away from the homes which were quickly vanishing and taken to the marsh lands where there was no fear of the fire getting any hold.

THE BUILDINGS DESTROYED. Following is a list of the buildings destroyed:

PRINCE OF WALES. The Baptist church, Church of England, John Keane's house and barn, Andrew Macaulay's barn and barn occupied by John Clark.

Geo. Stevens' house and barn, Bobt. Crawford's house and barn, John Hamilton's house and barn, Joseph Crawford's barn—house saved.

Alex. Sherwood's barn—house saved, Mrs. Clark's house, unoccupied, James McDonnell's house and barn, Patrick McDougal's house and barn, Isaac Sherwood's house and barn, Geo. Ross, etc., house and barn, James O'Neill's house and barn, Robert Keane's house and barn.

MUSQUASH. DUNN BROS. Pork packing factory, ...

DEATH AND DEVASTATION FOLLOW FOREST FIRES.

Villages of Musquash and Prince of Wales Wiped Out—60 Buildings Burned, and 300 People Homeless—Two Aged Ladies Burned to Death Trying to Save a Horse.

The villages of Prince of Wales and Musquash, in the western part of the city and county of St. John, were almost completely wiped out of existence Wednesday afternoon and evening by forest fires which worked their way in through the forest, driven by a gale of wind.

On Tuesday, John Anderson, who lives on the city, says he did not know any fire at all, although there was smoke to the northward of Musquash.

On Wednesday afternoon, however, the flames came shooting in the direction of the two villages, and at 5 o'clock in the afternoon scarcely anything but masses of ruins remained to indicate where comfortable houses, spacious barns, a large saw mill, a prosperous pork packing factory and three churches had existed.

It is estimated that between 500 and 600 people, from infants to old people, were rendered homeless, and worse than that, they lost nearly all of their belongings in the way of furniture, clothing and food.

Flames FEARFUL SWIFTNES. The rapidity with which the fire spread from place to place was almost beyond comprehension.

RELIEF MEASURES. His Worship Mayor White was seen yesterday about the situation in Musquash and was impressed with the seriousness and the possibility of relief that he at once cheerfully consented to act in the matter and has opened a subscription list at the mayor's office.

LOSSES IN DETAIL. The loss of Joseph A. Balcom, who used to be one of the councillors for the parish of Musquash, is a severe one.

THE HANDSOME CLUB HOUSE OWNED BY the Ingelwood club at the lake by that name was wiped out. This club was composed largely of Massachusetts people, the Messrs. Clark being among them.

W. A. Quinton of Lancaster suffered a severe loss. J. R. Hoy was lumbering for him on the Queen's road near Prince of Wales.

A large number of cows suffered death. A pair of horses owned by Mr. Hoy and driven by Thos. Bradshaw of St. Martins perished in the fire.

THE RAILWAY BRIDGE AT MUSQUASH was saved, although it was on fire several times.

CHURCH OF ENGLAND SAVED. The Church of England edifice at Musquash was saved, although it was on fire several times.

THE HOTEL OF COUNSELLOR DEAN shows signs where the fire caught, but very little of the train could cross.

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Little trouble was experienced in stopping the same. Geo. Ferguson of South Musquash, who was at the woods yesterday afternoon, said the woods were full of fires.

The N. B. Southern railway train from St. John reached Musquash last night and her passengers, mails and baggage will be transferred to Prince William and brought up this morning.

CAPE SPENCER LIGHT THREATENED. Word came yesterday to F. J. Harding, agent of the marine and fisheries department today, that the Cape Spencer light was threatened by fire and in imminent danger.

LOOKS BETTER IN CHARLOTTE. ST. STEPHEN, June 4.—The fires in Charlotte county have not done damage today except to timber and wood lands. No buildings have been destroyed.

BAD TIMES IN YORK COUNTY. FREDERICTON, June 4.—Forest fires continue to rage unabated in York county.

FIRE BUG IN MASS. LAWRENCE, Mass., June 4.—The person who, this morning, started the fire which destroyed the ice houses at Stanley's Brewery on Oxford street, and other buildings in that vicinity, has been arrested by the police.

DESTRUCTION NEAR HOULTON. HOULTON, Me., June 4.—The residents at Ashland Junction, 25 miles from here, were in readiness to move out at a moment's notice tonight.

DANGER OVER IN QUEBEC. (Special to the Sun.) MONTREAL, Que., June 4.—The bush fires in the province have apparently spent their force.

FROM NOVA SCOTIA. HALIFAX, N. S., June 4.—From Shelburne and from all along the western part of the province, news continues to come in of forest fires.

ST. JOHN, N. B., June 5th, 1903.

THE RONYN RIVER INSURANCE COMPANY. The insurance on the Ronyon River Lumber Company's properties destroyed by fire Wednesday was as follows:

THE MILL-NORWICH UNION. \$2,000. National Union. 2,000. Queen. 3,000. Western. 1,000.

Boarding house—Queen. \$13,000. Contents—National. 400. Store building—Queen. \$1,000. Contents—Norwich Union. 3,000.

Three dwelling houses. \$850. \$400 in Norwich and \$450 in Stock warehouse—Norwich. \$500. National. 600.

Blacksmith shop. \$50. Contents. 200. THROUGH LANCASTER. While the city was overhung with smoke yesterday, the road leading down through Lancaster to Musquash was much more so.

SHORE LINE TRAIN STALLED. A N. B. Southern railway train from St. Stephen reached Musquash last evening with a few passengers.

UP TO DATE. Yesterday afternoon St. George had escaped all injury, but the flames were forcing their way in the direction of the town.

A large blaze prevailed Wednesday at Woodstock crossing, near Oak Bay, and fears were entertained for the buildings there.

THE HIGHWAY BRIDGE ACROSS CLINCH'S stream was burned down. Reports from Charlotte county are to the effect that Clark's harbor was almost wiped out this week.

SEALEY'S COVE had suffered a good deal to save these buildings, three miles west of St. George, was burned Wednesday.

THE N. B. Southern lost 5 cars loaded with deals, with shingles, last destroyed at Bonney River.

Fires almost completely endeared Oak Bay. There are thirty houses there. The railway bridge at the shore grade, near Lepreau, on the N. B. Southern, was damaged through the fire, but it was fixed up yesterday so that the train could cross.

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CLOTHING - Men's and Young Men's. Look here! Don't you give a rap how your clothes look and wear? Are you really careless about your clothes? Can you afford to waste money? Taking care of your pocket book and giving you good-looking, good-fitting, good-wearing clothes has given this business its present large proportions.

SEE THE SUITS AT \$5.00 SEE THE SUITS AT \$12.00 SEE THE SUITS AT 8.00 SEE THE SUITS AT 15.00

Prices range from \$5.00 to \$25.00. Any cloth. Every pattern. Made in the usual Oak Hall way. You know what that means—every detail carefully looked after.

BOYS' SUITS. A vital truth that can't be too often told—Here's the best assortment of best Boys' Clothing ever displayed in any Saint John store.

BOYS' SAILOR SUITS, 75c. to \$12.00 BOYS' 2-PIECE SUITS, \$2.50 to \$8.00 BOYS' NORFOLK SUITS, \$2.75 to 5.50 BOYS' 3-PIECE SUITS, - 3.00 to 10.00

MAIL ORDERS. Do you know we fill orders by mail? And we do it as carefully for you as if you were here to do it yourself.

Write for our sample book and see some of the values we are showing. Mailed free.

KING STREET, CORNER GERMAIN. Greater Oak Hall, SCOVIL BROS. & CO.

PROVINCIAL NEWS.

WOODSTOCK, June 1.—A meeting of the barriesters of Woodstock was called for Saturday evening in the office of Stephen S. Appleby. The attendees were Mr. Appleby, A. B. Connell, J. R. Murphy, Col. Vines, Chas. Comber, Charles Appleby, W. P. Jones, Mr. Ketchum. Unavoidable business prevented others from attending, but all had expressed their sympathy with the movement to form some kind of a local association for the purpose of those of the profession practicing in Woodstock. S. B. Appleby was called to the chair and Mr. Ketchum appointed secretary pro tem. Mr. Jones said that the idea of calling a meeting to discuss the proposed association to a large extent originated with him. He thought an association would prove of benefit to all practicing lawyers in the town. One important question was that of the purchase of books. It was decided that each lawyer had to buy one of the necessary books each year. It became quite a tax, and it was his idea that a library might be organized which they should buy books, reports, etc., to be purchased by the society, to which all members would have access. The question of the purchase of books was discussed and discussed. The idea was the cultivation of good feeling between the lawyers, which should be obtained by such an organization as proposed. Mr. Appleby strongly favored the organization of a society, and in fact those present also expressed their views were favorable to the idea. Mr. Connell foresaw something of a difficulty in the library proposed in the case of barriesters who already had pretty good private libraries. They could hardly be expected to contribute to the purchase of books which they already possessed. However, this was one of many points to be considered hereafter.

On motion of Mr. Murphy the meeting resolved itself into an association to be known as the Woodstock Law Society, and a further motion was made, seconded and carried, appointing B. Appleby, W. P. Jones and D. McLeod Vines a committee with power to add to formulate a scheme of organization and submit to a future meeting to be called by the committee. James Carr has received a communication from a party in Ontario engaged in the manufacturing of paper. He asks information regarding Woodstock and vicinity and wants to know what industries the town will offer to him before his plant here. He claims he would employ from 50 to 75 hands. Carr is still in correspondence with him.

It has been a very favorable season for putting in the crops, but altogether the exact reverse of last year. It was said about this time last year that there had not been half a bushel of corn in the county since the first of April. It may be said this year that there have not been as many rainy days in that time. Nevertheless the weather has been rather on the cold side, and there have been the past few days some severe frosts that have worked a good deal of damage.

The water in the river is going down, and it is probable that probably will not come back to Woodstock levelly the river rises again.

SHEPHERD, N. B., May 31.—Forest fires are doing much damage last week. One especially was that of Harvey, long known as a land mark and well known as a landmark for teams travelling by the Carleton road. Lumber in the wood laid up on account of scarcity of water for stream driving is in great danger of being destroyed.

Mrs. Samuel Pierwelling and three children of Hampton and three children of the home of her mother, Mrs. Mary Bridges, Mrs. Annie Bailey and Murray Bailey are in Sheffield this week, calling upon relatives.

The tug Fannie and Blarney are doing good work in French Lake handling lumber now ready for the St. John market.

John P. Bridges with his tug Clayton and barge have taken a load of lumber from McDowall's wharf to St. John.

It is a rare thing for the farmers on these intervals to have their farming done in the month of May. The crops for the crops being damaged by frost, as already has happened to some, are being entertained for those above ground.

The service in the Baptist Church last night was conducted by Rev. Frank Crosser of the Range. The practical gospel sermon was based on Psalm 27: 8.

On Saturday afternoon Rev. D. McG. Clarke conducted the funeral of the late Samuel Withrow, who died at his home in Salmon Creek last Thursday after a very brief illness. Interment was made in the burying ground near the old Red Bank Church. A wife and child survive. The illness was of the nature of appendicitis. Mr. Withrow's father and mother, Mr. and Mrs. Moore of New Jerusalem, this country, and her three brothers, were present at the funeral, as well as a great concourse of people from all the surrounding communities.



AT WOLFVILLE. The Graduating exercises of Acadia Seminary. The following program was given: -Senior Class Banquet.

WOLFVILLE, June 2.—The annual business meeting of the Acadia Seminary was held in the seminary building on Monday afternoon. The president, Mrs. Avery, presided. The report of the secretary was read and approved. The following resolutions were adopted: That the Seminary be incorporated under the laws of the province.

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Advertisement for Carter's Little Liver Pills, featuring an illustration of a person and text describing the benefits of the medicine.

Advertisement for Absolut Security, featuring a large illustration of a person and text promoting the product.

Advertisement for Cook's Cotton Root Compound, featuring an illustration of a person and text describing the medicinal properties.

Advertisement for a product, possibly a book or pamphlet, with text describing its content and availability.

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SUN. Year. Cents. Maritime Provinces. THE WORLD. FREE. \$650. DAME ST. MONTREAL.

MR. ALLISON. Exercises for the Year 1908.

During the course of his remarks Mr. Allison said that he had no intention of making any political statements...

THE BACCALAUREATE SERMON. The Baccalaureate sermon was preached in the Methodist church this morning by the Rev. G. M. Campbell of St. John.

SUNSHINE SOAP is made of pure fats and oils and contains no dangerous ingredient.

At 11 o'clock the annual exercises were held in the hall of the Ladies' College. The exercises were presided over by the Rev. G. M. Campbell.

THE MAD MULLAN A DE WET OF THE DESERT. Striking when he is least expected, slugging his pursuers with the wildest and most unscrupulous tactics...

UNIVERSITY PRIZE LIST. Alumni honors, life membership in Alumni Society—Roy D. Fullerton.

At a meeting of the Alumni Society held this afternoon, Chas. D. Stewart in the chair, the officers elected were: President, Rev. G. M. Campbell.

ATTACKS EVERYBODY. Dypsypella no respecter of persons. Proof that there is one sure cure—Dodd's Dypsypella Tablets.

SPORTSMEN'S PARADISE. A Moose Captured in the Harbor On Wednesday Morning. Seldom has Market Slip been the scene of such excitement as it was on Wednesday afternoon.

JUNE WEDDINGS. Many Happy Matrimonial Events in St. John Yesterday.

A quiet wedding took place at 8.15 yesterday morning at the residence of L. W. Titus, 28 Sydney street, when Miss Annie W. Titus was married to Robert Hastings of Barrington, Kings county.

DR. J. COLLIS BROWNE'S CHLORODYNE. THE ILLUSTRATED LONDON NEWS, of Sept. 16, 1886, says: "It is well known that Chlorodyne is a most valuable medicine."

WANTED. MONEY TO LOAN. MONEY TO LOAN on city, town, village or country property.

EXECUTORS NOTICE. The undersigned, having been appointed Executors of the last will and testament of the late of St. John, N. B., deceased, do hereby give notice that they have taken the oaths of office.

DR. J. COLLIS BROWNE'S CHLORODYNE. IS THE GREAT SPECIFIC FOR Diarrhoea, Dysentery, Cholera. CAUTION—Genuine Chlorodyne. Every bottle of Chlorodyne is guaranteed to be genuine.

PATENTS PROMPTLY SECURED. We solicit the business of Manufacturers, Inventors and others who desire to secure patents for their inventions.

DR. CHASE'S OINTMENT. To prevent the cure of Dr. Chase's Ointment, it is necessary to use it as directed. It is a most valuable medicine for the cure of all kinds of skin diseases.

WANTED. A teacher holding a superior license, for a position in the public schools.

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SERMON.

Dr. L. Mason Clarke, on the Cross.

Dr. L. Mason Clarke, pastor of the First Presbyterian church, Brooklyn, preached yesterday on "The Cross." His text was Luke xlii: 33 and Romans vi: 8. "And when they were come to the mystery of the cross and Calvary, there they crucified Him and the malefactor."

Christ died for us, Dr. Clarke said. You will agree that a man's instinct which prompts us as Christian people at the beginning of this great week of the year, to try to penetrate again the mystery of the cross and to gain a fresh glimpse of its unexhausted significance. During the weeks that are gone we have once more been journeying with the Master through the scenes of His earthly ministry and we have felt again the perennial power and vital contents of this precious story. But today we are face to face with the cross, that awful culmination to which our Lord has been drawing nearer and nearer, from the first constrained by forces both from within and without, until now the great dark hour has come. The faith can not refuse to ask what that hour meant for the world, must appear to our minds if it is also to command our hearts. No emotion is completed until it is lodged in a conviction. Never, perhaps, shall we fully understand it, but so long as the cross remains the symbol of religion, we are bound to raise the question again and again and yet again—what is that cross to do with our salvation?

Thirty-six per cent. of the narrative of Jesus' life relates to these final scenes—a fact that assumes its full relative place when the death of Christ occupied in the minds of the men who proclaimed this Gospel from the first. If there are those among us who have adopted a different proportion of the truth and who consider that the power of Christian faith springs from the man rather than from the death of this Man of Nazareth, I am sure that we shall at least agree that it is the death of Christ which is the death of the New Testament itself. It is the preaching of the cross which is the power of God according to St. Paul. Sometimes, perhaps, shall we fully understand it, but so long as the cross remains the symbol of religion, we are bound to raise the question again and again and yet again—what is that cross to do with our salvation?

Doubtless that cross has sometimes been interpreted in a way which has repelled us. Unquestionably in our revolt from certain theories about it we have sought for other explanations of its mystery, and yet the cross in which we Christians glory, it is by the cross we conquer, it is Christ crucified we preach, it is the blood of Christ which cleanseth us from all unrighteousness. There are two occasions when the Gospel exhibits in a peculiar manner, its double aspect, its two-fold character. On the one hand a beautiful, wonderful story, on the other hand a profound philosophy. The first of these occasions is Christ's death, the second is His resurrection. In the immortal narrative which sings itself into the ears of each new generation, the shepherds on the plains, the herald chorus, the star in the East, the Babe in the manger. How simple it seems, and how sweet to the young and old. But, when you look beneath the surface and try to understand the mystery of the incarnation, then you find the other aspect of the gospel of Jesus Christ.

Now, you find truth, abstract and so hard to define and so hard to arrange. Fractured intellects meet their match in the presence of such a mystery, and yet the mind of every thoughtful man will try to find some intelligible explanation in which the simple narrative may be placed without doing violence to his reason. And the other occasion when the gospel discloses its double character is that of the resurrection. Is there any artist like divine providence? Could such an array of lights and shadows have been spread out by human hands? What is there lacking to make this scene supreme? That night in which our Lord was betrayed, the upper room, the garden of Gethsemane, the betrayal, the arrest, the judgment hall, the denial, the condemnation, the crucifixion between two thieves and all the rest. How that story lives on and on! Ah, but when you ask what it all means, instantly the other aspect of the gospel presents itself and now you are face to face with truth so vast and so profound that you are compelled to seek some sort of philosophy in order to appreciate the story.

It is that two-fold character of the gospel that I have tried to get before you in two texts I have chosen. On the one hand there is the narrative of history. "When they were come to the place which is called Calvary there they crucified Him and the malefactor." And, on the other hand, there is the philosophical interpretation of the story summed up in four words: "Christ died for us." And I do not think our minds can rest until we find some explanation which, however partial it may be, will be intelligible and true as far as it may go. Three men died on the cross, but the story lives on and does it happen that to one more than to others our faith is steadily proved? Those crosses stood side by side. They were erected by the same hands. Those who were crucified were of the same physical age. Why do we lay so much stress upon one and pass the others by? What significance attaches to that central cross which the others do not possess? That is the question I want to have you think of today.

Now then, let us find at the outset some place where we may stand or from which we may contemplate the cross of our Lord Jesus Christ. We shall find that place in the one greatest truth of truth, namely, that God is love. Unless we can ground ourselves here we can stand firm nowhere.

If the gospel of Christ cannot speak that word in complete confidence and without equivocation or reserve, we have no gospel. God is love, not anger and not malice. He is not angry and over and over, but we do not yet appreciate the full meaning of it. God is love and always has been—yes, and always will be. If, therefore, there is any divine necessity attaching to the cross of Jesus Christ, it must be the necessity which attaches to God's love.

Let us then ask what relation can

DEATH AND DEVASTATION FOLLOW FOREST FIRES.

(Continued from Page Five.)

together with Sherman station, or Bragville, so called, only a few sets of farm buildings were burned. The fires were burning within three miles of this town tonight, but no danger was feared for the town. Fires were raging to the westward for some miles.

MAINE VILLAGE WIPED OUT.
BRIDGEVILLE, Me., June 4.—The village of Bragville, better known as Sherman station, on the line of the Bangor & Arctostook railroad, has been wiped out by the forest fire and a half dozen towns were today threatened with a similar fate. A miracle could save it from total destruction, it was thought. All hope for the safety of Bragville was abandoned today, but rescue might be effected if the fire was under control. The fire at Crystal plantation was confined to a dozen dwellings. Great damage has been done at Skowhegan, Monticello and other places in the vast wilderness of Northern Maine.

INSURANCE LOSSES.

As far as could be ascertained yesterday the insurance risks held by St. John agencies on the various properties destroyed by fires in different parts of the province Wednesday are as follows:

- At Bonny River: Bonny River Lumber Co., \$8,000, divided between the Norwich Union and National companies.
- Bonny River Lumber Co., \$3,000, in the Commercial Union Co.
- Bonny River, \$500 in the Commercial Union.
- Bonny River station house, \$150 in the Guardian Co.
- St. John and stock in the New Brunswick Southern Railway properties are insured in the Guardian Co.
- Queenshank station house, \$300 in the Guardian Co.
- Bonny River Lumber Co., \$1,000 in the Western Co.
- Bonny River Lumber Co., \$1,000 on the stock in the Queen Co.
- Bonny River Lumber Co., \$5,000 on the mill in the Queen.
- Bonny River Lumber Co., \$750 on the boarding house in the Queen.
- Bonny River, \$250 in the Queen.
- Bonny River, \$250 in the Queen.
- In the Briggs' Corner Queens Co. are the following insurance reports: The Manchester Co. in the Queen Co. W. L. Hayford's furniture, \$1,000 in the Commercial Union Co.
- Elkin Coal Co., \$2,500 in the Commercial Union Co.
- Sayre & Holly lumber, \$4,000.
- Sayre & Holly stock, \$2,500.
- Sayre & Holly mill, \$2,000 in the Commercial Union Co.
- Sayre & Holly property in general (reported), \$20,000 in the Caledonia Co.
- It being so late in the day before the actual losses were known, only a partial list of the losses at Musquash was obtainable.
- Dunn Bros. have \$4,000 on their stock in the British America Co.
- Dunn Bros., \$5,000 on stock in the Phoenix of Hartford.
- Dunn Bros., \$400 in Commercial Union.
- Some bridges and stations along the line of the New Brunswick Southern Railway are reported burnt. The N. B. Railway property, including rolling stock, stations and bridges is covered in a policy of \$42,000, issued by the Guardian Assurance Co.
- The station at Musquash which was destroyed, was insured for \$1,300 in the North British and Mercantile.
- The Liverpool and London and Globe has \$500 insurance on the Dunn barn; \$800 on Charles Langell's property; the actual losses were made known by J. A. Balcom and on the school house.
- Dunn Bros., machinery, \$200 in the Commercial Union.
- Dunn Bros., on the factory, \$3,000 in Western Co.
- Dunn Bros., on house, \$3,000 in Western Co.
- The Quebec Co. has \$700 altogether in Musquash risks.
- In the city: The Manchester Co. had \$2,000 on the Connor dwelling, Millidge road.
- Telephone messages from Chipman, Queens Co., yesterday said that besides the Sayre & Hartly mill and adjoining buildings, including the house of the manager, W. L. Hayford, the following losses were sustained at Briggs' Corner: The Stillwell home.
- One bridge on the Central Railway, just below Chipman.
- A water tank on the Central Railway was destroyed by smoke and fire.
- Six or seven homes on the Elkin colliery locality.
- The people were as pilgrims in their efforts to stop the onward rush of fire, and finally it was found impossible to struggle further, but to save all they could and get out. The country round about was dark from smoke and terror was struck into many hearts.
- The burning of one span of the highway bridge, has necessitated travelling by the Chipman bridge, and the de-

NOVA SCOTIA.

HOPEWELL HILL IN DANGER.

HOPEWELL HILL, June 3.—Forest fires are still burning in all directions, and the damage to timber areas and buildings and fences will be heavy. The villages are constantly in danger, and in some localities men are on guard night and day. Today this section was enveloped in clouds of smoke so dense as to obscure the sun. Last night the southern horizon was ablaze with immense fires, some five in number, burning along the south shore.

ALONG THE BAY.
Coasting str. Beaver from Harvey, reports heavy fires all along the shores from St. Martins Misepo.

Several of the pilots who returned last night from a cruise down the bay say the atmosphere was so thick in the bay during the day that it was impossible to see any distance. The decks of the pilot boats were covered with small pieces of spruce and ashes which were carried by the wind. The atmosphere was so dense that lamps had to be lighted to enable the pilots to take shore down as an Eastport forest fire could be seen. It also looked as if there was heavy fire on Grand Manan, from nearly every place along the shore.

CORNWALLIS NEWS.

CORNWALLIS, N. S., June 3.

George Newcombe, who has bought Joseph Fines property at Kingsport, is selling it out in building lots. He has already sold two and is having no trouble in finding purchasers who are anxious for pretty summer cottages. He will probably build fifteen cottages in all.

The Baptist Central Association will meet at Canaan on the 24th of June. Mrs. Alfred Ellis of Rovers, Mass., is at the home of her parents, Mr. and Mrs. J. Henniger, Canaan, for the summer.

Leslie Eaton, son of Dr. S. W. Eaton, Canaan, arrived in Cornwallis on Saturday from the University of Pennsylvania, Philadelphia, where he has been studying dentistry during the year past. Mr. Eaton has also kept up with the class at Kingsport, and was graduated with his other classmates on Wednesday, which reflects much credit on his mental powers.

William Eaton, son of Starr Eaton, Canaan, was graduated from the Elias Electrical School, Washington, D. C., on Wednesday last week, and expects to take up a position in Philadelphia shortly.

The church of St. John's Church street, and of St. Michael's, Canaan, have secured as rector for a few months Rev. Mr. Gettler of Grandville Ferry. At the close of four months the Rev. Mr. Oxford, who is now in England, will resume his charge of the parish.

Miss Cora Blenkhorn of Canaan is attending the closing exercises at Mt. Allison. Miss Frie Egan, who has been studying music at that institution during the past year, arrived in Canaan today.

The weather still continues dry and cool, with frequent heavy frosts at night.

The annual meeting of the Windsor district convenes at Canaan on the 15th.

The ladies of the Whitton Baptist church held a tea on the day on which the corner-stone of their new church was laid, and took the sum of one hundred and twenty-five dollars.

Mrs. Gealy of St. John is visiting Mrs. Chipman at Kentville.

OTAWA.

OTAWA, June 3.—The Grand Trunk Pacific bill lost interest this morning in the important statement came from Mr. Blair, who advised the committee to grant the charter to the company and adopt the route proposed. The road would not be built without assistance and the government was not committed to aid any line. No company should be bound down to any fixed part in the discussion. They opposed the route north of Lake Winnipeg. Mr. Patten stated that he would vote against any subsidy for the road. Mr. Roche of Halifax, objected to the proposal of the western members being adopted, as they would result in the loss of Canadian trade to American ports. Mr. Charlton opposed the all-Canadian route as impracticable. It was working against nature to attempt to run a Canadian route.

Three votes were taken. Sproule's amendment to Wade's amendment that the company be compelled to construct a line simultaneously at points east of Windsor, was defeated, 26 to 28. Wade's amendment to construct simultaneously east and west of Quebec, was voted down, 18 to 27.

Mr. Wilmore's motion to change the eastern terminus from Moncton to St. John was lost, 27 to 25. The maritime vote on the motion was: Y. C. Blair, 1; Costigan, Gibson, Hale and Wilmore, 2; F. H. McGee, 1; J. H. McLean, 1; McLennan, Matheson, Roche (Halifax) and Wade, 1.

Mr. Frotain's amendment to have the company build a line from the Montreal and Western railway to the city of Montreal, was under discussion when the committee rose at one o'clock.

ST. JOHN.

ST. JOHN, June 3.—Died Months Ago in Blesom.

Arrested for the Death of Princess Louise When Wife of Lord Lorne ceives Deser.

BOSTON, June 6.—There was buried from the Roman Catholic cathedral of the Holy Cross here today the body of a young Irish woman, who during the term of the Marquis of Lorne as governor general of Canada, was attendant to the Princess Louise. A few days ago Miss Margaret Padden, who comes from the Marquis of Lorne's search, South End, had a difficulty with two of her lodgers, Mr. and Mrs. Wm. Curry. Miss Padden objected to the Currys drinking liquor in her respectable quarters, and a dispute ensued. The lodging house keeper down stairs, Miss Padden, died from her injuries several days afterwards. A search of the woman's effects revealed that she had been an attendant of the Princess Louise from 1878 to 1885, while the Duke of Argyll (then the Marquis of Lorne) was governor general. When the duke left Canada he and the princess requested Miss Padden to return to the old country and continue in their service, but the woman was obliged to decline owing to the serious illness of a sister in Toronto. It was among the effects of the deceased that a picture album with the following inscription on the fly leaf: "Margaret Padden, attendant of the Marquis of Lorne, Christmas, 1878." Miss Padden, probably 65 years of age. She has few relatives in this country, but has a sister who is a nun in Toronto. It was on account of the illness of this sister that she felt unable to return to England. Later she was with the

WESTERN FLOODS.

Wall of Water Six Feet High Rushed Granite City.

This Was the Climax of the Deluge—Houses Swept from Their Foundations and Many People Drowned.

ST. LOUIS, Mo., June 6.—So great an extent of territory is covered by the flood, so constantly changing as the conditions of the water creep higher and render the situation the more chaotic, and so unreliable are the various rumors of the devastation, that a substantial summary of the losses of lives and property cannot be obtained, but tonight information from apparently the most reliable sources showed the situation as follows: River stage, 27.5 feet, stationary. Probably a slight rise by morning, when the highest stage will have been reached. Twenty lives known to have been lost. Over two hundred thousand acres of rich farming lands under water. All of

Pains in the Back For Twenty Years.

COULD NOT TURN OVER IN BED—KIDNEYS AND BLADDER AFFECTED—EXPERIENCED GREAT SUFFERING—CURED BY DR. CHASE'S KIDNEY-LIVER PILLS.

Dr. Chase's Kidney-Liver Pills.

The old people especially appreciate the effectiveness of Dr. Chase's Kidney-Liver Pills, because the kidneys are usually the first of the bodily organs to give out, and the result is backache, lumbago, pains in the side and limbs, urinary disorders, and constipation.

Old people learn to trust in Dr. Chase's Kidney-Liver Pills, for when all other treatments fail this great medicine seems to go directly to the cause of the trouble, and promptly affords relief and cure.

Mr. David Milner, Farmer, an old and respected resident of Port Robinson, Welland County, Ont., writes: "I wish to state to you that I had pain in my back and left side for over twenty years. At times I could not turn over in bed. I was so badly used up that I had cramps in my feet and legs, and my hands were so entirely useless that I could scarcely lift anything."

"Kidney disease was no doubt, the cause of all my suffering, and sometimes I thought I would have to get up five times during the night. Fortunately, I began using Dr. Chase's Kidney-Liver Pills, and they cured me completely. I am now 79 years old and quite well, but still occasionally use these pills to keep my system in good order. Several persons to whom I have recommended Dr. Chase's Kidney-Liver Pills have been equally benefited."

Dr. Chase's Kidney-Liver Pills, the comfort of old age, sell at 25 cents a box, at all dealers, or Edman, Bates & Co., Toronto.

A SCIENTIFIC EXCUSE.

(Tray Stories.)

Eva—(Story Stories.)

Ever thought of going as long as you lived?

Clara—I know I said so, but it wasn't my fault that I broke the resolution.

Eva—How did it happen?

Clara—He called me up over the telephone.

BIRTHS.

REID—At St. John, May 24, 54 Military Road, the wife of W. H. Reid, a daughter.

SCURRY—At St. John, May 24, 54 Military Road, to Mr. and Mrs. Joseph Scurry, a son.

MARRIAGES.

DUNHAM-BRENN—At the residence of the bride's parents, Moore street, on June 2nd, by the Rev. J. H. McGee, Mr. J. H. Dunham and Miss Mary Ann Brennan.

FAIRWEATHER—Bren of St. John.

ROBINSON-PARKER—At St. John, by the Rev. J. H. McGee, Mr. J. H. Robinson and Miss Mary Ann Parker.

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DEATHS.

BLANCHARD—On Thursday, June 4th, at his late residence, 23 King street, Mr. William Blanchard, a native of Stockholm, Sweden. (Manchester papers please copy.)

CAIRN—At Port Mills, Kent Co., N.S., Monday, June 1st, Mrs. William Cairn, aged 29 years.

HIGGINS—At New York, on Monday, June 1st, Frederick, daughter of Walter F. and Beatrice Higgins, aged 10 years, after a short illness. Mr. and Mrs. Higgins were formerly of St. John.

JOHNSTON—In this city, on the third of June, Sarah Manley, youngest and beloved child of J. Hardy and Jennie Johnston, aged one year.

N. S. Mitchell of Brudenell Lane, Halifax, N.S., died on the 27th inst. at the age of 78 years, leaving three sisters to mourn the loss of an affectionate brother. (St. John papers please copy.)

ROBINSON—In this city, on the 31st of May, at a long illness, Eleanor, wife of J. H. Robinson, aged 78 years, leaving six sons to mourn their loss. (St. John papers please copy.)

SCOVILLE—In this city, on the 4th inst., Joseph Scoville, aged 89 years.

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A man is best known by his neighbors. The same applies to Tea. This blend is sold in more than 250 retail stores in St. John alone.

W. H. THORNE

Agents for A. G. Spaulding Bros.

W. H. Thorne

42, 44, 46 Prince Wm. Street, M.