

SMUGGLED FROM ST. JOHN Arrested by Inspector Harry Turner for a Series of Law Breaking.

George Maurie, an Assyrian Merchant, Living in St. John, Also a Greek Fellow, Taken to Custody at Eastport, Maine.

EASTPORT, Me., Aug. 27.—U. S. Immigration Inspector H. M. Turner of the district of Maine, today arrested George Maurie, an Assyrian merchant of St. John, N. B., and Louis Decourcy, an Assyrian pedler, of this city, on a charge of smuggling Anastasia Dabagorgiu, a Greek, into this country. The latter was also taken into custody.

At St. John the immigration inspector rejected Dabagorgiu on the ground of physical disability. Maurie is said to have smuggled into the United States large numbers of his countrymen who have been rejected by the board of immigration. His course, it is said, was to send them by the Shore Line R. R. from St. John to St. George, and by team to Back Bay, N. B., a distance of seven miles. This steamer Viking was taken to Campbell, N. B., and the men were distributed by sail boat along the Maine coast.

The arrested parties will be taken to Portland tomorrow and turned over to the district attorney for prosecution.

350,000 BARRELS Shipment of Apple Will be Enormous—Weekly Furness Steamers From Halifax.

The apples shipped to England from Halifax last year amounted to only about 80,000 barrels. The coming season the shipment from this port will be close to 350,000 barrels.

Such was the statement made yesterday by James Hall, manager of the firm of James Hall, Mackenzie & Co., who had returned a day or two before from a trip through our fruit-growing country. Mr. Hall went on to say:

"You will be able to get good apples in Halifax this winter, for I saw nothing but good fruit in Kings and Annapolis. The crop is enormous in quantity and excellent in quality."

"How about the facilities for getting the apples to the English market this season?"

"We will run a weekly service to London, commencing September 18, when the steamer St. John City is due to sail. Last season we ran the boats every ten or twelve days, but now we are starting them weekly. Our boats will run on that schedule till the end of October, and all winter if the apple trade requires a service of that frequency. We have explained by circular to the fruit growers and shippers what we propose to do and the weekly steamship sailings are advertised in 'The Herald.'"

"Can you get the fruit across in good condition?"

"Well, our steamers are equipped in a way that should make this possible. We have fitted the St. John City, the Loyalist and the Evangeline with electric fans and the Gibbs system of ventilation, and the Gulf of Venice has cold storage accommodation. The ventilation system on the three steamers cost \$2,000 each, and on the Gulf \$3,000.

of Venice the cold storage machinery, apart from the storage space, takes up 400 tons the whole year round. All this equipment has been put in to make our fruit service satisfactory, and we think that this season, if weather before, we will be able to show that there is little, if anything, further left to be done."

MONCTON NEWS. A Batch of Interesting Matters from Parts of Westmorland.

MONCTON, Aug. 27.—Sch. R. L. Kenney, owned by W. H. Edgett, of Moncton, and engaged in the river trade, went ashore on Weds' Ledges, near Cranberry Cove, this week and sank. She is about 30 tons.

The last of the series of sports for the all round championship of Moncton, takes place on the M. A. A. A. grounds on Saturday.

Summer Co. has received word that their new schooner, Major's J. Sumner, lost some of her sails near City Island, N. Y. There are no details.

Paul Les of Moncton, yesterday received from P. E. Island one of the finest matched teams seen here for some time. They are three-year-olds, weigh about 2,500 pounds and cost \$325.

A party of New York gentlemen this week visited the Imperial coal mine at Beersville, Kent Co. Preparations are being made for the construction of a railway to connect with the Intercolonial.

Libere Vantour, of Legere's Corner, received word today of the serious illness of his daughter, Hermeline, who is attending the Normal School at Fredericton.

N. L. Rand, master mechanic of the L. C. R., and F. J. Lozo, master mechanic at River du Loup, leave on Saturday night for Chicago, to attend the convention of road foremen of engines.

A. S. Coleman, foreman painter in the Intercolonial shops here, also leaves on Saturday to attend the convention of master cat painters.

E. W. Fenwell and bride have returned from their wedding trip. Mr. Fenwell was married in St. James' cathedral, Montreal, to Miss Eva Desrochers, daughter of J. L. Desrochers, notary of Joliette. Mrs. Fenwell, who was very popular in Montreal, was the recipient of a large number of handsome presents.

Two young men from Moncton have been fined a hundred dollars each and costs by Police Magistrate McQueen of Shediac, for interfering with Officer Belyea on the railway picnic day.

Constable Stevenson is looking for the owner of a horse supposed to have been stolen. On Sunday last one Fred White appeared at Maxime Cormier's house on the Coganne river with a horse and Corrier being away, he took the horse and harness from the barn and drove off. Yesterday the rig was found near Moncton and the wagon and harness restored to Cormier, no owner has yet been found for the horse.

LOUISE AND LORNE. LONDON, Aug. 26.—At luncheon at Barrow yesterday, apropos of the launching of Dominion yacht, a prominent journalist remarked that he did not know they could make water in Canada, and was surprised at the suggestion to christen the Dominion with the name of the Prince of Wales. The Princess Louise evoked hearty enthusiasm when she stood up, and in a clear voice proposed the success of the new battleship. The Duke of Argyll's statement that Canada might try for the America cup if Lipton failed, was warmly applauded. The circumstance that the Dominion took water actually when she was launched, caused the Duke to remark that the incident brought home the truth that whatever was in anyway connected with the name of the Dominion of Canada was sure to become a great success.

St. Peter.—You married for money, I believe? Fair Spirit.—Y—s—s. St. Peter.—You may come in, but you will have to spend eternity with the man you married.—New York Weekly.

TOOK A CENTURY

To Gain One Minute in Reducing The World's Trotting Record On The Track.

Lou Dillon's Marvellous Performance of a Mile Flat in Two Minutes--The Phenomenal Queen of the Turf--She Made Her Last Quarter in Twenty-nine Seconds--Owner Says She Can Do Still Better.

LOU DILLON'S PERFORMANCE AT A GLANCE. If the old-time champions had been racing with Lou Dillon and had equalled their best performances they would have finished the following distances behind the great mare:—

Table with columns: Horse, Year Made, Record for One Mile, Dist. Covered No. Feet, Trotted, Behind.

The New York Herald's reporter thus describes the finish of the world-breaking record of Lou Dillon at Rosedale, Mass., Park, August 25th.

THREE-QUARTERS IN 1.31. Now for the record. Here was the chance, and Saunders called to his mare as she neared the three-quarter pole.

She rushed past it, sending the dust in swirling waves. "One thirty-one." "Watch her come! watch her come!" Every man and woman in the stands stood up, yelling like mad. "Come on, you Lou Dillon! Come on, come on!" they cried. Walker jumped up. He raised his hand toward the crowd for silence.

The mare was turning into the head of the stretch. Far down the stretch the white nose of the mare gleamed like a beacon. On she came, faster and faster, each swing of her powerful legs wearing down the distance from pole to pole. The chestnut champion was forging to victory. Turner was smashing the foam flecked sides of the runner. Behind her Lou Dillon could hear the banking of hoofs and the shouting of the crowd.

Suddenly the outburst ceased. Some one yelled that the record was safe. Like a wet blanket thrown over the crowd, it hushed them into silence, but the next spring (1902) they were not sorry to turn her over to George Ramage, the assistant trainer at Santa Rosa.

Ramage found that she had cultivated the trick of throwing herself into the track enclosure, so he had her to have more of her own medicine than she wished for. When, according to programme, she had thrown herself and declined to get up, he sat himself comfortably down beside her and the gun blazed hotly; the fly became once or twice and raised her head and looked round inquiringly at Ramage as if to ask: "What are you up to?" Finally it occurred to her that she was not having any fun while her trainer appeared to be enjoying himself.

She gave him a last, inquisitive glance, rose quietly and shook herself and never attempted to throw herself again. After that she refused to be hitched until a twitch was put on her nose, which was used for four or five weeks before she decided to give up. Ramage always had the idea that she would trot fast, but she was mixed galloped at first and Mr. Pierce, her breeder, told him he was wasting his

TOOK A CENTURY TO GAIN A MINUTE.

The following table shows the records of the trotting champions since 1806 and the distance which Lou Dillon would have beaten each of them in a mile race:

Table with columns: Horse, Year Made, Record for One Mile, Dist. Covered No. Feet, Trotted, Behind.

the faintest motion as the climax came. Twenty yards—and then with a mighty effort Saunders seemed to rise in his seat. Gripping the loops he appeared to literally lift the mare forward.

With a mighty bound the stalwart daughter of Sidney Dillon gave up her full strength.

UNDER THE WIRE IN 2.00. Ten yards—five—and the mare's head passed under the wire. As if the minds of ten thousand gave her the signal, she was crowned with the laurels of the American turf, swept under the wire in two minutes flat, and her race was won.

Not a sound came from the stands until the mare's head nodded beneath the wire, and then ten thousand throats burst forth their admiration. Suddenly the outburst ceased. Some one yelled that the record was safe. Like a wet blanket thrown over the crowd, it hushed them into silence, but the next spring (1902) they were not sorry to turn her over to George Ramage, the assistant trainer at Santa Rosa.

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promise good returns. The houses of the settlers are nearly all completed and will be ready for the winter. The immigration shed which Mr. Lloyd is asking for is to be used in the case of some settlers who may be indifferently housed for the winter.

There promises to be no scarcity of fuel, as there has been discovered about fifty miles north of the settlement a deposit of lignite, which may probably solve the fuel problem. At present there are 125 teams of the settlers employed on the grading work of the Canadian Northern, which runs through the town. Mr. Lloyd says that the colony has a fine belt of land, well watered and fertile. The country is beautiful and prairie chickens and ducks abound.

The forests of Australia generally have a monotonous appearance. This is caused by the presence everywhere of the eucalyptus tree.

O. J. McCULLY, M. D. M. R. C. S., LONDON. PRACTICE LIMITED TO DISEASES OF EYE, EAR, NOSE AND THROAT. 163 GERMANN STREET. Office Hours—9 to 12; 1 to 4; 7 to 8.

VIGOROUS ACTION.

United States Will Hold Turkey Fully Responsible

For the Assassination of Vice Consul Magelssen at Beirut—European Squadron Ordered to the Spot.

WASHINGTON, Aug. 27.—Prompt and vigorous action is being taken by the United States government to secure the punishment of all persons implicated in the assassination of United States Vice-Consul William O. Magelssen at Beirut, Syria, Sunday last.

Minister Leshman, Constantinople, has been instructed by the state department to demand a thorough investigation of the affair and the punishment of those involved in the crime and the European squadron consisting of three warships, has been ordered to proceed immediately to Beirut to support the demands of the United States minister, should it be found necessary.

The president's determination to lose no time in getting the squadron to Beirut was also due in part to the information received by Acting Secretary Loomis of the state department tonight from the president of the American board of missions at Boston, indicating the Turkish foreign office had made to burn the Euphrates college building. This despatch contained information just received that an attempt has been made to burn the Euphrates college building. Conditions increasingly alarming. Great anxiety felt for the safety of American citizens there.

Acting Secretary Loomis tonight cabled to Minister Leshman at Constantinople to make immediate demands on the porte to take adequate measures for the protection of all Americans at Beirut and to prevent any attack on the college buildings.

Admiral Cotton's instructions are to sail at once. It is probable he will go ahead to Beirut with the Brooklyn, leaving the Mackinac and the Brookings to follow. It is estimated that the Brooklyn will get full speed can reach Beirut within six days.

Acting Secretary Loomis received a rather remarkable telegram from Minister Leshman tonight, in which the latter stated that he had called at the Turkish foreign office at Constantinople this evening and had about the assassination of the U. S. vice-consul and that the minister of foreign affairs emphatically denied any knowledge of the report. His agent attempted to discredit it. The telegram gave no other information. Under the circumstances the state department officials are inclined to believe that the Turkish foreign office is not in touch with the situation at Beirut. They do not attach sufficient importance to Minister Leshman's last message to cancel the order for the squadron to sail.

OSYSTER BAY, N. Y., Aug. 27.—President Roosevelt tonight issued orders that the European squadron, under command of Admiral Cotton, should proceed immediately to Beirut, Syria, to be in readiness to support any demand made by the United States on Turkey on account of the assassination of Vice Consul Magelssen, United States vice consul at Beirut.

The president manifested anxious interest in the announcement of the assassination of Vice Consul Magelssen, the first information concerning which was conveyed to him by a representative of the Associated Press. The president tonight is in close communication with the department and will be kept advised fully of the details of the incident as they are ascertained.

For several days President Roosevelt has been following closely the developments of the situation in Turkey with a view to considering the subject more carefully, the president and Secretary of State Hay had arranged for a conference tomorrow at Sagamore Hill. The secretary is now en route to Oyster Bay.

In the absence of definite information concerning the assassination of Vice-Consul Magelssen, the president will take no decided action beyond that already taken in ordering the European squadron to Beirut. This action is viewed now as a precautionary measure. A demand that officials of the United States be afforded protection for their lives and property will be made and the Turkish government will be held responsible for the assassination of Consul Magelssen whatever may be the circumstances of the case.

CAMP SUSSEX. The "Units" to be Brigaded From Sept. 5th to Sept. 26.

OTTAWA, Aug. 27.—The following units will be brigaded at Sussex from the 15th to the 26th of September: 8th Hussars; Brighton Company Engineers; No. 1 Co., R. C. I.; 1st section No. 8 Beavers Company; 67th, 71st, 73rd and 74th Regiments.

WANTED—A case of Headache that KUMPOUT Powder will not cure in from ten to twenty minutes.

In the Bible, or had doubts concerning it. The appeal was to treat it literally, and in comparing it with literature, but to treat it honorably and the preacher had no fear of result. The other word was to treat it as a mere literary work, with a view to comparing it with the Bible with literature, and thus, instead of doing God's truth, to let it defend itself. It will stand the test.

the big organ commenced. The Sydney town hall reception caused by its 45-foot organ pipes broke several times during the service. A few minutes of plaster from the rock.





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SUN PRINTING COMPANY, ALFRED MARKHAM, Manager.

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THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., AUGUST 29, 1908.

REVILING MR. BLAIR.

While Mr. Blair was minister of railways he had no reason to complain of want of appreciation. Few ministers have been praised with more enthusiasm and less discrimination.

There came a day when Mr. Blair resigned his office and his place in the cabinet because he did not agree with the premier on an important matter of policy.

The fact is that the remaining ministers are afraid of the effect of Mr. Blair's action. They see that the Cox gift enterprise is not a popular mania.

But the device is not useful. No one doubts that Mr. Blair's refusal to endorse the Cox enterprise has made a villain of him.

MR. CARNEGIE'S SUPERFLUOUS TROUBLE.

Mr. Carnegie has written to the Times saying that the adoption of a preferential policy by Great Britain would surely prove to the United States to be a disaster.

Nobody believes that discrimination against American products would not be highly unpopular in Boston or anywhere else throughout the length and breadth of the Union.

Mr. Carnegie is giving himself too much anxiety over this matter. He is himself a citizen of an empire which calls itself a republic, and which has a much more decided preferential system than the British empire is likely to see for many years.

Mr. Blair does not support the Cox deal and goes out of the ministry. He has no patronage and controls no railway printing. Now what do we see?

The editor of the Chronicle goes himself to Ottawa and opens fire on Mr. Blair in signed contribution to the Chronicle. Let us take a few extracts from the last one to hand.

We read that after Mr. Blair's resignation "The political waters closed almost immediately over the ex-minister's head, without leaving so much

as a bubble on the surface to mark the spot where he went down. Instead of demoralizing the government, Mr. Blair's withdrawal has actually strengthened it. It has imparted the confidence which counts "for us much."

We are told that Mr. Blair's speech at times "revealed the disappointed, raging man," that "he cried impotently against the late leader" that "he lost sight of ordinary self-respect."

The good thing about Mr. Blair's instigation is that it reveals to Mr. Blair the disappointed and embittered politician who will stop at nothing to injure his late leader and his late colleagues, because he cannot compete with his own greatness, because he has proved a fatal stumbling block in the pathway of his astounding selfish ambitions.

There should be further misunderstanding with reference to the ex-minister of railways. He is in opposition for opposition's sake. His motive hereafter is evidently to be that of the false leader—warfare, as a means of denuding the pains of defeated ambition, and for revenge.

This man, whose quick burial is necessary for moral sanitation; this politician whose selfish ambitions have been frustrated, this has gone down into oblivion, and whose departure has increased public confidence in the government, is the same whom the liberals of Canada have been for seven years ordered to support and admire.

He is the man to whom has been entrusted the greatest spending department in the government, who has expended nearly a hundred million dollars of public money during his term of office. During this period we heard nothing from Mr. Blair's lips, or his ministers, or his press concerning the offensiveness of Mr. Blair's morals, the selfishness of his aims, or the meanness of his spirit.

If Mr. Blair is and has been such a man, and yet was so cherished, praised and trusted, what about his colleagues? How many other daily-seeking ministers are there of whom the liberal press has a low opinion and is only waiting a chance to expose?

What other ministers may strengthen the government and restore public confidence by retiring we shall not be told until they resign.

Mr. Robert Reford has been offered the chairmanship of the transportation commission. This is the commission which was to investigate transportation problems and to recommend a policy of construction and development of railways or canals or both.

Since this commission was promised in the speech from the throne the government has decided the question without investigation and information. It will therefore be necessary to select men who will agree to receive the money which the government do what it has already done.

Legislation has been proposed at Ottawa to compel employers of labor to allow their clerks or workmen who belong to the militia to go to camp.

There is doubt of the expediency of this measure, since Canadian employers have to make the same legislation necessary. At least none has been heard from who has gone so far as the provincial government is said to have gone with School Inspector Mersereau, who holds high rank in the militia, and seems to have been refused leave to go to camp with his regiment.

LOOK OUT! LORD ROBERTS.

Much as Canadians wish to see Lord Roberts, it is only fair to warn the famous war-master of the danger which his reputation runs should he visit this country next fall.

He is an old man now, his fighting days are over and he cannot make a new reputation should the one founded on his previous record be tarnished.

He should consider the case of Gascoigne and of Hutten, both of whom left Canada with many leaves missing from their laurels. He should consult Lord Dundonald, whose wreath, won at Ladysmith, is perilously near the reach of Sir Frederick Borden's iconoclastic fingers.

Mr. Carnegie is giving himself too much anxiety over this matter. He is himself a citizen of an empire which calls itself a republic, and which has a much more decided preferential system than the British empire is likely to see for many years.

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will continue to do so after Great Britain adopts the preferential system. At the present time Great Britain buys nearly half the exports of the United States, and the British empire is a better customer than all the rest of the world together. The United States people buy from Great Britain less than one dollar's worth of goods for every four dollars' worth which British buys from them.

The goods exported by Great Britain not one-fourth part find a market in the United States, and not nearly one-fifth of the exports of the whole British empire go to the United States.

The United Kingdom sends goods to many countries, selling a considerable quantity to the States. But the sales to that nation are not so large as the sales to India, or to Australia, or to British America and British Africa together, or to Germany or to France.

If the British preference should be reduced by one-half the purchase of goods from the United States by the British empire, the United States would still have twice as large a market among British people as the American people would have in the American market.

Divide by two the market which the United States has in the British Islands and it will still be much larger than the market that the United States has from all the other four great powers of Europe taken together.

Divide their Canadian market by two and it will still be larger than the market which the United States has in the whole of South America.

There is no system of British preference possible which will not leave Great Britain and the British empire generally a far better market for the United States than can be found anywhere else in the world and which will not still leave the republic immensely the advantage in the balance of trade.

Under these circumstances Mr. Carnegie may suppose that his adopted country will break off trade communication. But that is because Mr. Carnegie, who knows some things well, is intensely and absurdly ignorant about others. These others are the subjects which he persists in discussing. Once more we come back to the question of the reference of the department of one of his own public libraries.

Mr. Borden's policy of railway construction and organization is well received in the west. The Winnipeg Daily Telegraph says:

"Need it be said that the conservative of the west will be delighted with the sound, compact, courageous and genuinely patriotic policy announced and not only so, but the whole west with the exception of those who have the misfortune to be entangled inextricably in the liberal party's scheme."

"Canada, from sea to sea, will be sure to applaud the great, unifying, upbuilding, national policy announced by the conservative leader."

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We read that after Mr. Blair's resignation "The political waters closed almost immediately over the ex-minister's head, without leaving so much

as a bubble on the surface to mark the spot where he went down. Instead of demoralizing the government, Mr. Blair's withdrawal has actually strengthened it. It has imparted the confidence which counts "for us much."

We are told that Mr. Blair's speech at times "revealed the disappointed, raging man," that "he cried impotently against the late leader" that "he lost sight of ordinary self-respect."

BOSTON LETTER.

Laying Pipes for Campaign Advocating Reciprocity With Canada.

Singing the Praises of New Brunswick as a Summer Retreat and the Land of Good Fishing.

Portland, Maine, Has Faith in Laurier—After the Border Smugglers—Recent Deaths of Former Provincialists—Personal Matters—The Lumber and Fish Markets.

From our own correspondent.

BOSTON, AUG. 25.—Notwithstanding the talk that a Canadian yacht club, backed by wealthy men, may challenge for the America's cup, it is now being believed in the circles here that the Canadian yacht club here that the big game just yet. A challenge from Canada would have to come through some yacht club having a deep course, such as the Royal Nova Scotia Club of Halifax.

Many Boston men understand that the measuring device to be changed next year, making the British and the American a fairer one for a British boat, and they think that Sir Thomas Lipton will again make good his promise. Shorter courses are being laid out, and it is believed that Canadian yachtsmen will be willing to attempt to take away the cup, and the Montreal harbor debt, but as yet the interest is not clear.

St. John citizens are now hearing the cost of making St. John a free port for through export traffic.

Sir William Mulock says that Ontario will never stand all this. He only means that the postmaster general does not like the plan. The cost is a mere fraction of the amount involved in the Grand Trunk benefit scheme. There is no uncertainty and no speculative element in it.

These four factors are now favoring the original bonds, and for years has been paying the interest on them on the default of the harbor board.

Canada is also responsible for the Montreal harbor debt, but as yet the interest is not clear.

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ton, formerly of Halifax; in Alliston, Aug. 19, Mrs. Dorothy McDonald, wife of John McDonald and daughter of Thomas Chisholm, aged 63 years, formerly of Alliston; in this city, Aug. 19, Angus McMillan, of 11 Ramsay street, Upham's Corner, Perthshire district, aged 38 years, formerly of Alliston.

John Marshall of York county, N. B., an iron worker employed on the Old South building on Washington street, near School, the largest business structure in the city, fell a distance of 30 feet on Friday last. He was picked up unconscious and died soon afterwards from a compound fracture of the skull. Marshall was 35 years of age and stayed in Alliston a widow survives.

Mrs. Mary A. Moran, head nurse of the Franklin Square hospital here, who has just returned from St. John, was given a reception on her return by friends.

Among the pupils at the Harvard summer school who have attained prominence is Miss Jean Gordon of River John, N. S. Miss Gordon was one of the teachers who attended an international convention here and remained to take a summer course at Harvard.

Rev. C. Sydney Goodman, formerly pastor of churches in Nova Scotia and Ontario, has assumed charge of St. Mark's Episcopal church, Cleveland, Ohio. Another Canadian resident in this city is Rev. Charles E. Mackenzie of St. Luke's, formerly of Alliston, P. E. I., and Shefford.

J. C. Atwood and Mrs. Atwood of Malden have arrived home from Sweden, and no further indication of a difficulty has appeared. Their friends are urging them to harmonize their affairs as much as possible in the future.

There is a good firm market for spruce lumber, but business is still curtailed by the situation at the mills. The supply is short, and the best that can be said of the demand is that it equals the supply. Dealers find it difficult to place large orders profitably, and New York continues to outbid Boston at the mills where supplies are largest.

Prices rule firm here, and will remain so until the supply and demand position adjusts itself. Short lumber is about the same as a week ago. Cloppboards are firm and in good steady demand.

Laths are rather quiet and steady. Shingles are firm only for the fancy brands, which are being taken at full prices. Ten and 12 in. dimensions are held at \$11 still, and other descriptions on that basis. Laths are worth \$3 to \$3.10 for 11-2 in. Extra cedar shingles are held at \$3.50 to \$3.75 for 24 in. and seconds at \$2.25 to 2.40. Two cargoes of lumber arrived from the provinces last week with 22,150 feet.

Bay of Fundy mackerel, 135 to 145 count, have been abundant in the Boston market. They sold from vessel at \$16 per barrel for plain and \$18 to 17 for rimmed. The last sale being at the low figure. Nearly 4,000 barrels have been landed during the past eight days.

Last sales of Georges Bank cod sold at \$18, and Boon Island fish at \$17 per barrel. Codfish are exceedingly scarce and are said to be as high as they have been since the civil war. Large shore and Georges are quoted at \$2.25 to 2.40; medium, \$2.25 to 2.40; large dory bank, \$2.75; medium, \$2.50; large potted, \$2.50 to 2.75; medium, \$2.50 to 2.75. Pickled herring continue quiet, with no demand for new fish. Large split, N. S. are held at \$7 to 7.50 per barrel, and medium at \$6 to 6.50. Canned lobsters are steady at \$3.25 to 3.50 for 1-lb. flats and \$3.50 to 3.75 for 1-lb. flats. Live lobsters are still quoted at 18, and bottled at 20 cents. They are in fair supply.

ST. MARTIN'S.

The public schools opened this week after eight weeks' vacation with the exception of the intermediate department, whose teacher, Miss Lottie Howard, on account of illness, has been granted two weeks' vacation.

Mr. Webb, who assumes the principalship of the Superior school, comes well recommended. Mr. Shanklin takes the Orange Hill school, while Miss Ada Love assumes charge of the primary department. Miss Kirkpatrick resumes work in the West school.

Rev. Alfred Braham and Miss Braham returned from a trip of two days to Montreal. While there Mr. Braham officiated at the marriage of his niece.

Rev. Mr. Dewdney of St. John, occupied his pulpit here the last two Sundays. Mr. Goddard of St. John, led the services.

The Roman Catholic church held its annual picnic on Monday. Music and dancing were indulged in. A good time was enjoyed.

MORE SMALLPOX.

Six Cases in Victoria County—All in One Family—Disease Brought From Maine.

HARTLAND, Aug. 27.—Six cases of genuine smallpox are reported from Lansdowne, Victoria Co., nine miles from here, in the family of Marshall Donnelly. The house is under strict quarantine, and there is little likelihood of the disease spreading.

The malady can be directly traced to Milbrook, Maine, where there have been several cases.

DEATH AT YARMOUTH.

The death took place Wednesday morning at Yarmouth of Miss Adelaide Murray, who for several years held the position of registrar of deeds in succession to her father, the late John Murray. She had been ill for some time of an affection of the heart. She leaves two brothers, Alexander S., of Yarmouth, and Charles, of Campbellton, N. B.

YOU CAN TEST THE KIDNEYS

AND FIND OUT IF YOU REQUIRE THE ASSISTANCE OF DR. CHASE'S KIDNEY-LIVER PILLS.

Put some urine in a bottle or tumbler; if it is a sediment at the bottom at the end of that time, or if it is discolored, milky, cloudy or stringy your kidneys are out of order and not doing their work properly.

Because of their direct and specific action on the kidneys, Dr. Chase's Kidney-Liver Pills bring prompt relief and lasting cure for all derangements of these filtering organs. One pill a dose, 25 cents a box.

PER-UNA NECESSARY TO THE HOME.

A Letter From Congressman White, of North Carolina.

HON. GEORGE H. WHITE.

Congressman George H. White, of Tarboro, N.C., writes in a foregoing letter to Dr. Hartman in regard to the merits of the great cathartic cure, Peruna:

House of Representatives, Washington, Feb. 4, 1890, Peruna Medicine Co., Columbus, O. Gentlemen:—I am more than satisfied with Peruna, and find it to be an excellent remedy for the grip and cold, and they all join me in recommending it as an excellent remedy.

Very respectfully, George H. White.

Mrs. Nannie Wallace, Tullare, Cal., president of the Western Baptist Missionary Society, writes in a foregoing letter to Dr. Hartman in regard to the merits of the great cathartic cure, Peruna:

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