





MUNICIPAL COUNCIL MOVES FOR REFORM.

Jail Prisoners Will Be Made to Labor in Rockwood Park and Elsewhere—\$16,000 for Hospital Improvements and Increased Assessment for its Maintenance.

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Table listing various municipal departments and their respective costs, such as County Secretary, Royal Gazette, and various public works.

The committee further recommend that the sum of seven dollars and thirty cents be set aside for the purpose of paying for certain necessary improvements in the General Public Hospital...

In discussing the report, Coun. Christie expressed his opinion of the bonds for the hospital as provided for in the last section. A new roof was needed and the nurses' home should be enlarged and improved...

The report was taken up section by section. In discussing the report, Coun. Christie expressed his opinion of the bonds for the hospital as provided for in the last section...

The motion to issue the \$15,000 of bonds passed and an order was made for the issue of the bonds to run for five years...

The committee to act with the sheriff in regard to the performance of hard labor sentences in jail, held a meeting...

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paid only 15 per cent of the taxes, so that the charge against them would be very heavy...

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Lace Curtains and delicate fabrics are best washed with Sunlight Soap. No scrubbing or impurities.

When a man or woman tells you he or she knows a cure for Dyspepsia, and holding that he would give you the secret, "How do you know?"

The St. John Railway Company called attention to the fact that legislation for the extension of the railway to the city of St. John had been passed...

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GRAND TRUNK

Must Not Slight the Maritime Province Ports.

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The discomfort of saw-edged lines is almost equal to the drudgery of the method that causes it.

Celluloid Starch does not fray your linen because it thoroughly penetrates the fabric and produces sufficient stiffness without the wear of the rubbing required by common cooked starch.

Your grocer has it—or can get it. Celluloid Starch Never Sticks. Requires no Cooking.

USED FOURTEEN YEARS WITH GOOD RESULTS. DR. R. J. KENDALL CO., 72 N. 3rd St., New York, N.Y.

MAINE MAN'S PET CAT That Weighs 32-4 Pounds and is Still Growing. The largest cat in the state of Maine, and perhaps in the New England states, is owned by Warren W. Seavey of Farmingdale, near Gardiner.

WEDDING AT GONDOLA POINT. A pleasant incident in the history of the company was the wedding of Mr. and Mrs. Andrew McKeay of Brookville and Emily Isabel, daughter of David Kieckhefer.

SCARED BY A DEAD MANIAC. HALIFAX, May 13.—Stephen Oskan Whitman, the mad carpenter of the Norwegian bark Emigrant, who for 19 days was in the hold of the vessel, was found dead today beneath a plank.

NOTICE.

\$1.00 per inch for ordinary transient advertising.

For Sale, Wanted, etc. four lines or less, 25 cents each insertion.

Special contracts made for time advertisements.

Sample copies cheerfully sent to any address on application.

The subscription rate is \$1.00 a year, but if 75 cents is sent ONE YEAR IN ADVANCE the paper will be sent to any address in Canada or United States for one year.

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., MAY 14, 1905.

THE WINTER PORT TRADE.

The statement made by Mr. Sutherland, general freight agent of the Canadian Pacific, respecting the winter port business handled by that railway is an interesting record of development and progress. This increase has been exactly continuous. It was interrupted by a falling off in the season of 1904-1905, when the tons of inward and outward traffic were reduced to a little over half the quantity of the season before. There was not a complete recovery in the year following, but last winter's trade far surpassed that of any previous year. The reason of the unfortunate check of two years ago will be easily recalled. Happily the minister of railways has revoked the decrees that he issued and enforced during that unfortunate season. If the Grand Trunk has lost something by the restoration of the old Pacific route it is evident that the Intercolonial has not suffered, while the winter port trade has once more begun to go forward by leaps and bounds. The limit has again been reached. There is no room to do more business, though the traffic will undoubtedly be offered. While there is discussion about the Intercolonial and Grand Trunk, it is the Canadian Pacific, with the shortest possible route from Montreal to an equipped Canadian winter port, that is doing the work. Other Pacific routes may make shorter routes to this port from Quebec or Montreal, but for some time to come we must depend upon the route that has already been provided, which road is able to deliver several times as much freight as the ships can take away from the existing wharves.

NO COMPROMISE.

At the end of the second day's discussion of the Grand Trunk Bill the railway committee the company has made no undertaking respecting the winter terminus and the Pacific route. The promoters are willing to let the company intend to make Portland the winter port of the Grand Trunk Pacific as it is of the existing Grand Trunk system. The promoters are willing to call Quebec the terminus, but this has nothing to do with the case. Quebec is a treaty terminus of the Grand Trunk system, and the Pacific route goes there without building a mile of road east of Toronto. Any offer to divert traffic in winter to the Intercolonial does not in the least detract from the construction in eastern Canada. The Grand Trunk has already a traffic agreement for the delivery of freight to the government road at St. John. All that Mr. Fowler and his comrades could get out of Mr. Hays yesterday was a few scraps of the winter port of Portland as the winter port of the proposed system. It is absolutely certain that this is in the intention of the company, and that only the refusal of charter and subsidy will drive the promoters from that position.

A Protest Against Sale of Liquor.

Election Day - It Was Responsible for Mangan's Death. The evidence of Henry Devine, taken on the stand at the trial of the deceased, Mr. Mangan, asked him on the day of the recent municipal election to have a drink. Mr. Devine refused, saying that he had several drinks and did not wish any more. The evidence also shows that at ten o'clock on the morning of the same day Mr. Mangan had a very much more than the influence of liquor.

THE LAW OPENLY VIOLATED.

A BRILLIANT NOVA SCOTIAN. The Montreal Star of Wednesday recorded the fact that Charles Sutherland, son of H. T. Sutherland, former mayor of Yarmouth, had passed his examinations at McGill University with flying colors. His name appears in all the honor lists, and he has won the much coveted prize in mechanics.

A BRILLIANT NOVA SCOTIAN.

THE TOWN OF HAM, IN FRANCE, possesses a woman of 70 who has just learned to read and write. Ashamed at her advanced age of her complete ignorance, she desired to go to a village schoolmaster and asked him to teach her. A few weeks enabled her to master the alphabet, and she can now read the newspapers and write an ordinary letter.

THE TOWN OF HAM, IN FRANCE.

IN view of these circumstances, the reply of Mr. Blair to Mr. Jarvis is altogether unsatisfactory. Mr. Blair and Mr. Hays practically say the same thing. The Grand Trunk manager said a week ago that his company would be willing either to hand over to the Intercolonial all the winter traffic to the coast. Mr. Blair wires Mr. Jarvis:

"I believe that in case government views financial assistance the

Grand Trunk Pacific will be obliged either to enter into a satisfactory traffic agreement binding itself to hand over at Quebec its own winter traffic to the Intercolonial or build a line through to a maritime port. Have been doing everything possible to bring this about."

This is a message that Mr. Hays or Sir Charles Rivers-Wilson might have sent since they have already offered to do all that Mr. Blair says that he is trying to do about the winter traffic.

Mr. Hays has not only notified the resolutions and telegrams sent him do not do this alternative. The people of the maritime provinces, and we believe, the people of Canada, do not propose to compromise on a traffic agreement with a road that cannot probably handle the traffic. They insist on one thing and one only. They say that the Grand Trunk Pacific railway itself must be built to a Canadian winter port. That is the message of Mr. Jarvis and the St. John Board of Trade. That is the resolution of the City Council and the County Council of St. John, of the Legislature of New Brunswick, and of the other bodies which have made declarations on the subject.

It will be a fatal mistake to depart from this line and accept the substitute proposed by Mr. Hays which the minister of railways seems disposed to accept. If the Grand Trunk people get what they want, they are not simply agreeing to make satisfactory traffic agreement. Mr. Hays will score the second great triumph of his life in dealing with the Dominion government and parliament. He knows better than anyone else what a satisfactory agreement means. It would only remain for him when the time came to satisfy the minister of railways. We mean no personal reflection upon Mr. Blair in saying that the satisfaction should never rest in that position. The situation would be no more satisfactory under another minister of railways. Again we say that nothing is to be gained by accepting the contract that the Grand Trunk Pacific shall be compelled to use this section of the road for the western export and import business. If the company wants to do business at Portland, not a dollar of Canadian public money should be used to assist in that alienation of Canadian trade. And just so sure as the company is allowed to end the system at Quebec, Portland will be the winter terminus. Mr. Fowler is not the only member of parliament to see this. It is patent to Mr. Emmerson, Mr. Logan and others.

In the railway committee discussion yesterday Mr. Blair and Mr. Hays disagreed on one point. The Grand Trunk manager said that the existing Intercolonial winter traffic agreement was satisfactory. Mr. Blair said it was not. The minister of railways might well say so. It is true, as Mr. Hays says, that the Intercolonial has allowed a little export business at one time. But on what terms? Mr. Blair carried the goods from Montreal to St. John, 740 miles, from Montreal to Halifax, 837 miles, at Portland rates. That is he got the same price for his haul of 897 miles as for the haul of 740 miles, and in each case paid the same as the Grand Trunk received for the haul of 293 miles. This meant that he got half the price of carriage on the Grand Trunk than he did on the Intercolonial. The minister says that this is not a bitter experience and the Canadian public say so. Mr. Blair explained the correctness of their contention.

Mr. Blair now says that he never intended this arrangement for through traffic, and that he never expected the Grand Trunk to hand him over export business. This is a happy memory. Both in St. John and in Ottawa Mr. Blair explicitly declared that he expected to gather export traffic in Grand Trunk territory and sections. It is right to do so. His agents were to solicit this traffic at all Grand Trunk points. At his banquet in St. John in 1897 Mr. Blair explained the winter contract and the Grand Trunk agreement and gave a glowing account of the export business that he expected to do. Here is a sample passage:

"I am going into competition with my friend Timmerman and will undertake to land freight from Montreal in St. John as quickly as the C. P. R. can get the goods to the coast. I. C. P. R. is 250 miles longer, but the C. P. R. contracts to land freight here in 32 to 34 hours, and the I. C. R. will do the same and it will be at no higher cost. We have a better line and easier grades, and when the road is equipped, as I hope to see it, I hope to make the distance by the C. P. R. The arrangement with the Grand Trunk could not well have been better. And I am not sure but that we shall give the port of Portland, Maine, a little active competition."

A few months later, when defining his policy the house of commons, Mr. Blair said: "The prospects are exceedingly promising for the I. C. R. doing a large part of the winter traffic. We have only, I think, to equip our terminus at Halifax, St. John and with our road and improved equipment generally we shall be able to do a very substantial part of the amount of the traffic which now finds its way to Europe through American ports."

These quotations are not given to make political capital, but to show how vain a traffic agreement may be that satisfies Mr. Blair when it is made. Mr. Blair knows now that it would be better. He will learn later if he should make the same promise that he cannot make a traffic agreement with the Grand Trunk that will give him the winter business.

So let it be settled from the beginning that only one thing will do. No other thing will do. The Grand Trunk must be built to the coast. Mr. Blair wires Mr. Jarvis:

"I believe that in case government views financial assistance the

THE CRIME OF HALE AND POWLER.

According to the valued Telegraph the federal representatives of Kent and Carleton counties have committed grave offence. In an editorial of the Standard of Ottawa it is set forth that a telegram sent by Mr. Blair and Mr. Fowler "would be unparliamentary" and "a bombastic message."

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RICHARD HENRY STODDARD.

Learned the Trade of an Iron-moulder, and Became the Dean of American Poets.

NEW YORK, May 13. - Richard Henry Stoddard, the poet, died today at his home in this city.

For a week past he had been confined to his bed with rheumatism of the heart, and his incident to old age.

Richard Henry Stoddard was born in Hingham, Mass., July 2, 1833, the son of a sailor who was lost at sea as captain of the brig, Royal Arch, on a voyage to Sweden, when the boy was four years of age.

Stoddard, when a boy, was educated at the Hingham academy, and then at the Andover academy, where he was graduated in 1855.

He spent the next few years in various places, and finally came to Boston, where he opened a little shop in Haverford street. In 1858 he married Elizabeth, the daughter of a merchant.

The poet said in recent years of his own early life: "What may be termed my want of education was obtained in the New York public school, and was left in a straitened circumstance, came to Boston and opened a little shop in Haverford street. In 1858 he married Elizabeth, the daughter of a merchant."

Stoddard was a member of the New York State legislature, and was elected to the office of state poet in 1878.

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CITY NEWS

Recent Events in and Around St. John.

NOTICE

The canvassers and collectors for the SEMI-WEEKLY SUN are now making their rounds as mentioned below.

AT SAND POINT.

C. P. R. Will Spend Over \$200,000 Replacing Structures that Were Destroyed in the Late Fire.

PROMINENT U. S. OIL MEN.

Reported that a California Company is Acquiring Stock in N. B. Petroleum Co.—May Get Control.

FIVE MEN DROWNED.

Series of Fatal Accidents that Occurred Last Week.

P. E. ISLAND.

A Lively Summer Promised in Local Sporting Circles.

TO LET.

The premises occupied by Dr. Allen, Barrington, Kings, and others, is for sale.

THE GLOBE IN FORTY SECONDS.

It is possible to see the globe in forty seconds.

TENDENCY OF CATARRH TO SPREAD.

It is a fact that a slight matter of cold and cough, neglected, but the seed soon brings forth a dangerous harvest.

DEVINE COMMITTED.

Nine Witnesses Examined—No New Evidence.

SONS OF TEMPERANCE.

The semi-annual meeting of the New Brunswick Grand Division, Sons of Temperance, was held at Gasquet.

CORNWALLIS NOTES.

CORNWALLIS, N. S., May 12.—Last week Mr. and Mrs. Wm. Meek of Canby celebrated their golden wedding.

PROVINCIAL NEWS.

The company engaged in sinking the 'herring' for coal on the West Side of New Glasgow have let a contract to the Maritime Drilling Co. of Pictou.

RECENT WEDDINGS.

The marriage of Miss Bertha E. Copp, daughter of Albert A. Copp, of Pictou, to Frank H. Copp, of the same place, took place on Sunday.

PHILADELPHIA.

PHILADELPHIA, May 14.—Mary C. Whidden, who committed suicide in New York today, was the wife of Frank Whidden, who was killed last January.

CHURCH NEWS.

At 7 o'clock Wednesday afternoon a link and white wedding, one of the prettiest ever seen in Truro, took place at the Dickie family residence.

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### PROVINCIAL NEWS.

**ST. ANDREW'S**, May 11.—Rev. H. J. Langford, rector of All Saints, with Mrs. and Miss L., will spend July and August in North Carolina. During his absence the services in All Saints will be conducted by the Rev. Charles Ketchum, rector of Middleboro, Mass., who, with Mrs. Ketchum, will during the term occupy the rectory.

Rev. Canon Hill, rector of the Holy Trinity, will be in charge of the services in this rectory during the absence of the Rev. Canon Hill.

C. S. Everett of St. John, Mrs. Everett and family are in occupation of their summer residence, Miller terrace, at the corner of the Grand and Commercial streets, near the station. The house is a fine specimen of modern architecture, and is surrounded by a well-kept lawn and garden. The house is a fine specimen of modern architecture, and is surrounded by a well-kept lawn and garden.

### BABY'S OWN SOAP

used by particular people both young and old. Keeps the skin soft, clear and white.

No other soap is like Good's. ALBERT TULLY SOAP CO., LTD., MONTREAL.

for Bald, has arrived home from the Ladies' Victoria College, Montreal. Rev. Mr. Mitchell has been sent here to take charge of the Protestant Church, and preached his first sermon last Sunday.

Mrs. Mary Armstrong, graduate nurse, and her sister, Mrs. Law, from Boston, are spending a few weeks at their home in Perth.

Mrs. Wm. Curry and Mrs. Gibson have moved from Perth to their home in Andover, D. Dalgle, postal clerk, has moved to his new office near his residence.

Frank Howard and Blanchard Murphy have the contract to paint the new steel bridge.

Arthur Street, station master at Andover, has moved from Perth to his home in Andover, D. Dalgle, postal clerk, has moved to his new office near his residence.

Mrs. Dalgle is visiting friends in Madawaska.

**YOUNG'S COVE**, Queens Co., May 11.—Much sorrow was felt here last week when word arrived that Alfred, son of Isaac Snodgrass of this place, had succumbed to an attack of stomach trouble at Missoula, Montana. Deceased had been in ill health for some time and had expected to come home to recruit, but sudden death overtook him. He was 28 years of age and leaves a wife and one child.

Capt. Robt. Holmes lost a young horse last week.

Wiggin's blacksmith shop, which has been vacant for nearly a year, is now occupied two days a week by Joseph Fowler of Coler's Island, which is a great convenience to the public.

Miss Mary Scott of Gasquet has resumed her class in music this spring, and has an increased number of pupils.

John T. Snodgrass went to St. John on Thursday for a short visit.

John T. Snodgrass goes to the States today to begin work on a new bridge for the railway.

Mr. C. Scott of St. John has rented his place at Newburgh, N. B., to Farris, W. M. Roberts has resigned the post office at that place, and now resides with his sister, Mrs. Wm. Simpson.

**FREDERICTON**, May 12.—Mrs. John Kilburn is in receipt of a letter from her husband, the well known lumberman, under the name of the 8th, consisting of the intelligence that he was on the main river with his wife and two children.

Michael Walsh and Timothy Lynch are in the city today, and report applied program on the South West drive. Already a large amount of lumber is in corporation limits.

The annual meeting of the Fredericton Boat and Bicycle Club was held last evening. Officers for the coming year were elected, and a number of new members taken in. The meeting was a communication from the Central Boat Club, having for its object the amalgamation of the two clubs and the holding of the provincial bicycle meet here on Dominion Day, for which the W. A. have already given sanction. The matter was left in the hands of the managing committee.

Theodore Stealy of the staff of the Bank of Montreal has been transferred to Moncton, and J. M. Hogwood of the Royal Bank leaves his opening for the Halifax office.

**LIED LIKE A GENTLEMAN**, BERLIN, May 11.—Baron von Low, a lieutenant in the Fifth Uhlans, was sentenced to 12 months imprisonment today at Düsseldorf for having lied like a gentleman in slander proceedings involving the reputation of Frau Beck, wife of a distinguished engineer. The baron and Frau Beck swore in court that they never had intimate relations, and that the child who died at the moment of her arrest for perjury, was his.

**HOPEWELL HILL**, May 11.—Beat Steves, an old respected resident of Curville, died on Saturday. He leaves two sons, John and William, and a married daughter in Boston. His last wife, who was 83 years of age, died at a short time ago.

Dr. Chapman has decided to locate at Ebbetsville, last today for his new field. Mrs. Chapman will follow in a few days.

**RAMFORD**, Queens Co., May 11.—Wilford VanWert has fifteen lambs from seven ewes, one having triplets.

Dr. J. W. Fisher has a three-year-old colt to sell to the other day.

Asa Slipp has one hundred and one chickens.

Joseph Watson's funeral was held on Saturday morning. The service was conducted by Rev. S. J. Ferry, the local pastor.

**ANDOVER**, May 11.—On Wednesday evening a meeting of the ratepayers of Andover and Perth was held in the court house to bring into operation the act lately passed to incorporate the villages of Andover and Perth for electric light purposes. Benard Bates was chairman, and C. H. Elliott, secretary.

The first business done was to elect four commissioners. This was done by the electors of Andover electing two and the electors of Perth two citizens of their respective villages. The election resulted in the appointment of Alex. Stratton, Dr. Walling, C. M. Ouellet, and C. C. Tupper.

The commissioners were instructed to employ an expert and have several sites, survey and estimate made of the whole cost of the line. The next Monday in June was appointed as the annual meeting.

The charter of the Andover and Perth Electric Light and Power Company has been granted, and the following officers were appointed: Alex. Stratton, Dr. Walling, C. M. Ouellet, and C. C. Tupper.

Mrs. Lena Dahl, daughter of Benard Bates, is visiting in the city.

### MADMAN IN POSSESSION

Of the Norwegian Bark Emigrant for Nineteen Days.

A Thrilling Tale of the Sea Turned Out by Halifax Reporters—It Lacks Some Essential Elements.

HALIFAX, N. S., May 12.—The Norwegian bark Emigrant, Capt. Terodsen, arrived tonight from Bermuda with a madman in her hold, and has been there for the past nineteen days. The madman, a man of about 40 years of age, was found by the crew on the deck of the Emigrant, which was bound for Halifax.

At a special meeting of the city council it was decided to seek legislation to enable the payment of \$10 to the publisher of the Sun for the use of the newspaper in connection with the trial.

The body of Hon. David Mills was buried in the city today. The funeral was held in the city today, and the body was buried in the city today.

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### PARLIAMENT.

OTTAWA, May 12.—The House of Commons today passed the bill for the new Nova Scotia Railway, which was introduced by the Hon. Mr. Laurier.

The bill provides for the construction of a railway between Halifax and St. John's, and is expected to be completed within a few years.

The bill was passed by a large majority, and is expected to be a boon to the people of Nova Scotia.

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### Free Book on Deafness

Send for It Now.

Health Specialist Spruille.

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### ST. JOHN

SEMI-WEEKLY SUN.

4,992 Columns a Year.

8 Pages Twice a Week.

ONE DOLLAR A YEAR.

If Paid in advance, 75 Cents.

RELIABLE MARKET REPORTS. FULL SHIPPING NEWS.

TALMAGE'S SERMONS. STORIES BY EMINENT AUTHORS.

THE TURE, THE FIELD AND THE BARN.

Despatches and Correspondence from all parts of the World.

SEND FOR A SAMPLE COPY FREE.

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### SHAMROCK III.

FAST AS E.

Lipton's Cup Challenger, Re.

Beats the Shamrock I.

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WANTED. MONEY TO LOAN on city, town, village or country property, in amounts to suit, at low rates of interest. H. H. FICKER, broker, 21 Prince Street, St. John, N. B.

WANTED. Local agents and salesmen for the new "Pharmaceuticals" NUBERRY COMPANY, Toronto, Ont.

WANTED. A young man about 18 or 19 years of age who has had two or three years experience with a steam engine or boiler. If application is made by letter, state experience, references, and state where you can be reached. SUN PRINTING CO., St. John, N. B.

DR. J. COLLIS BROWNE'S CHLORODYNE. THE ILLUSTRATED LONDON NEWS, of 12th Dec. 1891, writes: "I have used your Chlorodyne in many cases of cholera, and I can say that it is the best remedy I have ever used."

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE GREAT SPECIFIC FOR Diarrhoea, Dysentery, Cholera.

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J. T. DAVENPORT, Limited, LONDON.

33 a Day Sure. A new and improved method of curing all ailments.

PATENTS PROMPTLY SECURED. We will investigate the patent rights of any inventor.

GREAT FORTUNES. Are never the result of petty savings, but of a few large ones.

A NEW SCHEME. In connection with the rebuilding of the West Side Sheds.

A new scheme is mentioned in connection with the rebuilding of at least one of the freight sheds at Sand Point.

PUNAM'S PAINLESS CORN EXTRACTOR. Is the only remedy of standing that is guaranteed to cure corns and warts.

LAW SOCIETY BONDS. The annual meeting of the St. John Law Society was held yesterday afternoon.

THE TEACHER'S DILEMMA. "What do you consider the most important problem to be solved in present day education?"

FORTUNE AND FRIEND. Buried against a quadrum friend. To wisdom, one great fortune said: "If thou wilt be my friend, I will be thy foe."

TRUE BILLS FOUND. ST. ANDREW'S, N. B., May 12.—The grand jury in the circuit court, which opened here today, brought in true bills against John E. Hamilton, of St. Stephen, accused of stealing a barrel of grease from the St. Croix Ship Company, and Herbert Frost, and James Shaughnessy for stealing a number of bags of sugar from the railway station at St. Stephen.

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BRITISH CONTEMPORARY STATESMEN.

Under the title of British Political Portraits, the Outlook Company recently published a book by Justin McCarthy made up of agreeable and gossip articles concerning the eminent living personages who have been or are his friends, acquaintances and associates in the British house of commons. They are written with candor and insight from intimate personal knowledge. The following extracts are representative of the tone and temper of the book.

LORD SALISBURY. Every one knew the tall, broad, stooping figure, with the thick head of hair, the bent brows and the careless snarl of the mouth. No statesman of his time was more indifferent than Lord Salisbury to the dictate of fashion as regarded dress and deportment. He was undoubtedly one of the worst dressed men of his order in London. In this peculiarity he formed a remarkable contrast to Lord Beaconsfield, who, down to the very end of his life, took care to be always dressed according to the latest and the most fashionable. All this was strictly in keeping with Lord Salisbury's character and temperament. The world had to take him as he was, he could not be changed. It is a pity that he was not more useful than he was. He has never sought to obtain the favor and the support of his friends by flattery, or by the side of his opponents. I fully believe that he has good and great work yet to do.

SIR MICHAEL HICKS-BEACH. "Black Michael" is the nickname familiarly applied to Sir Michael Hicks-Beach, in private conversation, by the members of the house of commons, and the nickname has found its way into the columns of Punch and other periodicals. The term "Black Michael" does not, we may assume, refer merely to the complexion of Hicks-Beach, to the color of his hair; but means to suggest a grim darkness of countenance and bearing. Certainly any one who watches Sir Michael Hicks-Beach as he sits during a debate in the house of commons, waiting for the members of the house of commons to address the house, with a stern and ironical gaze of intensity which seems ready to foredoom the unlucky orator to a merciless investigation. I must say that it is a member of the house of commons devoted to the championship of some political cause, who, in my opinion, is not orthodox financial theory. I should not like to see the name of Hicks-Beach used as a public name.

JAMES BRYCE. When the word goes round that Bryce is up, everybody knows that something will be said on which he cannot help but calculate, beforehand, something to which it is important that he should listen, and there is forthwith a rush of members into the debating chamber. There can hardly be a higher tribute to a man's importance as a debater than the fact that his rising to address the house creates such an excitement among the members as to be a happy fortune to meet. He has a keen sense of humor, a happy art of light and delicate satire, and, in private conversation, his members murmur in admiration. He has a singular facility for the invention of expressive and successful phrases which tell their own story. One might say that he is inclined to ask what the kindly facts could have done for Lord Rosebery that they have left undone. Nevertheless, it is a pity that he has not to this time Lord Rosebery has not accomplished as much of greatness as most of us confidently expected that he would achieve.

JOSEPH CHAMBERLAIN. Only of late years has he been dubbed with the familiar nickname of "Punch." It is a pity that he has not to this time Lord Rosebery has not accomplished as much of greatness as most of us confidently expected that he would achieve.

LORD ROSEBERY. Lord Rosebery is one of the most charming, talking, and interesting men I have ever known. He has a keen sense of humor, a happy art of light and delicate satire, and, in private conversation, his members murmur in admiration. He has a singular facility for the invention of expressive and successful phrases which tell their own story. One might say that he is inclined to ask what the kindly facts could have done for Lord Rosebery that they have left undone. Nevertheless, it is a pity that he has not to this time Lord Rosebery has not accomplished as much of greatness as most of us confidently expected that he would achieve.

WITHERDRAWN AGAIN. The Messenger Taken Off the St. John and Yarmouth Route.

The steamer Messenger has been withdrawn from the St. John-Yarmouth route, it being found that she was not suitable for the service. The steamer will be replaced by the new steamer now being built at Hilliard's yard in Yarmouth, which will not be till well on in the fall.

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LETTERS FROM THE PEOPLE.

TO CORRESPONDENTS.—Write on one side of the paper, and send your communications to the editor of the Sun, St. John, N. B. All communications are promptly considered.

FAIR PLAY. GONDOLA POINT, May 11, 1903. Sir:—In your issue of May 9 I see a statement made by I know not who, as no signature is attached. I believe in signing my name to any public statement, as I make no statements to the public. I have told several parties, and have placed my name on several public notices, and I have no objection to my name being placed on any public notice.

THE OLD SCOTTIC. I am weary of believing; why should I believe a prophet's word in a grave world of mine? I will go back to my home, with the clouds and the stars above. I will go back to my home, with the clouds and the stars above.

TO THE EDITOR OF THE SUN. Sir:—The session of the legislature will be closed in a few days. It is a pity that the session was not longer. It is a pity that the session was not longer.

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SHAMROCK III.

FAST AS EVER. Lipton's Cup Challenger, Refined. Beats the Shamrock I.

Has a New "Battering" Spin—The New Yacht Called Like a Witch Off. Gourock, Scotland—The Cup Defeated.

GOUROCK, Scot., May 2.—The two Shamrock yachts were sent off on Saturday morning on a racing course of 46 miles, starting from Gourock round marks at Powder Mill, Hunter's Quay and Skelmorlie. The wind blew about eight knots and was strengthening. The Shamrock III, which was crewed by 10.30. Both yachts carried club topsails. The Shamrock I led wide to windward of the cup-challenger and the Shamrock III, which was crewed by 10.30. Both yachts carried club topsails. The Shamrock I led wide to windward of the cup-challenger and the Shamrock III, which was crewed by 10.30.

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SERMON.

Dr. Dwight E. Marvin on Visions.

In Immanuel, Presbyterian Church, St. John, N. B., the pastor, the Rev. Dr. Dwight E. Marvin, preached a thoughtful sermon on the subject of "Visions." He took as his text...

Shabazzuk saw him with beams of light flashing forth from his side and in him was the hiding of power; Daniel saw him in a stone cut from the mountain side that rolled on, grinding and crushing all before it in its course...

"We are living in an age of marvels. Discoveries follow discoveries. Inventions give place to inventions. Every where thought is being quickened and energy increased. During the last twenty-five years three lines of manufacture and trade have undergone a rapid evolution."

"This being the condition of the age in which we live, what is the call that comes to us? Everywhere the world is asking for men who can take responsibility and carry them through—men who can do something. Efficient men are in demand."

"This is a restless world, but the restlessness is not because God has forsaken His people. It is rather an indication of His having come in quickening power, in these opening years of a new century."

"Long centuries before the birth of Jesus, the prophet Joel shaded his eyes and looked into the future and when he saw the glory of God in the sky, he broke upon the earth, he cried, 'All shall come to pass afterward I will pour out my spirit upon all flesh, and your young men shall see visions.'"

"The sons of Jacob laughed at the dreams of Joseph, but the lad knew that God had spoken to him in the visions of the night. Visions that were afterward interpreted in the land of Egypt."

"In order to meet the demands of this time in which we live, we must have individual Christians need a clearer vision of the real world in which we live."

"The work of the church of today finds so many men drifting away from her fellowship? Why is it that she is compelled to struggle so hard to maintain her hold on the world?"

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WINTER PORT TRADE.

Splendid Showing For the Season of 1902-8.

It Breaks the Record in the Number, Volume and Value of Cargoes Shipped from St. John.

The tallies, again, have increased from 63 to 99, or a gain of 36 per cent. But it is in the shipments of cattle and grain that the big increase has been made and in the former the embargo has materially assisted St. John's business. The embargo has been the cause of 23,568 head of cattle, 14,466 sheep and 12 horses brought here...

Table with 3 columns: Commodity, 1899-1900, 1902-1903. Includes items like Flour, Corn, Beans, etc.

Table with 3 columns: Commodity, 1899-1900, 1902-1903. Includes items like Wheat, Oats, Hay, etc.

Table with 3 columns: Line, Destination, 1899-1900, 1902-1903. Lists shipping lines and destinations.

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SHIP NEWS.

PORT OF ST. JOHN. Arrived. From New York, May 10, ship Demoselle, 100 tons, Capt. J. W. White.

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COMMONWEALTH.

Of Massachusetts v. Neily and W. E. Bremner.

Both Men Committed to the Jail Under Bonds of Fifty Thousand Dollars Each.

MALDEN, Mass., May 12.—The commonwealth of Massachusetts against J. Burpee Neily and Bremner, late of Halifax, was brought on trial before Judge L. J. Burpee at the municipal court of Malden today.

The speed mania which affects many automobilists was discussed at the last meeting of the Society of Hypnotic and Psychological men held in St. John, N. B., on May 10.

Some of its symptoms like those caused by Morphine. Paris Herald.

Some curious experiences are reported from Italy as to the effect of alcohol on the nerves and muscles.

WHAT PROSPECTUS STATE? In the prospectus issued by the Scotia and Mexican Mining Co., it is specifically stated that the property of the company consists of 131 acres of gold-bearing land.

DEATHS. DUNN.—In Charlottetown, Mass., by accident, May 14th, 1903, John W. Dunn, 62 years old, of New York City.

Large advertisement for HARRY W. deFOREST, St. John, N. B., featuring 'Selling' and 'TEA' text, and an illustration of a man.