

THIRTY-FOUR DROWNED.

Steamer City of Monticello Founders in the Bay While on the Way from This Port to Yarmouth

Only Four Saved, Three Men and a Woman—Two S John Men and Several New Brunswickers Among Those Lost—The Survivors Describe Their Terrible Experience.

HALIFAX, Nov. 11.—The worst marine disaster in which a local vessel was the victim occurred off Yarmouth on Saturday about noon, when the Yarmouth Steamship Company's steamer City of Monticello, on her way from St. John to Yarmouth, foundered. Thirty-three souls on board perished, and only four were saved.

THE DEAD.

- Benham, David, Yarmouth, deck hand, aged 21, single.
Burke, John, St. John, aged 26, fireman.
Cole, James, Yarmouth, aged 31, fireman, married, brother of the Rev. Father Cole, St. Patrick's, Halifax.
Coleman, O. W., Hamilton, Ont., traveller for Levy Brothers, Jewellers, Hamilton.
Copeland, Harry, Lockport, deck hand, aged 19, single.
Cunningham, Walter, Cape Island, mess boy, aged 14.
Donoette, Robert, Yarmouth, deck hand, aged 21, wife and family.
Dunn, W. H., Yarmouth, deck hand, aged 23, single.
Eldridge, A. E. S., crockeryware merchant, Yarmouth, passenger.
Fripp, John C., traveller for D. Magee's Sons, St. John.
Gloster, Arthur, Liverpool, fireman, aged 40, married.
Greig, Charles, Halifax, chief engineer, aged 45, wife and family.
Harding, Capt. Thomas M., Barrington, aged 42, married.
Hilton, E. B. M., Yarmouth, purser, aged 39, single.
Hopkins, N. C., Barrington, chief steward, aged 23, single.
Hopkins, N. C., Barrington, chief steward, aged 45, wife and three daughters.
Johnston, Thomas C., passenger, Melville's Brook, Pictou.
Johnson, Swen, Acadia, quartermaster, aged 30, wife and one child.
Lawrence, Miss, servant, colored.
Murphy, Nehemiah, Yarmouth, 2nd officer, aged 44, married.
Mullis, George, Yarmouth, fireman.
MacDonald, Elsie, passenger, daughter of Alexander MacDonald, Yarmouth, formerly of Sherbrooke, Guebaro.
Newell, Harvey D., Newellton, Cape Island, first officer, aged 44, married.
Nickerson, Levi, Shag Harbor, waiter, aged 21, single.
Nickerson, Robert, Yarmouth, deck hand, aged 41, wife and family.
Olive, Rupert E., St. John, passenger, aged 27, single.
Poole, Herbert K., Yarmouth, 2nd engineer, aged 29, wife and one child.
Richmond, John, Sussex, traveller for Mignor & Doucher, boots and shoes, Quebec.
Ringer, Stanley, Lockport, deck hand, aged 20, single.
Ringer, Winslow, Lockport, officer, aged 25, married.
Surette, Samuel, Yarmouth, wife and children.
Vanenburg, Alfred, Publico Head, assistant cook, single.
Vanenburg, Wynne, Publico Head, acting cook, aged 19, single.
Whittemore, John, Lockport, single.
Wickens, Austin H., Cape Island, waiter, aged 15.
Wilson, Isaac H., Barrington, assistant purser, aged 30, wife and one child.

THE SAVED.

- Flemming, Jas. E., Pennant, Halifax, 3rd officer.
Smith, Kate, stewardess.
Smith, Capt. Angus N., master of str. Pharsalia.

Cook, Wilson, deck hand, substituting for his brother, Elisha Cook, as quartermaster.
Acting Quarter Master Wilson Cook was relieving his brother Elisha for the trip. Nathan C. Hopkins, acting chief steward, was also relieving his brother.

The cause of the awful disaster was simply this, that the Monticello, after battling for hours with a wind and sea, sprang a leak, filled with water, became unmanageable, and finally foundered.

THE SURVIVORS' STORY.

The story of the loss of the steamer and of the escape of the four who survive is told in interviews with the three men who live. Acting Quartermaster Wilson Cook was substituting for his brother, Elisha, who stayed ashore for election day. Nathan C. Hopkins, acting chief steward, was another who was on board, so as to relieve his brother for the same reason. Rupert E. Olive, purser of the steamer Prince Edward, was a passenger who had gone over to St. John to visit his wife. Acting Quartermaster Wilson Cook, when seen by your correspondent today, was in bed and considerably bruised and so shaken up. He said:

We left St. John at 11:15 a. m. Friday morning, made Petite Passage at 5 p. m. Friday. The weather looked fine for the night, and we thought the wind was going to haul to the northwest. Instead, the wind shifted to the southwest after coming through the passage. Before the wind was blowing a gale and the steamer shipped a heavy sea, cleaning off the forward saloon deck, and the starboard paddle box. She then started to leak. We tried to get the ship before the gale, but found she would not steer. I was at the wheel from 6 p. m. Friday until 7:30 a. m. Saturday, 13-12 hours. The captain and chief officer were in the wheel-house the whole time. About 10:30 she came into the wind again, and I had there, wholly unmanageable, until morning. We could see Yarmouth Cape, about 5 miles off, at daylight, and tried to get her off again, but she would not steer. She was then leaking badly, and the water

PUT OUT THE PORT FIRES

in the stoke hold. The engines then stopped and she listed to port and began to sink. About 11 o'clock the captain ordered the boats to be made ready, and all the passengers to put life-belts on. The port after boat was first lowered and the ladies put on board. I was first in the boat and helped to get the ladies in. Captain Harding was standing at the forward tackle of our boat when I last saw him. The starboard boat was hauled over to the port side and launched from the first boat's davits. About 15 minutes after we left, the ship broke in two. The forward part sank bow first, and the aft stern first. I saw four or five persons standing aft on the ship as she went down. There had been no confusion, no outcry. In fact, no one except the officers spoke a word. Instead of rushing to them, the passengers seemed to hold back from the boats. Every man discharged his duties promptly, and everything that could possibly be done was done. The last I saw of the second boat she was

FILLING ALONGSIDE THE SHIP.

I saw some inside and some outside holding on. I think there were about seven in her, and they did not get the

forward davit tackle clear before the ship went down. The third boat was the star life-boat, also launched from port. I think about fifteen persons got in her. They had come out and were lying beside the ship. I did not see her after the ship sank. We then searched for the store. When we reached it, two hours after I was at the after-ast, the second officer at the rudder, Capt. Smith rowing the forward-ast, and Fleming bailed. As we approached the shore, Capt. Smith looked for a good place to beach her, and told all hands to be ready. Then a big sea came, the boat ran sixty yards, struck a rock and broke up. The next I knew I was scrambling in the surf.

CAPTAIN SMITH'S STORY.

Capt. Smith, master of the steamer Pharsalia, who was a passenger, was seen at his home. He made the following statement: We left St. John at 11 o'clock on Friday morning. The weather was not at all bad. The sea, in fact, was very smooth to Petite Passage. I saw Capt. Harding who had been in the act of putting into Digby before reaching Petite, but about half an hour before reaching there, the weather looked a fair, with indications of the wind hauling to the northwest, and he concluded to try to reach Yarmouth. By the time we reached Cape St. Mary's it was blowing strong, but the ship made fairly good weather all through the night. The morning at 7 o'clock we were about five miles from Cape Forchu light. After finding his position, Capt. Harding decided to run for the harbor, but found it impossible to get the ship before the wind, although he used every endeavor to do so. The ship was making water, and we began to jettison cargo, after supplying several casks of kerosene oil to stow away, the water, as water continued to gain, we decided to

TAKE TO THE BOATS.

This was about 11 o'clock in the morning. After getting two boats out on the port side, we placed all the women, three in number, in the first boat, and in five minutes after the boats had been lowered, the wind shifted and the ship was down on the port side and disappeared. I saw steam escaping, but if there was an explosion of boilers I was so engrossed with my boat that I did not notice it. The fires in one boiler had been out for some time, and I put them out by rising water in the hold. There were no scenes of confusion. Everything was orderly, and there was no excitement whatever. Capt. Harding and all the officers did their duty to the last, and the last I saw of him was as he stood by the rail attending to putting a boat into the water. Capt. Harding's conduct

WAS SEAMANLIKE THROUGHOUT.

After the ship foundered we were driven to the land by the terrific gale, and landed at Pembroke, about four miles away, in a very heavy surf, our boat being broken to atoms in landing. Murphy, the second mate, and the two lady passengers were drowned. We never saw or heard of them after the ship was wrecked. Those who were saved were thrown upon the beach, and it was only by a miracle that we escaped the fury of the other three. It was after a severe struggle that we gained a party of seven, including ourselves, and afterwards received slight injuries in landing. The last we saw of the other boat she had apparently filled with water, and we feared there is no hope of her occupants being saved. They could not have lived long enough in the surf to get to the shore. We were furnished with dry clothing, and all except the stewardess were brought to Yarmouth.

HON. W. S. FLEIDING, CANADIAN MINISTER OF FINANCE, WAS TO HAVE TAKEN

passage on the City of Monticello for Halifax, but there were a number of others waiting her at Yarmouth. Had the disaster occurred as the steamer was leaving Yarmouth, as it was at first reported it did, the loss of life would have been very much greater.

NINETEEN BODIES WASHED ASHORE.

YARMOUTH, N. S., Nov. 11.—From Pembroke to Chaboque Point, a distance of ten miles, the bodies of the City of Monticello and her cargo. In the vicinity of Chaboque and Hilton's Beach there is scarcely a foot not covered with wreckage of boats. The superstructure was reduced to mere matchwood. Pieces of furniture, oil casks, broken packages of goods, life belts and buoys and other evidences of the appalling disaster are scattered everywhere. Fifteen bodies, now lying in a shallow cove near Riverville, had not yet been recovered. Their names are: Chief Steward Hopkins, Second Engineer Poole, A. E. S. Eldridge, Rupert Olive, J. C. Frupp, traveller for D. Magee's Sons, St. John; Baggage Master Wilson, Swen Johnson, Levi Nickerson, Robert Nickerson, Wynne Vanenburg, Austin Wickens, James Cole, John E. Whittemore and two unidentified. All of them bear evidences of having been

FEARFULLY BATTERED.

some of their faces are cut and all are badly swelled and disfigured. Men on the lookout along the beach at five o'clock this morning espied a zinc life-boat in the surf. They found it badly battered, with two thole pins, one broken off. Beside it, within a few yards, lay four bodies, those of Eldridge, Poole, Frupp and a seaman. All had life belts. On the rocks were blood stains. Eleven others were found in groups in a space of half a mile, and there were blood stains on the life belts picked up on the beach. Ox drags were driven down and drew out bodies to the shore. Undertakers removed them to the hall, where friends identified the remains. Sad scenes ensued. Two wore watches, one stopped at 12.45, the other at 1.25. These men evidently came ashore in the life-boat, which was the last to be launched in the first boat, which landed at Pembroke, thought had swamped. They were probably killed

when the boat struck the rocks, as the sea was running mountains high. A strange circumstance is that the bodies of men from the wrecked ship Peter Stewart, came ashore at a spot on the beach 100 one hundred yards from where the Monticello's boat was found. This was in the month of July, and half died before reaching the shore. On this account many believe the men were dead before they struck.

This other command was O. W. Coleman of Levy Brothers Co. of Hamilton, Ont. He was on his Christmas trip and had trunks containing jewelry samples to the value of \$3,000. One trunk thought to be his, has come ashore. James Bain, thought to have been aboard, missed the boat. St. John by twenty minutes.

It is a strange thing that a week ago Purser Hilton, after a very rough trip from Halifax, jokingly remarked to some friends: "Oh, yes, there will be another Portland disaster here before long." The parallel is almost complete.

Capt. Harding's body was found at noon in Pinckney's Point dressed in an overcoat, with rubber boots. He had a life belt. His face was slightly bruised. The bodies of Elsie Macdonald and First Officer Murphy were recovered at Sandford at one o'clock. The girl's hair was tangled in seaweed and had to be cut off. Another unknown body came ashore at Chaboque this afternoon. It is reported to be that of a traveller for a boot and shoe firm. An inquest at Riverville was held this afternoon. A verdict of accidental drowning was returned. Nineteen bodies in all have been recovered.

RUPERT EATON OLIVE.

Rupert Eaton Olive, the purser of the D. A. R. steamer Prince Edward, was the only son of Isaac J. Olive, inspector of bulis, of this city. He was about 27 years of age and had been in the employ of the D. A. R. about a year and a half. He was a capable and industrious young man, who was well known with the travelling public. Mr. Olive left a widow, a daughter of A. N. Shaw of the north end, to whom he was married but a few months since. He spent a couple of days in St. John visiting his home, and was on his way to Yarmouth to rejoin his ship. Inspector Olive received a despatch yesterday afternoon from N. A. Wyman, a relative at Yarmouth, stating that his son's body had been taken to his home and would be sent here by the Prince Rupert today.

ODDUR W. COLEMAN.

Odður W. Coleman was a son of the late Rev. W. A. Coleman of Albert Co. Mr. Coleman left a wife and two children, a son aged five years, and a daughter about two months old. His home was in Moncton, where his brother, Dr. H. H. Coleman, practices his profession. Mr. Coleman travelled for Levy Brothers, the Hamilton, Ont. jewelry firm. His samples were very valuable and he had them on the Monticello. LeBaron and A. D. Coleman of the American Express Company here are cousins of the deceased.

JOHN C. FRIPP.

John C. Frupp was a son of J. M. Frupp of Woodstock, and about 27 years old. He had been on the road for D. Magee's Sons for about nine months. Before that time he had been employed with Hay & Son, Woodstock. Everybody liked him. He was a tall, well-developed, industrious and good salesman. Mr. Frupp had come home to vote, and was on his way back to his district in Nova Scotia.

JOHN RICHMOND.

John Richmond represented a large Quebec boot and shoe firm, and was very well known throughout the province. He was an Englishman by birth and resided at Sussex, having married Miss McKay, daughter of Capt. McKay, who ran the Intercolonial Hotel for many years. Mr. Richmond was about 50 years of age. He went on board the steamer Thursday night and slept on her, expecting that she would sail at an early hour in the morning.

JOHN BURKE.

John Burke, a fireman of the ill-fated boat, was the son of a mechanic and his widow, who lives in a tenement on North street. He was 26 years of age and the only support of his mother, whose grief at his sorrowful death is rendered greater by the fact that he is the youngest of a family of six, all of whom are dead. Mr. Burke previously resided on Main street. Her husband has been dead twenty years.

MISS MACDONALD.

Miss Elsie Macdonald of Yarmouth was a niece of Mrs. John Lowrie and had been visiting here for about a month. She was about 16 years of age.

MISS LAWRENCE.

Miss Lawrence was a colored girl of about 20 years of age, who formerly belonged to Yarmouth, and was on her way to her old home to visit her father, who is ill. She was a domestic in Mr. McLaughlin's house, at 48 Cliff street.

Capt. Smith, one of the survivors, is the commander of the Battle line str. Pharsalia, now at this port. He was on his way to his home near Yarmouth to visit his family.

W. A. Cathers and Oscar White of this city intended to take passage by the Monticello, but abandoned the idea at the last moment. Mr. Crowell, the agent here of the Yarmouth Steamship Company, was seen by a Sun reporter late yesterday. He said the Monticello had a full cargo of general goods, about 20 carloads in all. The principal shippers were Geo. S. deForest & Sons, T. H. Estabrook, the Imperial Oil Company, T. McAvity & Sons, Deacon & Co., Manchester, Robertson & Allison, Van & Co., W. H. Thorne & Co., J. H. Kaplin & Co., W. H. Hayward, Riley & Co., O. H. Warwick, W. H. Fowler, Geo. E. Bar-

bour, the Maritime Nail Works, Hall & Fairweather and D. F. Brown & Co. There were also shipments by other parties and a lot of stuff which came from along the lines of the I. C. R. and C. P. R.

BOSTON, Nov. 11.—The steamers of the provincial lines, which remained tied up at their docks today, flew flags at half-mast in respect for the lost men of the steamer City of Monticello. Many of the officers who were lost had many friends here, both among seafaring and business men. Steward Hopkins was especially well known to the patrons of the Yarmouth line, for he sailed out of this port regularly. He was taking his brother's place during the latter's vacation. Miss Katherine P. Smith, the stewardess, who was rescued, lives in Lynn, and there her mother, two sisters and a brother rejoice in her safety. Only two years ago she was on board the steamer Empress, which sunk all hands being saved.

ANOTHER PORTLAND DISASTER.

THE STR. CITY OF MONTICELLO. The steamer City of Monticello (originally the City of Norfolk), which made her first appearance in St. John harbor March 19th, 1889, the day the ratayers of this city and Portland voted in favor of union, was built by Messrs. Harland & Hollingsworth of Wilmington, Delaware, in 1886, and was generally overhauled and fitted with new boilers in 1898 by the Quintard Iron Works of New York, at an expenditure of \$90,000. She was an iron steamer, with side paddles, and was schooner rigged. Her dimensions were: Length over all, 232 feet; breadth of beam, 32 feet; depth of hold, 19.9 feet. She was 478 tons gross, and had a draught of eight feet, with a speed of about 12 knots. The Monticello ran for some years on Southern routes in the United States. She was purchased in 1899 by the Bay of Fundy Steamship Co., and was by them again extensively repaired. Her hull was materially strengthened, her bottom cemented, and the vessel altered to a side and out. Repairs and alterations made by the Bay of Fundy Co. cost something over \$20,000. She was commissioned for the bay service with Captain Fleming in command, Messrs. McCarty and Robertson as first and second officers, and Winslow Barton and Andrew Foster as first and second engineers. The Monticello ran about nine years on the bay route, when the business was so cut up by competition that it became unremunerative.

CAPT. FLEMING INTERVIEWED.

Capt. Robert H. Fleming, than whom no man has a better acquaintance with the ill-fated steamer, was seen by a Sun reporter at his home, Pagan place, yesterday afternoon. He seemed to be considerably affected by the accident, and spoke in terms of affection of the vessel, which he commanded for about ten years. He said the Monticello had had a long and varied career. Built by Messrs. Harland & Hollingsworth at Wilmington, Del., in 1886, she was at first put in the passenger trade in the Gulf of Mexico, and since that had called at nearly every port between the northern coast of South America and the Gaspe coast, Quebec. A better sea boat of her class was not to be found from Key West to St. John. The first few years she was in commission she had quite a reputation for speed, and indeed at the present day she could give most "side-wheelers" a hard go. The first trip she made under Capt. Fleming's command was from New York to Bermuda, where her "register" was made. On that occasion she steamed out of New York harbor in the teeth of one of the heaviest gales ever known, and which increased in violence as she neared her destination. Nevertheless, she made the trip in safety and reached Bermuda in as good condition as when she left New York. She arrived in St. John from Bermuda on March 19, 1889, and went on the route between St. John and Digby. The first few years she was in commission she had quite a reputation for speed, and indeed at the present day she could give most "side-wheelers" a hard go. The first trip she made under Capt. Fleming's command was from New York to Bermuda, where her "register" was made. On that occasion she steamed out of New York harbor in the teeth of one of the heaviest gales ever known, and which increased in violence as she neared her destination. Nevertheless, she made the trip in safety and reached Bermuda in as good condition as when she left New York. She arrived in St. John from Bermuda on March 19, 1889, and went on the route between St. John and Digby. The first few years she was in commission she had quite a reputation for speed, and indeed at the present day she could give most "side-wheelers" a hard go.

THE FIRST TRIP SHE MADE UNDER CAPT. FLEMING'S COMMAND WAS FROM NEW YORK TO BERMUDA, WHERE HER "REGISTER" WAS MADE.

On the bay service she went out in some rough weather, but never had a mishap, and she is credited with performing the only winter daily service between St. John and Digby. During the months of January and February one year, in 48 days she made 48 round trips, a record not often surpassed even by the best screw steamers. Previous to the advent of the Prince Rupert, the City of Monticello held the record for the quickest passage between St. John and Digby, viz., 3 hours and 6 minutes from what is wharf. The Rupert made this time look like a plugged nickel, but still it was a most creditable performance for a side-wheel steamer. When the Rupert came on the route the City of Monticello went to Florida for one winter,

where she was the passenger and freight trade, and soon became a very popular craft.

In January, 1898, after being laid up in Marble Cove for several months, she was sold at auction by the bondholders of the Bay of Fundy S. S. Co. The late Geo. F. Baird became the purchaser. She then ran between Gaspe, Que., and North Shore ports for a season, but was afterwards sold to the Yarmouth S. S. Co., to replace the steamer Empress, which was lost on the South Shore route very soon after she made her maiden trip.

The Monticello passed through the great storm in which the Portland was lost, being on her way at the time from Dalhousie to St. John. On the service between St. John, Yarmouth and Halifax the Monticello was in a fair way to add another record to her already long list, when the deplorable accident of Saturday put an end to her steamboat career. If honorable service medals could be given to steamboats, the Monticello would be covered with them from stem to stern, for few boats have a record so equal hers.

Capt. Fleming concluded by saying the City of Monticello was the best boat of her kind ever on the Bay of Fundy. She was roomy, had good accommodation, and as a sea boat could not be surpassed. He had no theory to offer as to the accident, and, in fact, declined to discuss it.

CHINA SITUATION.

Russia Handing Over the Pekin Railway to Count Von Waldersee.

Serious Outbreak of Boxers Reported South of Pao Ting Fu—What the Trouble Cost Germany.

TIEN TSI, Nov. 3.—As a result of the Russian negotiations to the St. Petersburg government, Russia is officially handing over the railway to Pekin to Count Von Waldersee, who will give it up to the British owners. Belgium has also annexed land for a foreign settlement.

PEKIN, Nov. 10.—Li Hung Chang has received a note from Emperor Kwang Su declining to accede to the demand for the punishment of Tang Pu Hsiang, and consenting only to the banishment of Yu Hsien. The note has not yet been formally communicated to the minister.

PARIS, Nov. 10.—Gen. Bailled, commanding the French forces in China, announces in a despatch received here today that a serious outbreak in the Boxer movement is reported south of Pao Ting Fu. He reports that the French troops at the advanced village on Oct. 30 and drove out the Boxers, despite the latter's artillery. The French troops were killed and several wounded.

PEKIN, Nov. 9.—Although the ministers affirm that their meeting was perfectly harmonious, they practically agreed upon all the questions considered they have not yet placed the beyond the most elementary stage. The question of indemnity, for instance, was not even discussed. It is of great magnitude that they were desirous of putting off its consideration as long as possible and then negotiations are likely to be greatly protracted before anything will be ready to present to the Chinese plenipotentiaries. The present desire of the ministers is to contract a preliminary treaty acknowledging a few pecuniary aids and indemnity and the security for the future of lives.

ARMY REFORM.

LONDON, Nov. 12.—According to the Daily Mail, a scheme of army reform of a very sweeping character will come into operation early next fall.

"The scheme," says the Daily Mail, "will make the British private a trained soldier. Instead of a system giving the recruit mainly a housemaid's work, and allowing no more than six weeks of military training, he will in future get ten months of scientific drilling. All fatigue and orderly duties being performed by a special corps of time expired men.

"The first four months will be devoted to company training, including scouting, trenching, bridging and taking cover. The second four months will be used in battalion manoeuvres, attacking and defending positions, and field firing. Two months will be given to grand manoeuvres on a war scale. The remaining two months of the first year will be occupied by furloughs. "The greatest attention will be devoted to marksmanship, and the allowance of ammunition will be greatly increased. Artillery training will also be improved. The war office is now acquiring control of large tracts of land in various parts of the country for training grounds."

buy your

Shovels, from Main St.

ING BELLS.

orning at 6 o'clock, Acy adopted son of Dunca...

John Boyd, Pennfield the victim occurred off Yarmouth on Saturday about noon, when the Yarmouth Steamship Company's steamer City of Monticello, on her way from St. John to Yarmouth, foundered.

Benham, David, Yarmouth, deck hand, aged 21, single. Burke, John, St. John, aged 26, fireman.

ING COMPARISON. The two deferred elections and Quebec result saving out of the postponed elections in the French and English next house will be:

Table with 2 columns: Party, Votes. Conservative, Liberal, 38, 12.

Nov. 8.—The whaler at Dundee today from the party of Arctic...

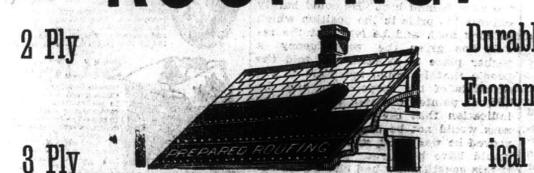
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RETIREMENT

Of Sir Charles Tupper Into Private Life.

His Heart Goes Out to All Canada in Hope that Peace and Prosperity May Abound.

The Decision of the Grand Old Man Regretted by the Entire Conservative Party—Talk as to Who Will Succeed to the Leadership.



MONTREAL, Nov. 9.—Perhaps there never was tendered to any public man in Canada such a testimonial as awaited Sir Charles Tupper on his arrival in Montreal this morning. There were letters and telegrams from every part of the dominion, expressive of sympathy and good will, and amongst them were messages from six provinces from sitting members offering to resign their seats and promising to work to elect Sir Charles.

When asked what his decision was to be, Sir Charles was firm in the declaration that under no circumstances, even if offered a seat by acclamation, would he consent to re-enter political life.

"I am deeply moved," said Sir Charles, "by these expressions of good will," as he showed a budget of telegrams, "but my decision is final. For years I have worked in season and out of season for the good of the party to the best of my ability. I have shortened my life by privations incident to campaign work. My friends, colleagues in the house, are good enough to say very kind things about me and that work. They are too considerate, but I thank them cordially for their expressions of goodwill.

"In the quiet of my home life I will not be an indifferent spectator of public events. I will take the greatest pleasure in seeing the conservative party, now united to a man, taking its place in the house and before the country, waging their battle by younger men, full of vigor, hope, endurance, and having behind them a good cause, securing for the people of Canada wise legislation, righteous laws and fair play to all creeds and nationalities. As I step out of public life I am proud to be able to say that I never used nor countenanced using of any but one policy in each and all provinces. I defy any man to say that I have ever reflected upon any nationality or did other than help to cement the bond of union between all races as Canadians with a common heritage and a common future. God forbid that there should be anything but peace and good will throughout the dominion. There is a great future for the conservative party, and its future has not at any time in four years looked as bright as today.

"Gentlemen, with all seriousness, this relief from public life is a boon, the greatest I have enjoyed for years. Remember my age. The party would not listen to the idea of my resigning. I could not insist upon doing so against their united protest, but now the good people of Cape Breton county have given me the opportunity. I made no great effort to hold Cape Breton, for I felt my duty to my party was to be in the fight to help my supporters rather than to concentrate my efforts upon one seat. I was in the county only four days. I have nothing but what is pleasant to say of the electors of Cape Breton, and at this moment, as I leave the arena, my heart goes out to all Canada in hope that peace and prosperity may abound."

WHO WILL SUCCEED TO THE LEADERSHIP?

MONTREAL, Nov. 9.—The announcement of Sir Charles Tupper's retirement from public life has started a lively discussion as to his probable successor in the leadership of the party. The man most favored in Montreal is Mr. Foster. *La Presse* has started a little movement in favor of Thomas Chase Casgrain. The idea is to secure a man who can offset Laurier. Casgrain is a strong man, but perhaps lacks some of the qualities which are necessary if the province is to be weaned from Laurier.

Mr. Bergeron was in Montreal today and ascribed his defeat solely to the vote of the large floating population in Valleyfield. All voted for the Laurier candidate, Love. Strange to say, the only poll in Valleyfield in which Mr. Bergeron secured a majority was in one largely composed of English speaking Protestants, where he got nine out of every ten votes cast.

NOT TILL PARLIAMENT MEETS.

OTTAWA, Nov. 9.—Local conservatives have heard with profound regret of Sir Charles Tupper's definite intention to retire from politics. The warmest feelings prevail for the grand old man who put up such a fight as to command the admiration of friends and foes alike. He would have no difficulty whatever in securing a seat did he desire to remain in politics.

It is generally expected that Mr. Foster will secure a seat in parliament, but he will not be able to take up his parliamentary duties until two or three weeks after the session has opened. It is a curious thing that while there is ample provision in the law for the resignation of a member of parliament, there is absolutely no provision existing in the statute for a member resigning his seat after a general election or before the meeting of parliament. A seat becomes vacant, however, by the acceptance by a member of an office of emolument under the crown. This was done in two cases during 1878, when Messrs. Horton and MacDougall temporarily accepted such offices in order to provide seats for Messrs. Cartwright and Langevin. Had there been two ministers defeated in the present election, the government could have immediately solved the difficulty by appointing two members to post-masterships or tidewater-ships, but at this particular time the liberals are not yearning for the presence of Sir Charles Tupper or Mr. Foster in the house of commons, so that it is not likely they will appoint any two members elect to offices of emolument to make way for Sir Charles Tupper and Mr. Foster.

Hence it will be necessary for these gentlemen to wait until parliament is organized and seats found for them. In 1898 the situation was a different one to what it is today. Sir Wilfrid Laurier wanted Mr. Blair and Mr. Fielding into his cabinet, and he immediately got seats for them by appointing Frank Forbes to a post-mastership and subsequently to a judgeship, which made a vacancy in Queen's-Bathurst for Mr. Fielding, and the present Senator King to a post-mastership to make a seat for Mr. Blair in Sunbury and Queens. After a speaker is chosen the members who desire to make way for the leader can hand in their resignations, leaving the constituencies open.

Hon. Mr. Tarte has returned feeling very cocky. He now maintains that the race cry out in Quebec in the recent campaign. He says sixteen Protestants were elected.

The local liberals will jubilate when Premier Laurier arrives here.

RUSSIA RESTLESS.

ST. PETERSBURG, Nov. 11.—Russia is becoming increasingly restless on account of the strict course of the allies, particularly the Germans and British, toward the "Outlets."

"Russia," says the *Bourse Gazette*, "will reap the harvest of 'foreigners which the Germans and British are sowing.'"

Official circles in St. Petersburg do not conceal their indignation at the recent executions of Pao Ting Fu officials.

THREE FISHERMEN DROWNED.

SOUTHAMPTON, Ont., Nov. 11.—Peter Devine, Frank Pope and George E. Vary fishermen were drowned fifteen miles from here Thursday morning. They were hauling in seine when a heavy fog set in and they were blown overboard by a big wave. A fourth man named Kutis, who managed to get free of the net and on the boat, was rescued after being exposed for some hours.

LORD MAYOR'S BANQUET

Lord Salisbury Makes an Important Statement Regarding the Presidential Election.

Believes the Cause Won was that of Civilization and Commercial Honor—Nine Hundred Guests Present.

LONDON, Nov. 9.—The lord mayor's show was witnessed today by large crowds. It consisted of the usual gilt and ermine features.

The procession moved on through admiring throngs to the law courts, where the ancient ceremony of taking the oath was carried out. The new and old lord mayors were heartily cheered. There were no emblematical cars, but there were mounted men clad in British uniforms in use from 1800 to 1870. A mode of the gun of the British cruiser Powerful used at the siege of Ladysmith was much cheered, as were also mounted men representing India, Canada, Australasia and South Africa.

LONDON, Nov. 9.—What is probably the most brilliant of all public functions in England, the lord mayor's banquet, took place this evening. It will be a memorial event to Americans by reason of the following remarkable utterance of Lord Salisbury, who, in the presence of nine hundred guests, including U. S. Ambassador Choate, the members of the British cabinet and many of the leading men of England, spoke as follows of the American elections:

"We believe that the cause which has won is the cause of civilization and commercial honor. We believe those principles to be at the foot of all prosperity and all progress in the world. Therefore, we claim that we have as much right to rejoice in what has taken place as the distinguished gentleman (referring to Mr. Choate) who sits at my side."

This was followed by loud and prolonged cheering, which made the gold plate of the balconies shiver and the great rafters of the Guildhall ring and ring again.

Lord Salisbury's incursion into the internal politics of the United States was preceded by an apology, in the course of which he said that the choice of the circumstances which has gratified me most during the last year is the very hearty, friendly feeling displayed between this country and the United States. I hope Mr. Choate will forgive me if there is any irregularity in my expression. It is quite wrong for a secretary of state to make any observations with respect to the internal politics of another country, but I am soon to give up my office, and in view of this abandonment, which closes at hand, I hope Mr. Choate will forgive me for expressing the supreme satisfaction with which all of us have heard of what has recently taken place in the United States."

Mr. Choate, replying a few minutes later to the toast of the Diplomatic Corps, declared that Lord Salisbury had stated with such truth, simplicity and earnestness, the principal object and what led to the fight against Foster was that I wanted him defeated. We were sure of Blair's stand; we knew what to expect; I repeat, for that reason every man connected with the trade worked day and night to defeat the conservative candidate. The liquor question entered very largely into the fight against Foster, as it did against Hugh John Macdonald. We naturally dreaded that the fate which overtook our brothers in Manitoba would be ours. As for Mr. Fisher, I may say that I never considered him a serious prohibitionist. This was shown at Brome, where I succeeded in having the notorious Scott Act repealed. Liquor men are responsible for 200,000 of the votes cast for the Laurier government, and it is at their hands that they will demand and expect more equitable legislation in excise and customs laws on wines and spirits. I do not say this as a threat, but if the present government does not treat the trade with consideration in a readjustment of the laws controlling our business, we will hand over our case to the opposition."

(Note.—It is probably true that the influence of the saloons was used on behalf of Mr. Blair, and there is no doubt that Mr. Wilson's organization did all it could to destroy Mr. Foster. At the same time, Wilson's statement is too indiscriminate. It is understood that more than one prominent firm in the classes mentioned took no active part in the campaign.)

AGAINST FOSTER.

President Wilson, of Licensed Victuallers' Association Says All Dealers Here Worked for Foster's Defeat.

MONTREAL, Nov. 11.—"Every hotelman, brewer, cigar-maker and liquor merchant at St. John, N. B., to my personal knowledge, was arrayed against Foster in the recent election, and he was beaten to a standstill."

So Lawrence A. Wilson, president of the Licensed Victuallers' Association, said today in an interview, in which he reviewed the work of the liquor men in the campaign. "The principal object and what led to the fight against Foster was that I wanted him defeated. We were sure of Blair's stand; we knew what to expect; I repeat, for that reason every man connected with the trade worked day and night to defeat the conservative candidate. The liquor question entered very largely into the fight against Foster, as it did against Hugh John Macdonald. We naturally dreaded that the fate which overtook our brothers in Manitoba would be ours. As for Mr. Fisher, I may say that I never considered him a serious prohibitionist. This was shown at Brome, where I succeeded in having the notorious Scott Act repealed. Liquor men are responsible for 200,000 of the votes cast for the Laurier government, and it is at their hands that they will demand and expect more equitable legislation in excise and customs laws on wines and spirits. I do not say this as a threat, but if the present government does not treat the trade with consideration in a readjustment of the laws controlling our business, we will hand over our case to the opposition."

R. G. DUN DEAD.

NEW YORK, Nov. 11.—R. G. Dun, head of the Dun & Co., died in this city early this morning of cirrhosis of the liver.

DECLARATION DAY.

Proceedings in This City and Several Other Counties.

Mr. Blair's Majority Three Short of One Thousand—Speeches by the Successful and Defeated Candidates.

The Declaration day proceedings were attended by a small crowd of people. All four of the candidates were present. The one amusing incident during the declaration of the ballots was the discovery of one of the boxes, the key hole of which a conscientious officer had plugged up with sealing wax. One of the sheriff's officers had to break open the box with a hammer.

The returns in the county add to Col. Tucker's majority, the city remains about the same.

The figures stand:

CITY AND COUNTY OF ST. JOHN		Blair	Foster
Kings	1	147	58
Wellington	1	140	82
Prince	1	132	82
Dukes	1	102	82
St. John	1	102	82
Guy's	1	102	82
Brooks	1	102	82
Lorne	1	102	82
Queens	1	102	82
Laradowne	1	102	82
Dufferin	1	102	82
Victoria	1	102	82
Stanley	1	102	82
Simonds	1	102	82
St. Martins	1	102	82
Lancaster	1	102	82
Musquash	1	102	82
Non-residents	1	102	82
Total		4673	3523

474 ballots were spoiled or rejected. Tucker's majority, 778.

CITY OF SAINT JOHN.		Blair	Foster
Kings	1	147	58
Wellington	1	140	82
Prince	1	132	82
Dukes	1	102	82
St. John	1	102	82
Guy's	1	102	82
Brooks	1	102	82
Lorne	1	102	82
Queens	1	102	82
Laradowne	1	102	82
Dufferin	1	102	82
Victoria	1	102	82
Stanley	1	102	82
Non-residents	1	102	82
Total		4673	3523

253 ballots were spoiled or rejected. Blair's majority, 997.

Sheriff Sturdee declared Hon. Mr. Blair and Col. Tucker elected.

Col. Tucker was heartily received as he rose to speak. He thanked the electors and expressed his appreciation of the able manner in which the committees worked for him.

Mr. Blair followed, and was given a splendid reception. He felt that he could not do much more than his colleagues, Col. Tucker, did. The people have proved that he had made no mistake in coming here. He knew that a great corporation would put itself forward in this election, and the least thinking people might be driven into a panic. Events proved that neither the electors nor candidates had made a mistake in their choice. The great body of the manufacturing and business strength was behind him and he would not fail. Hundreds of young people were behind him. He could hardly express his pride in the position which he now held, and he felt that the result has given the constituency a higher place in Canada. He told the people that he could not yield to the demands of the corporation, and he further pointed out that there was no indication that the winter port business would not be done. After events proved he was right, and further what would have been your position today if this constituency had elected his opponent and defeated himself, the minister of railways. Mr. Blair then expressed his thanks to the electors.

Dr. Stockton was well received also. He said he was a defeated candidate, but not conquered. Had he foreseen the result before he accepted the nomination he would not have done otherwise than he had. He would suggest to Col. Tucker that he should now carry out his promise to dredge the harbor.

How can you dredge without a dredge? said Col. Tucker. There was a man in Ontario did it, remarked Dr. Stockton. However, he continued, if a running

KEEP YOUR HANDS WHITE

SURPRISE won't hurt them. It has remarkable qualities for easy and quick washing of clothes, but is harmless to the hands, and to the most delicate fabrics.

SURPRISE is a pure hard Soap.

ST. CROIX SOAP MFG. CO. St. Stephen, N.B.

mate had to be elected for the minister of railways there was no one he would rather see than Co. Tucker. (Cheers.) He felt that the electors have not yet proved that the people made no mistake in electing Mr. Blair. He still had his back to the wall in respect to the C. P. R. (Cheers.) Mr. Blair does not expect to get over the I. C. R. or Grand Trunk export freight. So the export freight of Canada must come by the C. P. R. If, then, in consequence of Mr. Blair, this freight does not come you will realize that Mr. Blair made a mistake in keeping his back to the wall. We have the authority of the minister that the hope of freight from the west is by the C. P. R. Yet he hoped that the minister of railways was correct in his diagnosis of the case, and the freight would come.

He hoped that the prohibition electors who voted against him would read and consider the statement of Lawrence Wilson of the Licensed Victuallers' Association.

In conclusion Dr. Stockton expressed his thanks to the electors who had supported him. It was the unpurchased honorable vote that he obtained, and he was proud of it. He regretted the defeat of Mr. Foster. It was a distinct loss, when such a man, it matters not on which side he may be, drops out of public life.

Hon. George E. Foster's reception was a hearty one. He said he had a lingering hope that the sheriff might find a majority for him. He was disappointed. He heartily thanked the electors for the support given him. He felt that he was not content to be charged that at any time during the campaign he had abused any one. He did not believe a campaign should be carried on in this way. Could the editor of the *Telegraph* say the same thing?

Mr. Foster said that the constitution would have made a mistake if it had rejected him. It is an appeal either to the lowest in politics, or it means that a constituency will get but cold justice if it does not support the government. No matter how just your cause, you may impair it if you oppose the powers that be. That is not a good principle to lay down before the electors.

Mr. Foster took up the matter of sending the contingent, brought up by Mr. Blair, and went into it fully.

Mr. Sears—"Would the conservative party have hindered the diplomatic settlement by offering troops?"

Mr. Foster—"While diplomatic relations were going on British troops were going out to Africa."

Turning to Quebec, which had sent to parliament 57 liberals and 2 conservatives, Mr. Foster read a quotation from Le Soleil, written by Mr. Pacaud, a friend of Mr. Blair's, an appeal to race and religious feelings against Mr. Casgrain. It was a convass such as this that was carried on in Quebec.

W. H. Trueman wanted to know if Mr. Foster had a copy of the Hamilton Spectator.

Mr. Foster said he had not. If the young man wanted one he would give him two cents to get a copy.

Hon. Mr. Blair interrupted to save his disciple by explaining that Mr.

PICTURES OF F. M. LORD ROBERTS, GEN'L LORD KITCHENER, MAJOR-GENERAL BADEN-POWELL.

A Great Offer to New Subscribers

The Sun has secured magnificent portraits, 12 1/2 inches, of F. M. Lord Roberts and General Lord Kitchener, printed in fifteen colors, and Major-General Baden-Powell in khaki on coated calendered paper suitable for framing. The pictures are art gems, fit to grace any Canadian home, and are pronounced by military men to be the most life-like portraits of British leaders of the South African campaign ever placed on the market.

For Seventy-Five Cents Cash in advance, one of these pictures, a war map, and the *Sun* Weekly Sun for one year will be mailed post free to any address in Canada. A picture alone is worth one dollar.

Sample portraits are now on public view in the *Sun* business offices. Call and see them.

Address Sun Printing Co., St. John.

FREE

We give away a watch to every person who buys a pair of Epps' Cocoa. The watch is a beautiful timepiece, and is guaranteed to keep for years. Write for details to Epps & Co., Ltd., 145 St. John Street, Montreal, Quebec.

EPPS' COCOA

GRATEFUL. COMFORTING.

Distinguished everywhere for its purity and high nutritive quality and highly nutritive. It is a special grateful and comforting food for the young and the old.

Prepared by Epps & Co., Ltd., 145 St. John Street, Montreal, Quebec.

BREAKFAST. SUPPER.

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KEEP YOUR HANDS WHITE

SURPRISE won't hurt them. It has remarkable qualities for easy and quick washing of clothes, but is harmless to the hands, and to the most delicate fabrics.

SURPRISE is a pure hard Soap.

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BREAKFAST. SUPPER.

EPPS' COCOA

ABILENE, TEX.

2879 C. W. Merchant engaged in buying part of Texas in worth was the heading business, and company with all money on deposit in there. While in Houston he purchased cattle from a Mr. M. check for \$100. On a chance from Fort Worth facilities for

Bentley's Liniment

THE MOST FOR THE MONEY.
THE BEST AT ANY PRICE.

... THE ...

Largest 25c. Bottle Sold

Bentley's Liniment is put up in two sizes, 10c. and 25c. The large 25c. size is the largest 25c. bottle sold, nearly twice as large as any other on the market. Buy it and see for yourself.

GUARANTEED BY THE MAKERS.

ENDORSED BY THE USERS.

Samuel Johnston, Folly Village
"I used Bentley's Liniment to relieve the soreness of my hands caused by hewing and chopping. My outdoor work often causes my hands to become calloused and crack. Sometimes they are very sore and painful. I always use Bentley's Liniment. It cures the soreness, heals them up and makes them as soft as a glove. In my case I think it has no equal."

J. E. Titus, Merchant, Bloomfield N. B.
"BENTLEY'S LINIMENT cannot be beaten."

Charles Hodgkin, Bloomfield N. B.
"I have used Bentley's (10c.) Liniment and find it the best thing for sore hands that I have yet tried."

Nellie Donova, Hammond, N. B.
"Some time ago I fell and hurt my knee severely. It was very lame and painful, and I consulted a doctor, who gave me something to rub on, but it grew worse. The swelling increased and my knee became a source of anxiety to me. Finally Mr. Murray Huestis, of Sussex, sent me a bottle of Bentley's (10c.) Liniment. I used it a few times and the pain and swelling soon disappeared. The cure in my case was simply magical. I cannot recommend it too highly."

James Johnson, St. John, N. B., with T. L. Bourke.
"I have used Bentley's (10c.) Liniment in the family and prefer it to any other sort we have ever used. I can see no reason for spending a quarter for a bottle of Liniment when I can buy Bentley's Liniment for ten cents."

Mrs. M. L. Christie, Postmistress, East Mountain N. S., Near Truro.
"I recently used Bentley's Liniment for a severe case of enlarged tonsils in my daughter. She had Whooping Cough, which greatly aggravated the trouble and I became very much alarmed at the symptoms. I bathed the throat freely with BENTLEY'S Liniment for a few days and the cure was marvellous."

J. R. Sprague, Fredericton June 10 N. B., Representative of Bowker Fertilizer, Boston.
During the past winter while traveling in New Brunswick I had the misfortune to lame my horse. I tried many liniments until finally I invested ten cents in a bottle of Bentley's, which made a speedy cure. I can only voice my general satisfaction and most heartily recommend it."

Huestis & Mills,
"Bentley's Liniment is a great favorite with the public. We found new customers asking for it every day and on inquiry find some friend had recommended it to them."

J. W. Doane, of the News Publishing Company, Truro.
"I have used BENTLEY'S Liniment for Sprains, etc., with the most satisfactory results."

Miss Bertie Bent, Mauderville.
"I am frequently bothered with a pain in the neck. Nothing relieves it so quickly as Bentley's Liniment. I can cheerfully endorse it."

THERE IS NOTHING "just as good" as BENTLEY'S LINIMENT.

EVERY BOTTLE GUARANTEED!

Keep a Bottle at hand, it will often save a Doctor's bill. If not satisfied, return the Bottle and get your money back.

F. G. WHEATON CO. Limited,
Folly Village, N. S., Sole Proprietors.

BOSTON LETTER.

Portland's Canadian Grain Trade Bigger Than Ever Before.

A St. George, N. B., Man Sentenced to Seven Years Imprisonment for Embezzlement.

Deaths of Former Provincialists—The Case of John C. Best of Sackville, N. B., Charged With Murder—Mild Weather Favors Building Operations—The Lumber and Fish Markets.

(From Our Own Correspondent.)
BOSTON, Nov. 10.—The political atmosphere has been cleared, the victors and defeated are in a state of repose after their arduous labors, and the country is once more at peace. Business men now think it is time they had their findings, and accordingly trade matters are again occupying the public mind.
The outcome of the Canadian elections was received with considerable satisfaction in New England, as it was to the interest of the two leading ports to have the liberals win, particularly in St. John. Some of the Boston papers think that the success of Mr. Blair means added traffic at this port, and several of them clearly display their glee in the wording of the huge headlines. At Portland the papers also say the liberal victory will prove a benefit in their city. From the Portland Express the following is taken: "A Canadian gentleman said to an Express reporter this morning that the victory of the liberals in Canada gave general satisfaction to the Canadians located in Portland. 'It means,' said he, 'that there will be a continuance of the large importations through this port to Canada that we had last season, as there will be no change in the preferential tariff with Great Britain.'"

Business in the Maine metropolis is looking up. There is more grain in the Grand Trunk elevators than has ever been stored there before, and much of it was grown in Canada. It has been coming in at the rate of several hundred carloads daily, till now there is more than one million bushels stored, besides 1,000 cars of it in the Grand Trunk yards. The winter steamship service at Portland is expected to begin Nov. 14, and from that time on there will be almost a ship in and out every day, most of them carrying big grain cargoes.

Among the few states where Mr. Bryan made gains in the late election was Massachusetts, which reduced McKinley's plurality about 80,000 from that of 1896. Heavier democratic gains were made than in any other state. In 1896 McKinley had 18,000 plurality in Boston. This year Bryan carried the city by nearly 3,000 votes. This great gain is attributed to the fact that Boston is the headquarters of the anti-imperialist movement.

William S. Jewett, ex-banker and newspaper owner of Lawrence, a native of St. George, N. B., has been taken to jail in Lawrence to serve a sentence of seven years for embezzling \$25,000 from the defunct Lake National Bank of Wolfboro, N. H., of which he was president. Jewett is 35 years old, and was president of several banks before he was 30 years old. His financial schemes got him into constant trouble. He was charged with wrecking two banks, and in one of them his cashier committed suicide. It has been charged that Jewett was the head of a bank-wreckers' syndicate, which bought controlling interest in several institutions, put them into liquidation and collared the assets, including the surplus.

Miss Georgianna Martin, the young woman hailing from Kingston, Kent Co., who sued the Chelsea police for false arrest, was awarded \$150 damages by the court.

Mayor Murphy of Woodstock has purchased from S. E. Stevens of Barre, Mass., the well known horse Alcyonium (2.24.1-4). Alcyonium is the sire of twelve colts in the 2.30 list or better. The price paid is not known here, but is understood to be large.

The preliminary hearing in the case of John C. Best, formerly of Sackville, charged with the murder of George Bailey at North Saugus, about one month ago, is in progress at Lynn. No positive evidence has yet been produced against Best, but it is understood he will be held without bail to await the action of the Essex county grand jury. The trial proper would then probably take place next month. Thomas E. Blaney, alias Edwin H. Hall, who is held on suspicion of having murdered Alexander M. McKinney of Riverdale, N. S., at Lake Onawa, Me., in 1888, is still locked up here. One man has identified him as the person wanted, but the Maine authorities do not seem to be in any hurry to have him extradited.

The following deaths of former provincialists are announced: In East Boston, Nov. 3, Alexander McLaren, aged 74 years, formerly of P. E. I.; in Charlestown, Nov. 5, Henry H. Harvey, aged 42 years, a native of Nova Scotia; in East Boston, Nov. 4, Angus McMaisters, formerly of P. E. I. and N. B.

The mild weather this fall has been favorable for carrying on building operations, and the lumber trade has received much benefit in addition to

(Continued on Page Seven.)

Doak's Cotton Root Compound
Is successfully used monthly by over 100,000 ladies. Safe, effective. Ladies ask your Druggist for Doak's Cotton Root Compound. Take no other as all Mixtures, pills and cathartics are dangerous. Price, No. 1, 25c. per box, No. 2, 50c. per box, No. 3, 1.00 per box. No. 1 or 7, mailed on receipt of price and two-cent stamp. The Doak Company, Windsor, Vt. No. 1 and 2 sold and recommended by all responsible Druggists in Canada.
No. 1 and No. 2 sold in St. John by all Wholesale and Retail Druggists.

TWENTY YEAR OLD CHECK CASHED.

ABILENE, Tex., Nov. 1.—In the year 1879 C. W. Merchant of this city was engaged in buying cattle all over this part of Texas. In those days Fort Worth was the headquarters for banking business, and Mr. Merchant, in company with all cowmen, had his money on deposit in one of the banks there. While in Haskell county that year he purchased five head of beef cattle from a Mr. Mobley and gave his check for \$100. On account of the distance from Fort Worth and the inconvenient facilities for transacting such

matters, Mr. Mobley did not present the check for payment until six months after its date. When presented the cashier informed the gentleman that Mr. Merchant had long since closed his account with the bank. Nothing further was ever done to collect the check, until recently both gentlemen met in the town of Haskell, just twenty-one years later, and began talking of "old times."

Mr. Mobley suggested to Mr. Merchant that he held an unpaid check, signed by him and dated in 1879, and wanted to know if it was still worth 100 cents on the dollar. He was informed that it was, and on inquiry as

to how it came into his possession explanations followed and Mr. Mobley got his \$100.
In speaking of the incident to the News correspondent, Mr. Merchant said that in 1879 he purchased something like \$60,000 worth of cattle, and most of them in small herds, and that, with a "saddle horn" for a memorandum book it was very easy to lose run of a \$100 check.

NOT LAZY.

(Chicago Record.)
"Tom, you are terribly lazy."
"No, I'm not lazy at all; I simply don't like to work."

SUSSEX NEWS.

SUSSEX, Nov. 8.—H. E. Sinnott has moved into the lower store of Miller Bros., brick block.
Tenders for the metal structure of the Upper Corner bridge closed on the 15th inst.

Thomas King and Wilmot Asbee, who have been in the employ of W. B. McKay & Co. for some time, intend starting a general store in G. H. White's brick block below the station.
J. D. O'Connell has returned home from an extended trip to the United States.

READ THE SEMI-WEEKLY SUN.

THE SYDNEY BOOM.

(Post.)

The extent of the freight traffic on the Sydney branch of the I. C. R. may be judged from the fact that one hundred and thirty cars have been waiting at Truro, a fortnight or three weeks, for the rush to let up. There are also thirty-five sidetracked at Campbellton, N. B., and all along the line cars are waiting.

LONDON, Nov. 8.—At the third day's racing of the Liverpool autumn meeting today, the Liverpool autumn cup of 1,200 sovereigns was won by J. D. Wardell's Fabulist.

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pure hard Soap.
P. MFG. CO.
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Wovepurchased
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Silk House of
Boston, and are
making them
in perfect pattern
and brilliant
colors, enough to
cover over 200
dozens. Retailers
of every work. Mailed
free. Price 25c. per
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highly nutritive
and palatable
to be a-rows
sold only in
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London, Eng.
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COCOA

ADVERTISING RATES. \$1.00 per inch for ordinary transient advertising. For Sale, Wanted, etc., 50 cents each insertion.

SUN PRINTING COMPANY. ALFRED MARKEE, Manager.

THE SEMI-WEEKLY SUN. ST. JOHN, N. B., NOVEMBER 14, 1900.

THE LEADER'S STATEMENT. Dignity and cheerfulness are combined in the language with which Sir Charles Tupper announces his retirement from public life.

When a party leader has reached the age of fourscore he has a right to retire from political service if he desires it. Especially is this true when the veteran has met defeat in his own constituency, and when his own party has failed to carry the country.

When a party leader has reached the age of fourscore he has a right to retire from political service if he desires it. Especially is this true when the veteran has met defeat in his own constituency, and when his own party has failed to carry the country.

THE CONSERVATIVE LEADER-SHIP. When a party leader has reached the age of fourscore he has a right to retire from political service if he desires it.

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THE MONTICELLO CALAMITY. It is not often that we have to record such an appalling local disaster as the shipwreck of Saturday, in which thirty-four lives were lost.

strong voice in the choice of the next opposition leader. Almost half of the Ontario opposition members elect have never been in parliament before, and more than half of them were not in the last house. They will not know so much as the older members about the quality of the possible leader.

It is too soon to fix the responsibility for this calamity. The gale of Friday night and Saturday was predicted, and it is now plain that the warning should have been regarded and the ship kept in port.

MR. WILSON'S STATEMENT. In their congratulations of themselves and their explanations of their victory our friends of the government side ignore an important statement given out by one of their comrades.

Two hundred thousand liquor ballots were registered for the Laurier government throughout Canada. For indisputable proof of our work look at the result in St. Lawrence division of this city, where a strong Tory candidate was defeated, although a popular brewer, and, in fact, one who was recently elected by the same people to represent them in the city council.

Most people ignore the importance of the power of the liquor trade and its dependencies; such as the landlords, the furniture store, the clearmaker, all of whom voted with us. I venture to say that whenever our ranks are cemented, as they were during the campaign, we can return or defeat any government. The trade now looks to a re-adjustment and a more equitable regulation of the excise and customs laws pertaining to wines and spirits.

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SOUTH AFRICA.

Canadian Officers Wounded in a Fight at Komati River.

General Fourie and Commandant Prinzie Killed—Bader-Powell III—Miss Roberts' Condition More Serious.

LONDON, Nov. 13.—Lord Roberts, telegraphing from Johannesburg, under date of November 8, gives an interesting report to the war office. He says: "General Knop states that he takes no credit for the very successful engagement of November 8, which was due, in the first instance, to the determination of Legalis never to lose touch with the enemy, and, secondly, to the fact that the Boers handled the firing line after Legalis and Rice were wounded.

A POLICY VINDICATED.

Within a few months provincial by-elections have been held in Carleton, Queens, Kings and Albert counties. These elections were all contested by the conservative opposition. In Carleton only was the opposition successful, and many of those persons who have been in the habit of advising the conservatives from the other camp have said that the contests were a series of "tory blunders."

DEATH OF W. T. SCRIBNER.

Proprietor of the Vendome Hotel, Hampton, Kings Co. William T. Scribner, proprietor of the Vendome Hotel, Hampton, died at 3 o'clock Monday afternoon, after a long and weary illness.

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FAMILY MEDICINE CHEST

The Way to Avoid Big Doctor Bills is Always to Have a Bottle of Nerviline on Hand, Ready for Use.

Wise Mothers Never Go to Bed at Night Without Knowing Just Where to Place Their Hand on "Nerviline" in Case of an Emergency. In case of sudden sickness if it is seldom necessary to send for the doctor, Nerviline is to be had. It is a remedy of great value for the relief of pain, especially for the relief of the most distressing ailments, such as colds, influenza, headache, neuralgia, lumbago and pain in the side and back.

PAINFUL COLIC

Soft corns, corns of all kinds removed without pain or sore spots by Putnam's Corn and Wart Extract. Thousands testify that it is certain, painless and simple. Do not be imposed upon by substitutes offered for the genuine "Putnam's Extract." Sure, Safe, Harmless.

ELECTION RETURNS.

Government Supporter Elected in Algoma Yesterday. Selkirk Election Still in Doubt—Liberal Figures to Date.

MONTREAL, Nov. 12.—The elections in Algoma took place today. The returns so far received, from fourteen of the principal polls, give Dymond, Liberal, 240 majority.

WINNIPEG, Nov. 12.—The Selkirk election is still in doubt. McCreary, Liberal, has a majority, with three polls to hear from.

ST. MARYS, Ont., Nov. 12.—The official declaration gives Erb, Liberal, 26 majority in South Perth. Corrected returns to date are as follows:

THE NEW FRENCH FIELD GUN.

WASHINGTON, Nov. 12.—The French embassy has thus far given no official recognition to the publication that an agent of the war department has placed at the disposal of the board of fortifications the secrets of the new French field gun. It can be stated positively that the French charge d'affaires, M. Thiebaut, will take no initiative in the matter.

CHIEF DEVERY'S CASE.

NEW YORK, Nov. 12.—Deputy State Attorney General Hedges appeared before Recorder Goff today and made a motion asking for dismissal of the indictment against Chief of Police Devery, charged with violating the election law. Devery's counsel concurred in the motion. The recorder took the papers and reserved decision.

FREE! This is the best and most reliable medicine for all ailments. It is a remedy of great value for the relief of pain, especially for the relief of the most distressing ailments, such as colds, influenza, headache, neuralgia, lumbago and pain in the side and back.

MT. ALLISON.

A Faculty Concert that was Well Worth Waiting For. (On the 12th.)

SACKVILLE, Nov. 12.—The long delayed faculty concert took place in Beethoven hall on Friday evening last and proved to be something well worth waiting for. Taking into consideration the weather, the house was large, and much enthusiasm was expressed. The performers all received repeated encores, Miss Golder and Dr. Archibald winning especially insistent recalls.

ELECTION RETURNS.

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ENGLISH ATHLETES REFUSE.

A. G. Spalding, the American director of sports at the Paris Exposition, has been refused the most interesting item in that exhibition, the "International Athletic Union," which has received the sanction of the Parisians, they do not doubt that the new union will be a success if it can get the sanction of the American Athletic Union, which is regarded by continental sportsmen as the most authoritative body in the world.

TAKE A RECORD.

It would be just as reasonable for a temperance advocate to drink a little diluted whiskey as to drink coffee for one is as truly an intoxicant as the other, and persistence in the use of coffee brings on a variety of chronic diseases, morbidness, nervousness, dyspepsia, general debility (and ultimately heart failure), frequently constipation, kidney diseases, many cases of weak eyes and trembling condition of the nerves.

CITY

Recent Events Around

Together With from Corrosetto Exchange. When ordering THE SUN, please specify the NAME of the person to whom the paper is to be sent. Remember! The Office must be notified promptly of any change of address.

On Friday on set

As the prohibition enforced the drinks increase, Maine police say, fights in the saloons will be illustrated from photos taken Africa.

The Maritime Station will hold a Charlotte town on inst. There will be of travel on the inst. Crossings from Pt. du Chen

William Mitche came to the city inhibition week, an months in jail stater an overco man. Friday night in his native town—Spencer—and a donation they decided down of life long time expired Saturday couple repair Mrs. George Lo where their man

EVERY ONE by the loss of happiness also a slightest of Adamson's Botan according to direct label of the bottle

BO Our ing was s big stock great var 3-piece 2-piece Childre Childre Boys' E Wool taken in SHARP

CITY NEWS.

Recent Events in and Around St. John.

Together With Country Items from Correspondents and Exchanges.

When ordering the address of your WEEKLY SUN to be changed, send the NAME of the P.O. OFFICE to which the paper is going as well as that of the office to which you wish it sent.

Remember! The NAME of the Post Office must be sent in all cases to ensure prompt compliance with your request.

THE SUN PRINTING COMPANY, limited, weekly 5,500 copies of THIS WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers please make a note of this.

Capt. Sol. Jacobs of Gloucester, Mass., reports that enormous schools of mackerel frequented the Nova Scotia coast this fall, but were not located by the Bluenose fishermen.

On Friday, on sailing the well known "Mac's Island" was a smelt, measuring one foot in length, and six inches around the body. Can any one beat this in smelts?—St. Andrews Beacon, 9th.

A large moose, weighing about six hundred pounds, was displayed in the country market yesterday morning. It was shot in Queens county. The entire carcass was sold to one of the steamers lying in the harbor.

As the prohibition law is more rigidly enforced the number of crazy drunks increase, so the Portland, Maine, police say, and there are more fights and rows on the street than when the saloons are running full blast.

The Mountain Transcript gives a list of persons who telegraphed congratulations to Mr. Emmeron on the night of his victory. The following are the St. John names: John J. Barry, M. A. Finn, ex-Mayor Seane, Macaulay Eves & Co., W. A. Quinlan, C. J. Milligan, A. E. McIntyre and M. McDade.

The correspondent of the Toronto Globe with the first Canadian contingent in South Africa, Frederic Hamilton, is to give a lecture in St. John on the 29th inst., on the campaign as seen by the Canadians. The lecture will be illustrated by lime light views from photos taken by Mr. Hamilton in Africa.

The Maritime Stock Breeders' association will hold its annual meeting at Charlottetown, on the 28th and 29th inst. There will be special low rates of travel on the railways and steamers. Crossings may be made either from Pt. du Chené or Pictou.

The fine carriage stallion, Skeptic, recently purchased by the Agricultural society from Dr. J. E. Reed of Guelph, Ont., arrived in St. John Thursday in the best of condition. The horse was shipped from Guelph last Monday, so it will be seen the delivery was remarkably prompt. Skeptic is now at Golding's stable, 50 lessons in plain and in harness.

The society in procuring this stallion have certainly taken an important step towards improving the quality of carriage and saddle horses. The disposal of the horse will be by tender next week.

William Mitchell of Hampton, who came to the city on a visit during exhibition week, and was given a couple of months in jail on account of having stolen an overcoat from a Mill street man. Friday night he received a visit in his cell from a former lady friend of his native town—Miss Mary Ann Ross Spencer—and after a brief consultation they decided to share the ups and downs of life together. Mitchell, whose time expired Saturday morning, was released Friday evening, and the happy couple repaired to the residence of Mrs. George London, 46 Erin street, where their marriage took place.

EVERY ONE should remember that by the loss of health, enjoyment and happiness also are lost forever. Clark Adams' Eucalyptic Cough Balsam, according to directions printed upon the label of the bottle. 25c. all druggists.

Dr. Canby Hatheway has arrived home from New York, where he spent some three weeks.

Saturday's Montreal Star contains a portrait of Miss Marie Furlong of St. John, who has made a pronounced hit as Letty in "The Christian."

A small percentage of diseases which are diagnosed nervous system, the persistent daily use of coffee, which is the active agent. Another bit of science about coffee is that it has a habit of getting into the habit and getting it up.

Many pledge to themselves to give up coffee the day that they will be getting their days, and when they fall, until they see themselves for control.

Tested in this subject by surprised to make a discovery among prominent in America. These are the reasons that have abandoned coffee and are using Postum in its place, and for the reasons in ill-health, and consequent inaction, has in times past, and out of their life, which they used to regain by the use of strong nerves, and great health has been thrown into its place.

Bentley's Liniment cures Neuralgia.

Capt. Swatbridge leaves this week for Key West to look after the barkentine Ouldoon.

J. A. Patterson of Apohaqui has completed the purchase of the Stevens Lumber company's mill at Salmon River. The price paid was something over \$15,000.

The pain of a strain or sprain quickly relieved by rubbing in Bentley's Liniment. Regular size, 10c. Large bottles, 25c.

Olas. Curless is building a large hotel on his property at Grand Falls. The building is four and a half stories high, 45x85 feet, with cupola from which there will be a magnificent view.

Patrick Gormley, while under the influence of liquor, walked off Poole's wharf, Charlottetown, on the night of the 9th inst., and was drowned. He was about 50 years of age.

Capt. Charles Brannen is recovering slowly from his recent illness. He accompanied Capt. Caldwell, who is at present in charge of the May Queen, on the last trip up river.

The Grand Manan fishermen suffered considerably in the recent gale. A number of small boats were blown ashore. The weights all over the island were damaged and seines were destroyed.

It is said the by-election for Kings county local government seat vacant by Hon. A. S. White's resignation, will be called on in about three weeks, and, as rival candidates, Fred M. Sprout, opposition, and Ora P. King, government, are already at work canvassing.—Star.

Friends in this city of Mrs. Charles F. Tuck heard Monday with sincere regret of her death in Winnipeg Sunday evening. The deceased lady was the youngest daughter of the late Hon. John McMillan, post office inspector.

Mrs. A. I. Trueman and Mrs. James A. Belya are sisters. She was married ten years ago to Charles F. Tuck, son of Hon. W. H. Tuck, chief justice, and has ever since resided in Winnipeg, where her husband holds an important position in the postal department. One son survives. Mrs. Tuck was thirty-seven years of age.

ON THE RIVER. The steamer David Weston made her last trip up river Monday, and after returning will be tied up for the winter. The May Queen after her Wednesday trip will only go as far as Jemseg for the remainder of the season. The Victoria will continue to leave for St. John and intermediate points every Tuesday, Thursday and Saturday as long as the river is open. The navigation season will be considerably longer this year than in 1899, when the river closed Nov. 13. The water is still high, more so than usual, and the freight is keeping up briskly.

RAGGED HANDWRITING. It is important for all young persons to be taught how to write before they have burdened themselves for life with an ugly, awkward, ragged handwriting. It requires but a little time to correct such a handwriting and acquire a smooth, easy, legible style, which will be a source of pride and profit during the remaining days of one's life-time. 50 lessons in plain and in cursive handwriting can be secured at the Currie Business University for only \$5.00.

A CURE FOR ASTHMA. Asthma sufferers need no longer leave home and business in order to be cured. Nature has produced a vegetable remedy that will permanently cure Asthma and all diseases of the lungs and bronchiae. Having tested its wonderful curative powers in thousands of cases (with a record of 99 per cent. permanently cured), and desiring to relieve human suffering, I will send free of charge to all sufferers of Asthma, Consumption, Catarrh, Bronchitis and nervous diseases, this receipt, in German, French or English, with full directions for preparing and using the same. My address will be stamped, naming this paper, W. A. NOYES, 347 Powers' Block, Rochester, N. Y.

WEDDING BELLS. A quiet and interesting wedding took place on Saturday morning, 10th inst., at the home of Mr. and Mrs. John F. Welford, Queens county, when their youngest daughter, Georgia W., was united in the bonds of matrimony to George T. Whitenet, a highly respected gentleman of Kings county. The officiating clergyman was the Rev. William Pennie of Welford, who performed the ceremony at the dawn of day. The bride looked handsome. The happy couple left by the morning train for St. John, and from thence by boat to Hatfield's Point, Kings county, where they will remain for a few days. They will then return to St. John, where they are to make their home.

To cure a headache in ten minutes use Kumfont Headache Powders, 10c.

IN FINANCIAL DIFFICULTIES. Peter Bishop, general trader, farmer and lumberman, at Hopewell, Albert county, has made an assignment to H. D. Mott. His liabilities are about \$7,000.

The creditors of J. E. McGlashan, general trader, of Bayfield, Westmorland county, have accepted his compromise offer of 40 cents on the dollar—30 cents cash and 10 cents in three months.

The store of Thomas McCarthy, butcher, 185 Charlotte street, is closed, and the proprietor is said to have left the city. His absence will be mourned by some friends, as he has left about \$1,500 of debts and no realizable assets.—Globe.

DEATHS LEAD TO PROMOTIONS. The Railway News says: Three locomotive engineers have been lost to the P. E. I. railway within the last few months, namely: David Fidd, who died from effects of injuries in the run off at Blue Shanks; William Good, who is looking for a place on some other road, and Nell Armour, who died from typhoid fever last week. This gives promotion to Al Love, Joseph Millman and Anthony Fidd (Sandy). As spare drivers there are Ding McEwen and Chas. McElmond.

GILLETTS PURE POWDERED BEST, PUREST, STRONGEST. LONDON & NEW YORK. RICHARDS' RETIREMENT. Was a Great Disappointment to Mr. La Forest, M. P. P., Who Had Warmly Supported Him.

Fred La Forest, M. P. P., was in town yesterday, on his return from campaigning on the north shore. Referring to the sudden retirement of Mr. Richards after allowing himself to be nominated for Victoria and Madawaska, Mr. LaForest says that the deal was a great disappointment to him, as he had labored long and hard to perfect the organization in the Madawaska end of the constituency.

IF Mr. Richards had withdrawn before nomination Mr. LaForest would have been ready to support Mr. Carter or another candidate. He had done all he could to assist Mr. Richards on the platform and in his private canvass, and naturally he was annoyed over the event. However, he at once offered his services to the party elsewhere, and had addressed meetings among the Acadians down to election day. Mr. LaForest is of the opinion that if Mr. Richards had gone to poll his friends in Madawaska would have loyally stood by him.

UNFORTUNATE OCCURRENCE. Perhaps Colonel Irving Will Have Enquiries Made About This.

To the Editor of the Halifax Herald: Sir—I was unfortunate enough to have my kit-bag (968), either stolen or lost while being removed from the steamer Idaho to the old drill hall, Spring Garden road. I am deeply grieved, as it contained some relics and souvenirs of the campaign picked up at various times, and cannot be replaced. I trust that you will see fit to give this fact mention in your valuable paper, as it may be the means of recovering my hard won property. Whatever you do in this matter will be gratefully remembered by one who has done his utmost to prove that H. company was one of the best companies of the Royal Canadian regiment.

C. W. KIRKPATRICK, P. S.—It may have got mixed with some other company's luggage and gone to upper Canada.—W. F. W. P., 55 Marsh road, St. John, N. B.

ST. MARTIN'S. At the annual meeting of the St. Martin's Agricultural Society, No. 54, held Thursday evening, Nov. 9th, the following officers were elected for the ensuing year: James Rourke, president; James S. Titus, 1st vice-president; Col. J. J. Tucker, 2nd vice-president; Fred M. Cochran, secretary; Michael Kelly, treasurer; Samuel C. Osborn, depository. Directors—James A. Floyd, George Mosher, James E. Hodsmyth, Robert Mosher, J. H. Nugent, Curdip Miller, Joseph Kennedy, Benj. Black, Dr. H. E. Gillman, John C. Boyer, Samuel Cameron, C. P. Black, M. R. Daly, Auditors—E. S. Hatfield, Wm. Wilson and S. J. Shanklin.

DEATH OF J. E. FERRIS. UNION SETTLEMENT, QUEENS CO., Oct. 31.—A middle of gloom has been experienced in this community by the death of Judson E. Ferris, who departed this life on the 27th of October, in his 22nd year. Although young yet he was possessed of mind and character that would be a credit to one here.

MAINE HORSE THEIF. GLOUCESTER, Mass., Nov. 12.—The local police arrested today, at the request of the Maine authorities, George Butler, 21 years old, charged with the theft of a horse, carriage and harness from parties in China, Maine, but he denies the charge. The local police also charge Butler with the larceny of \$39 from the proprietor of the Oxford house, where he has been a guest for some few days.

A CHEMIST SPEAKS. Of Predigested Food. "After having tested and tried every form of predigested food on the market, and experimenting in my own family, my attention was attracted to an article headed 'Brawny Scots' Diet,' mentioning eggs and Grape-Nuts. I carefully tested the new food and finally began its use in my family, with most gratifying results.

"My little boy at that time was a pale, anaemic child and very poorly nourished. Now, thanks to Grape-Nuts, he is as fine a specimen of infantile strength as I could wish for. My own personal experience means much to me. For some years I was troubled with dyspepsia; that is, I could not eat bread or any preparation of bolted wheat flour, such as cake or any of the starchy preparations, without a fit of indigestion, sour stomach, costiveness, and headache.

"As soon as I quit that sort of food and used Grape-Nuts, which has the starch part predigested, I began to recover. The change has been remarkable. I formerly weighed 122 pounds and now weigh 137. Am strong, have more nerve force than I ever possessed, appetite perfect, sleep sound and can endure any amount of work. I know exactly where the change has come from, and it is from your truly scientific and wonderful food, which is the highest commendation." Ohas. B. Prior, C. of P. Class '94, Mid-dlestown, N. Y.

Hundreds of Men's Suits and Overcoats.

There's a chill in the air that hints very strongly of a new suit or overcoat—perhaps both. There's the grandest assortment ever shown in a clothing house, right here awaiting the buyer who is looking for style, quality, comfort and fit, for the least money. You save 25 per cent. on every suit or overcoat which you purchase here.

IS IT WORTH SAVING? AT \$8.00 MEN'S WELL MADE FALL SUITS. The fabrics are carefully selected Serge, Vicunas and Tweeds in mixtures and plain colors, all chosen for their good appearance, durability and even excellence. Good value at \$12.00.

AT \$10.00 MEN'S STYLISH BUSINESS SUITS, that are everything that a business man wants while attending to his daily routine. In Tweeds, in Green Mixtures, Grey and Browns. Light and dark shades in checks, plaids and overplaids. Blue and black Serge, also fine Black Clay Worsted. Nowhere else will such suits be shown for less than \$15.00.

AT \$8.50 MEN'S OVERCOATS, single breasted. In Blue Beaver, Grey Twill and Grey Melton, with velvet collars, full facings, Italian body linings, and mohair sleeve linings. A \$12.00 coat in other stores.

AT \$10.00 MEN'S OVERCOATS, single breasted, in fine English Blue Beaver; also a very fine Grey Twill, velvet collar, full facings, Italian body linings and mohair sleeve linings. You might match them at \$15.00, but we doubt it.

Mail Orders.

Our mail order people are paid to look after your wants as thoroughly and painstakingly as though you were their particular friends—and they do it. Nothing pleases them more than to satisfy a customer who has entrusted the whole matter to them.

Send for our Fall Style and Sample Book of Men's and Boys' clothing.

KING STREET CORNER GERMANY. GREATER OAK HALL—SCOVIL BROS. & CO. ST. JOHN, N. B.

A MARITIME ASSOCIATION. A movement is on foot to form in Vancouver, B. C., a Maritime Province association, to be composed of New Brunswick and Prince Edward Island. A small army of bluenoses are now making their homes in this city, and the city of St. John, it is claimed, carry off the palm for numbers. Nova Scotia has also a goodly number of her sons and daughters doing well in Vancouver. His Worship Mayor Garden is a New Brunswicker, and Sir Charles Hibbert Tupper is a Nova Scotian. The object of the association would bring closer together the people of those two provinces whose homes are here, and also to interest them in new arrivals from the provinces by the Atlantic.

INTERESTING WAR RELICS. Frederick Kirkpatrick of Marsh street, who returned a few days ago from South Africa, is displaying a lot of relics in the shape of bullets which he picked up on the battlefield. They are in the window of Wm. Wallace, the Charlotte street shoe dealer. There are to be seen the famous dum-dum bullet with its hollow point or nose, the much-read-of Mauser, long and slender; the Lee-Enfield bullet, short and clumsy; and a bullet known as the Man-Licker. Beside these are a can of English emergency rations is shown. One end of the can, which is more like a small cylinder of baking powder in size, contains cocoa and the other a different liquid food. Soldiers having these cans were not allowed to use them until they had been fighting for twenty-four hours. A watch and chain taken off a dead Boer, and several photographs taken in Africa, and in which Kirkpatrick's familiar figure is seen, complete the interesting display.

OTTAWA, Nov. 12.—The first meeting of the cabinet since the general elections was held today, there being a good attendance. The ministers swapped election stories and experiences, but as for serious work it was not touched.

The question of sending a contingent to Australia to be present at the inauguration of the commonwealth has been discussed amongst some of the ministers, and the opinion seems to be against it on account of the distance and cost. To make a good showing one hundred men would have to be sent, and the cost of the expedition could not be less than \$25,000 or \$75,000.

The conservatives have decided to ask for a recount in Ottawa. The writ for the Nipissing election has been issued, election Dec. 5th.

Mr. Brodier will be the next speaker of the commons.

Hon. Mr. Sifton has gone to British Columbia to take a hand in the elections there.

The maritime province list was taken up in the supreme court today, the first case heard being Kent v. Ellis. The action was for typhoid in respect to goods held under an alleged agreement for hiring which was not registered under the Nova Scotia statute. The defendant denied a wrongful taking and claimed title to the property, and the statute of frauds was invoked. The appeal is from an order of the supreme court of Nova Scotia en banc affirming on an equal division, the judgment of the trial court in favor of the defendant. Newcombe, Q. C., and Sedgewick for the appellant, R. S. Connelly for respondent. Judgment was reserved. The last case on the maritime list was announced to have been settled between the parties, and the court adjourned till Tuesday to take up the Consumers' Cordage Co. v. Connolly, a remnant from the Quebec list.

The discrimination of the underwriters against the St. Lawrence route was thrashed out before the government today by Lt. Col. Bond and Capt. Riley, representing the Underwriters' association. They were here to answer a petition from the Montreal board of trade asking for the appointment of a royal commission to enquire into the question.

Premier Laurier read the petition of the Montreal board of trade asking for a royal commission, and Mr. Bond was heard in reply. He pointed out the difficulty of getting insurance for the St. Lawrence route.

They had to hunt around for com-

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OTTAWA. First Cabinet Meeting Since the General Elections. Conservatives Will Ask for a Recount in Ottawa. Nipissing Election Will be Held on December Fifth—Supreme Court—The St. Lawrence Route Insurance Difficulty.

OTTAWA, Nov. 12.—The first meeting of the cabinet since the general elections was held today, there being a good attendance. The ministers swapped election stories and experiences, but as for serious work it was not touched.

The question of sending a contingent to Australia to be present at the inauguration of the commonwealth has been discussed amongst some of the ministers, and the opinion seems to be against it on account of the distance and cost. To make a good showing one hundred men would have to be sent, and the cost of the expedition could not be less than \$25,000 or \$75,000.

The conservatives have decided to ask for a recount in Ottawa. The writ for the Nipissing election has been issued, election Dec. 5th.

Mr. Brodier will be the next speaker of the commons.

Hon. Mr. Sifton has gone to British Columbia to take a hand in the elections there.

The maritime province list was taken up in the supreme court today, the first case heard being Kent v. Ellis. The action was for typhoid in respect to goods held under an alleged agreement for hiring which was not registered under the Nova Scotia statute. The defendant denied a wrongful taking and claimed title to the property, and the statute of frauds was invoked. The appeal is from an order of the supreme court of Nova Scotia en banc affirming on an equal division, the judgment of the trial court in favor of the defendant. Newcombe, Q. C., and Sedgewick for the appellant, R. S. Connelly for respondent. Judgment was reserved. The last case on the maritime list was announced to have been settled between the parties, and the court adjourned till Tuesday to take up the Consumers' Cordage Co. v. Connolly, a remnant from the Quebec list.

The discrimination of the underwriters against the St. Lawrence route was thrashed out before the government today by Lt. Col. Bond and Capt. Riley, representing the Underwriters' association. They were here to answer a petition from the Montreal board of trade asking for the appointment of a royal commission to enquire into the question.

Premier Laurier read the petition of the Montreal board of trade asking for a royal commission, and Mr. Bond was heard in reply. He pointed out the difficulty of getting insurance for the St. Lawrence route.

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