

The Semi-Weekly Telegraph

VOL. XLIII

ST. JOHN, N. B., SATURDAY, JULY 29, 1905

NO. 89

STABBED COW AND FARMER STABBED HIM

Barnardo Boy Brought to Hampton Doctor With Five Wounds on Him--Says His Employer, Moses Rupert, Living Near Pessekeag, Became Enraged at His Cruelty and Inflicted the Cuts With a Jack-knife.

Hampton, N. B., July 27.—(Special)—Considerable excitement was caused at the station about 8 o'clock this evening by the arrival at Dr. F. H. Wetmore's office of a youth, who was bleeding freely from wounds in the side and legs, said to have been inflicted by a farmer named Moses Rupert, who resides on a farm on the Pessekeag road, about three miles above Hampton Station. The young fellow's name is William Lewis, a young Englishman, a Barnardo boy, says he has been employed on the Rupert farm since last February, and has received rough treatment on more than one occasion.

OUTCOME OF PRIVY COUNCIL DECISION

Montreal Theatre Announces it Will Open on Sundays and Will Fight Civic Bye-Law.

Montreal, July 27.—(Special)—The management of Theatre des Nouveaux, devoted to French drama, have announced their intention to give presentations on Sundays, beginning September 10. At the same time an action has been entered contending that the civic bye-law, compelling theatres to close on Sundays, is ultra vires.

This action has been brought about by the decision of the Supreme Court of Canada re province of Ontario and Hamilton Street Railway. The supreme court decided that the province had no jurisdiction in the Sunday question and this week the privy council refused the application for appeal.

Montreal has already a place of amusement open on Sunday, Scherer Park, which enjoys the privilege under provincial charter, but the civic bye-law has kept other places of amusement closed.

ANOTHER DENIAL OF BOUNDARY LINE STORY

Sherbrooke, Que., July 27.—(Special)—In an interview yesterday at Stouffville with the head official of the international surveying party, it was stated that there was no foundation to the story that a number of errors had been found at Richford or elsewhere in regard to the boundary line. They started at the Richelieu River to go over the boundary between Canada and the state of Vermont, and to replace the granite posts with granite pillars. This work they had followed, and were now at Beebe Plain. They have found no errors in the line as established by the survey, in accordance with the Ashburton treaty. This applies to Richford as well as elsewhere.

ALLAN LINER GROUNDS BUT IS FLOATED AGAIN

Corinthian Stuck in Montreal Harbor and Pulled Off After Lightering 600 Cattle.

TWENTY-THREE DEAD AND MANY INJURED IN LIVERPOOL COLLISION

Electric Express Train Crashed Into Empty Cars and Reduced First Coach to Kindling Wood, Killing Twenty Outright.

Liverpool, July 27.—An electric express train on the Lancashire & Yorkshire railway, bound from Liverpool to Southport, collided this evening with an empty stationer train at the Hall Road station, causing the death of 23 persons and the injury of many.

RUSSIA COOL OVER JAPAN'S PEACE TERMS

CHINA RESENTS EXCLUSION ACT

Will Not Negotiate New Immigration Treaty With Americans

THINKS IT A DISGRACE

Will Not Become Party to Barring Her Laborers from United States--Chinese Bankers Threaten to Boycott Big American Banking Concern at Shanghai.

Washington, July 27.—Some doubt is expressed in official circles whether it will be possible to obtain China's consent to another treaty with the United States which would provide for the exclusion of Chinese laborers from this country. The state department is aware of the ill-feeling throughout China on the whole subject, and now that the immigration treaty with China has been allowed to lapse without the negotiation of a new agreement, reports have reached here that China is inclined hereafter to refuse to sign any similar convention.

BRITISH PEERS DEBATE CHAMBERLAIN SCHEME

Vote Down Motion Opposing Colonial Preference Based on Taxation of Food.

WILD TIME ON THE WINNIPEG GRAIN EXCHANGE

July Wheat Advanced to \$1.35, a Rise of 19 Cents for the Day -- Shorts Secure Injunction Against Corner.

WILL MEET IN HALIFAX NEXT YEAR

Halifax, July 27.—(Special)—City Clerk Monaghan received a despatch tonight from Mayor Macleith at Winnipeg stating that it had been decided that the next meeting of the Union of Canadian Municipalities would be held in this city in 1907, probably at the time of the Dominion exhibition.

OVATION AT TOKIO FOR TAFT PARTY

Tokio, July 27.—The bankers and merchants of Tokio entertained Secretary Taft and Miss Roosevelt at the Maple Club tonight at a Japanese dinner, during which there was gesha dancing. The clubhouse was handsomely decorated and illuminated and American and Japanese flags were displayed throughout the building.

FEVER SCOURGE ALARMS SOUTH

Many States Have Such Strict Quarantine That People Are Barred

BUSINESS SUFFERS

Merchants Taking Vacations With Wives and Families--Six Deaths in New Orleans Thursday, But Hope is Held Out That Frost Will Stop Yellow Jack.

New Orleans, July 27.—All the forces engaged in the battle against the yellow fever scourge today joined in expressing the belief that what threatened to be a malignant epidemic of yellow fever would be stamped out before frost comes. It is the opinion of Dr. J. H. White, in charge of the marine hospital forces, and of the state and city health officers, that if destruction of the stegomyia checks the spread of the disease the present visitation of the plague will have been a blessing in disguise, since it will have demonstrated the ability of science to control yellow fever.

RECEIVER ASKED FOR EQUITABLE SOCIETY

Forty Policy-Holders Bring Suit in New York Court, Alleging Company is Insolvent.

WILKES WOULD'NT FLY CANADIAN FLAG

Yachtsmen Attempted to Pass Rideau Canal With Only Stars and Stripes Hoisted, and Got Into Trouble.

YACHTSMEN ATTEMPTED TO PASS RIDEAU CANAL WITH ONLY STARS AND STRIPES HOISTED, AND GOT INTO TROUBLE.

Kingston, Ont., July 27.—(Special)—A party of Americans in a small craft reached Rideau River in Rideau canal flying the stars and stripes. Mr. Campbell, the lookman, said the Canadian law called for a Canadian flag on the yacht while in Canadian waters.

YACHTSMEN ATTEMPTED TO PASS RIDEAU CANAL WITH ONLY STARS AND STRIPES HOISTED, AND GOT INTO TROUBLE.

The crowd grew impatient and decried the stars and stripes were good enough. Mr. Campbell grew warm and said: "No locks" till the flag was raised. The yachtsmen turned about, but later the marine inspector seized the craft for violating the law.

MAY DECLINE TO PAY INDEMNITY

Surprise Expressed Over Publication in Advance of Envoy's Conference--War Party Making Headway--Komura and Takahira Lunch With Roosevelt and Talk it Over.

St. Petersburg, July 27.—8.30 p. m.—The substance of the interview in New York with M. Sato, spokesman of the Japanese peace envoys on the position of Japan in the peace negotiations, was reproduced in the papers here and passed almost without comment, only the Novoe Vremya indulging in a sarcastic fling, saying that "Japan has conducted the war quite economically, only a million a day, but she had better pocket the bill to those who are furnishing the sinews of war and not to the country upon which the war was forced."

WAR PARTY MAKING HEADWAY

The war party is again making headway drawing capital from General Lamer's optimistic telegrams, one of which with the emperor's reply, declaring that the misfortune of war have not been visited upon the country and devotion of the army and containing a glowing wish that the troops may bring the war to a happy conclusion, is published in all the papers. The details of the Japanese delegation to the peace conference, left this city early today for Oyster Bay to visit President Roosevelt informally. When they returned late last afternoon, Minister Takahira would make no statement beyond that he with his colleague had met the president. The minister admitted that the approaching meeting with the Russian plenipotentiaries was mentioned in the conversation with the president, but he would not enter into details.

KOMURA CALLS ON ROOSEVELT

New York, July 27.—Baron Komura, minister of foreign affairs, and Kogoro Takahira, the Japanese minister to America, here the Japanese plenipotentiaries to the peace conference, left this city early today for Oyster Bay to visit President Roosevelt informally. When they returned late last afternoon, Minister Takahira would make no statement beyond that he with his colleague had met the president. The minister admitted that the approaching meeting with the Russian plenipotentiaries was mentioned in the conversation with the president, but he would not enter into details.

ARRANGEMENTS FOR PEACE ENVOYS

It was early in the forenoon when Minister Takahira called for his colleague, Baron Komura, at the headquarters of the Japanese commission in the Waldorf-Astoria, and soon after all the plenipotentiaries were mentioned in the conversation with the president, but he would not enter into details.

ARRANGEMENTS FOR PEACE ENVOYS

It was early in the forenoon when Minister Takahira called for his colleague, Baron Komura, at the headquarters of the Japanese commission in the Waldorf-Astoria, and soon after all the plenipotentiaries were mentioned in the conversation with the president, but he would not enter into details.

EXPORTS FALL OFF BUT VOLUME SHOWS INCREASE

Canada's Trade for Past Year Greater by About \$250,000 Than Previous One--Imports Gained About \$10,000,000 and Duty Collected About \$2,000,000--Details of the Year's Business.

Ottawa, July 27.—(Special)—The total trade of Canada, as shown by the statistics prepared by the customs department for the year ended June 30 last is about the same as last year. There is an increase of about \$250,000. The trade of the country is now double what it was in 1896. There was a falling off during the past year of more than \$8,000,000 in domestic exports and about \$2,000,000 in foreign exports as well as a reduction of about \$750,000 in coin and bullion, but this was a little more than made up for in the increased volume of imports for consumption.

EARL GREY TO BE IN CHARLOTTETOWN MONDAY

Will Visit Hillsborough Macdonald School--Transportation Commission at the Island Yesterday--Home Comers' Celebration.

Charlottetown, P. E. I., July 27.—(Special)—The fourth day of home comers' week was celebrated by a regatta in the morning, a parade of school children and military display in Victoria Park in the afternoon. Rain caused a postponement of the electric light sports till tomorrow night.

CHARGE SMUGGLING ACROSS THE ST. CROIX

St. Stephen, July 27.—(Special)—It is rumored that two United States treasury officials today detained a large quantity of wool and skins in Colaba, the charge being smuggling across from here. Two bales, it is said, have been detained.

SECOND ASSAILANT OF REV. MR. HARTLEY REPORTED CAUGHT

St. John Man Helps Capture One Suspected of Assaulting Minister--Believe it Was Intended to Beat a Colored Man.

Fredericton, N. B., July 27.—(Special)—Harry McCatherine was captured at Harvey last night on suspicion of being one of the men who brutally assaulted Rev. F. C. Hartley here last Friday night. McCatherine was brought here and lodged in jail today.

JOHANN HOCH TO HANG FOR WIFE MURDER

Chicago, July 27.—Johann Hoch will be hanged tomorrow for wife murder. Appeal to the state board of pardons this morning and sustained slight damage to stern rail and davits. The other vessel was uninjured.

is, however, that he was merely an on-looker, the other two being suspected of doing most of the beating. Harry McCatherine will be arraigned in the police court tomorrow morning for examination. It is said that Rev. Mr. Hartley is as active as last he was the victim of mistaken identity, and for that reason is not anxious to prosecute.

THE SEMI-WEEKLY TELEGRAPH is published every Wednesday and Saturday at 11.00 a year, PAYABLE IN ADVANCE by The Telegraph Publishing Company, of St. John, a company incorporated by Act of the Legislature of New Brunswick, R. W. McCREADY, Editor, R. J. McGOVERN, Bus. Mgr.

ADVERTISING RATES. Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch. Advertisements of Wants, For Sale, etc., one cent a word for each insertion. Notices of Births, Marriages and Deaths 50 cents for each insertion.

IMPORTANT NOTICE. All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company, Editor of The Telegraph, St. John, N. B. All subscriptions must be paid in advance.

AUTHORIZED AGENT. The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz: Wm. Somerville.

WANTED—Six copies Semi-Weekly Telegraph of June 28, 1905. Please send same to The Telegraph Publishing Co., St. John, N. B.

Semi-Weekly Telegraph ST. JOHN, N. B., JULY 29, 1905.

ST. JOHN AND TRANSPORTATION

A review of the questions referred to the Transportation Commissioners for solution when they were appointed two years ago tends to emphasize the importance of St. John with relation to any comprehensive all-Canadian scheme of transportation which these gentlemen may devise. The scope of the commission is very broad. The work committed to them is as extensive as important; but their visit here naturally centres attention upon one great feature of the general question before them, namely the handling of winter freight. Given the geographical position and excellence of this harbor, it is difficult to see how the commission can avoid directing the shortest possible railroad direct to St. John—a high class line of easy curves and low gradients, the shortest the engineers can find to tide water. For the main purpose of any new line from Quebec to find the shortest and most nearly level road to the sea—the cheapest haul to shipboard.

The appointment of the Commission was explained in 1903 by the then Minister of Public Works as growing out of his consideration of "questions affecting the transportation of Canadian products to the markets of the world through and by Canadian ports with a view of placing the Canadian producer in a position to compete, and compete successfully, through all-Canadian channels with the producers and exporters of other countries."

THE PORT OF ST. JOHN. St. John has every reason to hope for good results from the visit of the transportation commission. The members of the commission declare themselves in favor of the nationalization of the principal Canadian ports, and of having the principal Canadian trade as far as possible carried through Canadian channels. St. John's future success as a port must be great under such a policy. The various speakers yesterday set forth clearly the facts with reference to the position and advantages of the port and the growth of its trade. It has the same claim as that of Montreal upon the consideration of the central government, for it is in the sense a national port in winter as Montreal is in summer.

MR. LUGRIN'S ENTHUSIASM. Mr. C. H. Lugin, who is well known in this province, and was formerly engaged in newspaper work in Fredericton and St. John, gives the Victoria Colonist this statement with regard to Edmonton and the region around it:

"Edmonton is perhaps the most hopeful place on the continent today. Four years ago there were about 2,000 people living on the banks of the North Saskatchewan at this point; now there are about 12,000, two-thirds of whom are in Edmonton and the balance at Strathcona. The Canada Northern will be completed to this point by next October, and the character of the buildings being erected and the municipal improvements being made, testify more eloquently than words to the confidence of the people in the future of their town."

"Signs of rapid progress are visible all over the prairie, especially in the branch line of the C. P. R. and Canada Northern. New towns are springing up everywhere, and the quantity of agricultural implements that one sees on the trains and about the stations is simply astonishing. Perhaps the most encouraging feature of the situation is the intensely Canadian feeling that is being developed. You read it in the papers, you hear it in conversation everywhere, it forms the theme of

JAPAN'S BILL. Amur Satow, spokesman for Baron Komura the Mikado's principal peace commissioner, shows some disposition to disclose specimens of the bill Japan will present when the conference opens. Japan, according to his statement, has lost some 200,000 of the 570,000 men killed or disabled since the beginning of the war. The Russians, he estimates, have lost about two men to Japan's one, but "the war is costing Japan \$1,000,000 a day, and there is a feeling that there ought to be an indemnity." No doubt it has cost Russia twice that sum daily since February, 1904. But that fact does not lessen Japan's outlay, and, by all the rules of the great and grim game, the loser pays.

The Japanese representative expresses the view that peace will be the result of

the conference, meaning, apparently, that Russia is expected to pay an indemnity and consent to perpetual inferiority in the Far East and virtual banishment therefrom. M. de Witte, if he were frank at this time, would doubtless tell another story. The Montreal Witness believes that an armistice will be in vain and that Japan will take Vladivostok and Harbin before peace comes—that it will come only upon Russia's complete humiliation in Manchuria. The Witness says in part:

"The statement is made today that the first act of the peace plenipotentiaries at Portsmouth will be the declaration of an armistice, which the Russians will make as long as possible and the Japanese as short as possible. An armistice would be a distinct gain to Russia and inconvenience to Japan, which is moving forward her armies with an approval of forward re-ordered exactitude. Haron Hayashi, replying to some reference to the silly Russian complaint that Japan goes on hitting after having agreed to negotiate, said that the action of the Japanese is in no way connected with the peace negotiations, but in accordance with plans long made, which have neither been hastened nor delayed by the fact that peace plenipotentiaries have been appointed. How far a delay of a month would affect the Japanese we do not know. The present season is unfavorable for military movements, as it is both very rainy and very hot. The armistice would, we presume, be only a truce to fighting and the process of getting troops forward into position, which has been going on ever since the battle of Mukden, in March last, would still go on as occasion and weather permitted. The armistice would, however, hinder the Japanese from making such a violent change in the present relations of the two as might alter the conditions of the problem before the commission. Our own opinion is that any truce will be in vain, as no permanent agreement can be come to until the gains of the victor are fully secured. The Japanese will, of course, demand that the victor should have within their reach as much as they have been won, while, equally of course, the Russians will assume no such thing. Vladivostok and Harbin are now practically within the grasp of Japan, and she is not going to make a peace on the basis of their still being in the hands of Russia."

But the Russian commissioners may consent to more drastic conditions than would be implied by their public statements. Russia must realize that Harbin and Vladivostok are beyond hope if Japan presses on. She may sacrifice much to avoid the added disgrace of forcible expulsion from those strongholds.

TO SEE THE ECLIPSE. Unusual interest is manifested in astronomical circles in the coming eclipse of the sun, to occur on Aug. 30th. An exchange gives the following statement of preparations made to witness the phenomenon:

"Many expeditions are about setting out, or have already gone. The Lick Observatory has dispatched three parties. The first, at the beginning of the trade, will establish itself in Labrador; the second in Spain; the third near Assuan, in Egypt. The Naval Observatory, likewise, has sent an eclipse contingent under Admiral Chester, United States navy director. These likewise will divide, one company settling on the northern, another on the southern coast of Spain, while a third occupies Algeria. Harvard College Observatory, represented by Prof. W. H. Pickering, will establish its station in northern Africa, and Professor Todd of Amherst is about sailing for Naples, and ultimately Tripoli in Barbary, whence he hopes for a clear view of the corona as he was favored with at the same place in May, 1900. Canadian observers from Ottawa and Toronto are en route for the coast and the interior of Labrador."

OLD AGE PENSIONS. For more than half a century France has been trying to perfect a plan of old age pensions that would rest on a practical business basis. The present act was adopted ten years ago, but is not yet entirely satisfactory to the ministry of finance.

At the present time deposits are received from any person, regardless of age, but the amount may not exceed 500 francs (\$96.50) in the course of a year. An account may be opened for a child of three years of age; a married woman may deposit money without her husband's consent.

An annuity not exceeding 300 francs (\$59.00), is not liable to seizure for debt. In rural districts the tax gatherer is empowered to receive deposits, and in many factories a certain percentage is deducted from the wages and paid to the Caisse des Retraites in the workman's name. A branch of the Caisse may be founded in any town or village, with the permission of the prefect of the department, and there are about 2,300 of such branches, with nearly 340,000 depositors.

WHAT ARE "REASONABLE TERMS"? If Russia had driven the Japanese into the sea or Kurapatkin had been able to dictate terms at Tokio as he boasted that he would, what sort of terms would Russia have attempted to dictate? This question is asked now, in so many quarters, there is talk about the necessity of moderation on the part of the Mikado, Japan has never suffered a reverse. She holds all the cards. She can afford to go on fighting, knowing that some month hence she can enforce the acceptance of conditions which the world-jealous of a new power and hungry for new markets might be disposed to regard as extreme. The New York Journal of Commerce expresses very reasonable and convincing views of Japan's case as it stands.

The Journal thinks it may be assumed with certainty that "the Japanese government has already made up its mind as to the irreducible minimum of the terms of peace to which it is prepared to agree, and peace to which the plenipotentiaries will be chiefly concerned with questions of detail. Whether the Japanese terms will be considered liberal or not must depend entirely on the point of view. Some stress has been laid on the danger of Japan sacrificing the active good-will and sympathy of her friends by asking too much. But the friends of Japan are not likely to forget, any more than the Russians themselves, that the humiliating terms they proposed to demand at Tokio from annation of which they confidently expected to make an easy conquest. It must be accepted as a high tribute to the moral greatness of Japan that, by friends and foes alike, she should be expected to display a degree of magnanimity which Russia, in a similar case, would have contemptuously ignored. There can be little doubt that this expectation will be fulfilled, but that does not detract from the possibility of the terms of peace being a severe trial to Russian pride and affording her sympathizers much cause for complaint. The fact is that it is a profound humiliation for Russia to be compelled to deal with Japan on the same footing as she would were the once despised Oriental nation one of the great powers of Europe, and that most of the appeals to Japanese generosity are prompted by the desire to save the Russian government from the necessity of treating the Japanese as equals. To protect the wounded pride of the ruling clique in Russia from any such shudder that it has yet received is hardly a subject for international solicitude, and Japan may very fairly insist on securing what she regards as permanent safeguards against future attack, whatever may be the feeling of other powers on the subject. In talking about Japan's measures of national defence being manipulated as little humiliations of the vanquished as possible, it would be well to stop to consider who are really the "vanquished" in the present struggle, and how very slender is the evidence that they have rightly read the lesson of their own defeat."

Passing on to a consideration of the

conditions which excite controversy, the Journal says: "There are only three demands in the probable peace terms which will require any surrender on the part of Russia of property to which she has any valid claim. These relate to the cessation of Saghalien, the transfer of ownership of the Manchurian railway, and the payment of an indemnity. The terms of the lease of Port Arthur and Talienwan, with the adjacent territory, expressly declared that the Russian occupation should not prejudice the sovereignty of China; the occupation of Saghalien was a high-handed act, and a power too weak to defend itself, and the influence in Korea merely another step in the scheme of conquest which involved the reduction of Japan to the rank of a vassal State and the dismemberment of China. There is, therefore, no penalty in China. There is, therefore, no penalty in the demand that the Manchurian railway be handed back to China; that the lease of the Liaotung Peninsula be transferred to Japan, and that there be no further Russian interference with the affairs of Korea. Assuming that Russian ambitions on the Pacific are, for the future, to be those of peaceful development, it can be reckoned a hard-ship to demand the dismantlement of Vladivostok as a fortress and its transformation into a commercial port. As the railway is a commercial undertaking, it has been dominated by purely military considerations and has been a constant drain on the Russian treasury. Its cessation to Japan for transfer to some international corporation that will run it as a business enterprise cannot be called much of a sacrifice. Russia will be perceptibly poorer by the transfer of Saghalien to the rightful owners, even if fishing rights along the coast of the Lushan Province and Kamchatka are not included.

"There remains the question of the indemnity, and it is generally conceded that Japan will be entirely within her rights in demanding that she be reimbursed for her share of the expenses of the war. That the Russian negotiators will bend all their efforts to evade any such payment is not probable, as there can be no peace without it. The indemnity is, to Japan the vitally essential part of the acknowledgment of her being treated by Russia on a basis of absolute equality, and for that very reason is the bitterest of all the elements in the Russian cap of humiliation."

Russia—of bureaucratic Russia—might not regard the Journal's views as reasonable; but in London and in Washington it is probable they will be regarded as sound.

THE ST. JOHN VALLEY ROUTE. Probably nearly every newspaper reader in New Brunswick will be interested in the editorial remarks of the Toronto Globe with respect to the St. John Valley route which we are led to believe, is now receiving favorable consideration by the government. The Globe says:—"The deputation which on the Dominion Premier and his Cabinet colleagues yesterday to submit considerations in favor of the St. John Valley route for the National Transcontinental Railway across New Brunswick, made an interesting presentation of their case. Whether one can accept their contentions or not, it is at least worth while to recall the fact that they are not now put forward for the first time. Those who can go back in recollection to the first years of the Dominion must be familiar with the same arguments in favor of what was then called the 'short route' for the Inter-colonial Railway. It is a route for adoption by the 'long route' subsequently chosen, and the 'central route,' which had been provisionally selected by Parliament as the line of the National Transcontinental.

"The argument for the adoption of the St. John Valley route nearly forty years ago was twofold. It was contended, on the one hand, that a line connecting the Maritime Provinces with Quebec by way of Fredericton and Edmundton would be shorter and otherwise less costly to construct, and, on the other, that the fertile and well-settled valley of the St. John River would afford more abundant local traffic for the railways. Each of these contentions was so indisputably true that it became necessary to import other than economic considerations to justify the choice of the longer and less effective route. The plea was put forward that it would not do to locate a railway, which was to be built partly for strategic purposes, so close to the frontier of a foreign and possibly hostile country. Only a few months earlier British troops, sent out while diplomacy was wrestling with the 'Trent' affair, had to make a winter march from Guelph to the north. This fact was used for all it was worth as a falchum, but it was subsequently revealed by the late Mr. William Macdougall that the then Colonial Secretary was 'trepanned' by the Canadian Government into writing the historic despatch which won the day for the supporters of the 'long route.'

"There need be no doubt that if the St. John Valley route had been chosen for the Inter-colonial Railway there would have been any question of another route for the Transcontinental. What is proposed now by the New Brunswick deputation is not a continuation of the latter down the river to the Bay of Fundy, but a digression from the 'central' route by way of Fredericton to Chipman, which is a common point on the line fixed by act and the one now suggested as an alternative. It is admitted that this digression would lengthen the line by a few miles, but it is contended that the route, by the greater fertility of the country to be traversed, and by the fact that the St. John valley is now populated and ready to afford a paying local traffic, may be taken for granted that the Premier's promise to look into the whole question will be fulfilled to the letter."

NOTE AND COMMENT. Harvesting is now fairly begun in Alberta, with prospects of a great crop. All Canada will benefit from a large crop in the wheat fields.

The people of Brandon are carrying on a vigorous agitation in favor of having the Grand Trunk Pacific pass through the town. They are willing to give the company a land grant.

Mr. W. F. Maclean, M. P., offers this information through his paper, the Toronto World, to the Globe of that city: "If it is any satisfaction to the Globe to know that W. F. Maclean did not sign the round robin; refused to sign it; kept away

from any caucus where it was discussed, and 'cannot return the \$1,000 cheque for one indemnity' because he 'has not taken it. He never saw nor heard of the proposed increase until they were uncovered in the House on that happy Monday.'"

There are some alarming rumors about big extras to be claimed by Lock Leonard contractors. There was an impression that the contractors were to be compelled to abide by their bids.

The decision of the Privy Council in refusing the petition for leave to appeal in the Lord's Day Alliance case no doubt simplifies matters, but does not strengthen the hands of the Alliance.

The aldermen expect a lively meeting this afternoon when Lock Leonard matters will come up. While they are at it they might find out if the lack of men is not likely to carry the work into next summer.

Field Marshall Ooms is said to have 500,000 men, with 2,000 field pieces and 100 siege guns ready for offensive operations in Manchuria. Unless an armistice is declared soon, there may be another terrific battle to record.

A London correspondent writes that Lord Strathcona, whose birthday is shortly to be celebrated by a celebration in his honor, "is looking stronger and better than he did last summer." His lordship extends his cordial hospitality to Canadians in London, and deserves the universal commendation he receives as High Commissioner for Canada.

The Toronto News has discovered a church in that city which had 288 men to 188 women at morning service last Sunday, and another that had 182 men and 114 women. But a heavy shower was falling from 10.45 until 11 o'clock. The News should try a fine Sunday. In St. John the ladies are largely in the majority at church services.

The risk connected with speculation in grain futures at a time when the market is certain to be affected by crop reports was well illustrated last week in Chicago. A group of manipulators circulated rumors of great damage by rust to the wheat crop, and started a boom that sent prices of futures up eight to ten cents a bushel. Then they sold out and got out, and the market went down again on favorable crop reports.

Chairman Morton, of the Equitable, is not giving out information about his salary. When he returned to New York on Monday, after paying a visit to President Roosevelt, he refused to deny or affirm the rumor that he had fixed his salary, as chairman of the Equitable bank at \$75,000 a year. There was a rumor that he had been offered a salary of \$100,000 to remain at the head of the society, but that in accordance with his policy of retrenchment he had reduced this 25 per cent, making it \$75,000, or \$25,000 less than the salary received by either President Alexander or Vice-President Hyde.

A New York paper has discovered the reasons why there is no great eagerness to have the Balfour government resign at present. One of these is that there should be no change until the Russo-Japanese affair is settled and the Moscow conference held. But the chief reason is this stated:

"The hunting season is about to begin. Grouse and pheasants are ready for the autumn slaughter. Affairs of state can wait, but not the birds. The leisurely gentlemen who dine on the benches do not favor a proposal to 'stamp' at a season of the year when their fingers itch for the trigger and the saddles are polished and ready."

Judge Choquet, of Montreal, has taken a leaf out of Judge Forbes' book. The Montreal Herald says:

"In the Enquete Court this morning, Judge Choquet aimed his blow at the English judge who a short time ago gave a prisoner the option of serving a term in prison or emigrating to Canada. The case today was that of Albert Meddings, a lad of seventeen, a laborer, and a recent immigrant from England. He was charged with stealing a bicycle and pleaded guilty. The judge in passing sentence, stated in no uncertain terms his opinion as to the advisability of receiving such people into the country, and wound up by offering the youth his liberty if he would return to the old country. The lad refused, and got six months."

The season tickets on the I. C. R. for June increased 350 per cent. Under the new table which the St. John News papers condemned. What a vindication herein of the wisdom of the changes insisted upon by the present minister of railways—Moncton Transcript.

Nonsense, man. Even a wretched timetable will not prevent travel when there is but one road. But, if the increase be as great as is stated, how much greater might it have been had the summer timetable given St. John and suburban points good accommodation? The travel has increased in spite of and not because of the peep of dry express and the other inconvenient trains.

Too Much Blow. (McClure's Magazine). When Librola was practicing at the bar, the opposing lawyer in a certain case had delivered a speech for the prosecution which was conspicuous for its exhibition of the "too much blow" principle. Librola, who was attorney for the defence, rose slowly to his feet, with that quiet dignity and droil wit for which he was so noted, addressed the jury as follows:

"Your honor, my colleague, who has just delivered this brilliant speech, is only a young man of a little bit-bottomed constitution who was back in the office used to play up and down the Mississippi. It had a five-foot boiler and an eleven-foot whistle, and every time it whistled it stopped."

How to Cure CANCER. The explanation on Bobbit's "Cancer" has called for a great deal of mail for six cents a copy. The treatment that can be used without any knowing it. Correspondence to: Stott & Jury, Bowmanville, Ont.

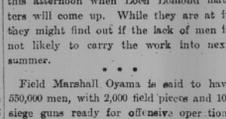
Close Saturdays at 1 o'clock. St. John, N. B., July 29th, 1905

GENUINE BARGAINS in Clothing Here Now

We have made clearing prices on several lines of Clothing to clear it up at once to make room for Fall Clothing soon to arrive, and call your attention to MEN'S SUITS and PANTS today.

MEN'S SUITS WORTH FROM \$6.00 to \$10.00 NOW \$3.95, \$5.00, \$6.00 and \$8.00. MEN'S PANTS WORTH FROM \$2.00 to \$3.00 NOW \$1.50, \$1.65 and \$1.85

Men's and Boys' Clothing, 199 and 201 Union Street



Carriage the child a cart and see how delighted he will be. Two wheeled carts, four wheeled wagons. Wheelbarrows, strongly made, nicely finished, low prices, still available. W. H. THORNE & CO., LIMITED Market Square, St. John, N. B.

"SOCKLESS" JERRY SIMPSON DYING

Lies Dangerously Ill in New Mexico Home—Was Canadian Born.

Roswell, N. M., July 24.—Former Congressman Jerry Simpson, nationally known as "Sockless Jerry," for some time dangerously ill at his home here, is very ill, and death may come at any moment. One of the blood vessels of his heart is ruptured.

Jerry Simpson has had an eventful career. Born in the province of New Brunswick in 1842, he removed with his parents when six years of age to New York state. At 14 he began life as a sailor and followed the sea for 23 years on vessels plying the Great Lakes. He enlisted in the army at the opening of the civil war, but poor health compelled him to retire from active service soon after hostilities began.

In 1878 he drifted to Kansas and settled on a farm near Medicine Lodge, where he engaged in stock raising up to a few years ago, when he went to New Mexico. He served his Kansas district in congress several terms, and won recognition as one of the most notable orators of the house, his style being crude but with a western pungency and force that compelled attention of his hearers.

It was in the fifty-second congress that he originated the "Sockless Jerry" act, for him in an anecdote that the former congressman has always been fond of giving to the general public, the import of which is, however, that to ingratiate himself with the people of his district, he dispensed with the luxuries of footwear in deference to the prejudices of the farmer element of his remote section. The fame that he won through the hoary story stamped him as one of the most unique figures of the house.

TWO I. C. R. TRAIN ROBBERS CAPTURED

Sackville, N. B., July 26.—(Special)—Some excitement was caused this morning by the arrest of two men, Armstrong and Donnelly, said to belong to Moncton, on a charge of having stolen a lady's satchel containing \$7 and tickets, from No. 10 express this morning. The men were put off at Calhoun's, having no money to pay fare.

Policeman Dryden of Moncton came to Sackville on No. 24 this morning and found that the men had hired a team from Rayworth's livery stable to drive around town. The men were located at the lower part of the town, but Dryden was unable to secure them, Armstrong making a vicious assault upon him.

The men abandoned the team and ran for Westcott, where they were shortly afterwards captured by Dryden, George Lawrence and John Card.

The prisoners were handcuffed and taken to Moncton on No. 25. Four dollars were found on the neck of Donnelly. Both men are exceedingly tough looking, and Armstrong recently served a term in Dorchester penitentiary.

MUSH AND MILK AT SHILOH

Disciples Are Fleeting from Place for Lack of Food.

Lisbon Falls, July 23.—Reports are being made that rather shocking conditions exist at Shiloh regarding food and other necessities of life; that since the Rev. Frank W. Sandford sailed for the Holy Land the prayers of the Shilohites avail but little in the way of supplies for the disciples of the sand hill.

Several Sandfordites have recently left the place and are said to have asked Darwin ham farmers for food. One of the young men who left Shiloh a few days ago said he had had nothing to eat for several days but must get some, and that some water was the menu. He represented that many of the disciples are suffering for want of suitable nourishment.

The summer epidemic at Shiloh has been spread, owing to an epidemic of scarlet fever, it was said.

Yarmouth Deaths.

Yarmouth, N. S., July 25.—(Special)—W. B. Dwy, a prominent business man, died yesterday, aged eighty-one, leaving a widow and five children.

The death occurred yesterday of Artie, youngest daughter of the late Capt. T. E. Cann, aged fifteen.

HAS A SISTER IN ST. JOHN (Bangor Commercial). Nathan W. Blanchard, of Santa Paula, California, together with his son, Nathan, Jr., and daughter, Miss Sarah Blanchard, accompanied by Mr. Blanchard's half sister, Mrs. Ella Balluch, arrived at Fort Fairfield here on P. R. Thursday afternoon and were the guests until Friday noon of their friends, Mr. and Mrs. C. R. Paul. Mr. Blanchard, whose native place is Houlton, went to California nearly fifty years ago. The first twenty years there he was engaged in various kinds of business, but the past thirty years or since his removal to Santa Paula, his present home, he has been engaged in fruit growing, rapidly increasing his business until now he is one of the largest growers and shippers in California.

One piece of property, owned by a stock company, of which he is president and is the largest holder, is 400 acres of lemons and walnuts. One piece of 100 acres of oranges is connected with his home; this is his own individual property. He has also other large fruit properties. Mr. Blanchard is now, and has always been, a gentleman of high moral character, a member of the Congressional church, he gauges his business affairs by true religious standards. The son, a young man of perhaps thirty years, shares in the business interests of his father and relies largely on the care and responsibilities connected with all his enterprises. The daughter, an entertaining conversationalist, a bright, sunny disposition, thoughtful for the comfort of others, especially of her father and mother, is a business woman, a physically strong. Mrs. Blanchard was a Maine woman, North Berwick being her native place. Her feeble health prevented her from accompanying her husband on his eastern trip. During his absence she is with her younger daughter, who is the wife of a prominent young physician, who resides not far distant from Santa Paula.

The Blanchards, who had previously spent a few days in Houlton, spent a part of Friday there and took the Saturday morning train from there for St. John, where Mr. Blanchard has a sister, Mrs. Henry Russell, and other friends. They will visit North Berwick, and several places in Maine, on their return. They expect to reach home about Sept. 1.

CAMPING SONG (Bible Carman in Reader Magazine) Has your dinner lost its savor? Is your evening meal a cheer? Is your daily stint a burden? Is your laughter full of care? There's a medicine to cure you, There's a cure for your sorrow, With a horse and a saddle and a mite of open road.

Is your rebel growing bilious? Has your temper getting above? Is this life a blind delusion? Or a great unending grove? There's a world of health and beauty, There's a help for your anxiety, With a horse and a saddle and a mite of open road.

Come out, old man, we're going To a land that's free and brave, Where the rainless skies are resting, Where the sun is in God's own country, You and your wife and me, With a rifle and a blanket and the stars upon the plain.

A UNIVERSAL LOVE SONG Within a rose-dale cottage Beside a southern sea, A mother sat weeping, And her song came to me, 'Twas the sweetest south wind— The one-fall song of love— 'Twas to her fair-haired baby She sang this song of love.

"I love you when you're laughing, I love you when you weep, I love you when you're wailing, And I love you when you sleep, You don't know how I love you, How you love me, I love you more and more."

Within a wind-blown wigwam By Lake Temagami, A mother sat weeping, Unto her babe one day, The soft deer bounded by her, Her eyes were filled above, 'Twas to her brown-skinned baby She sang this song of love.

"I love you when you're laughing, I love you when you weep, I love you when you're wailing, And I love you when you sleep, You don't know how I love you, How you love me, I love you more and more."

—Cy. Warrumb, in New York Sun.

FARMER'S FEET Hundreds of Farmers have used Foot Blister with the utmost satisfaction. It prevents excess of moisture and makes the feet healthy. Write for a sample. A hard day's work can be done with ease and comfort. \$10.00 in prizes to use—Send stamp for particulars on 25¢ pack for 18 polders. STOTT & JURY, Bowmanville, Ont.

ST. JOHN'S POSITION PLACED BEFORE THE COMMISSIONERS

Chairman Reford Will Advise Hon. Mr. Hyman That Immediate Dredging Should Be Done Here—Strong Points in City's Favor Urged by Mayor White, President of Board of Trade, and S. Schofield.

St. John's needs in the present and future for handling Canadian through business and this port's claims were presented to the Transportation Commission at a well-attended meeting in the board of trade rooms Wednesday morning.

Mayor White welcomed the commissioners and Mr. Reford briefly responded. He paid a tribute to the work of Mr. Ashdown and said both recognized that St. John is the great water port of the Dominion; that it has made great expenditures to fit itself to be the winter port, and has shown great judgment and knowledge in meeting the conditions.

The Mayor's Address. Mayor White reviewed the local conditions, pointing out that St. John's geographical position made it the natural winter port. It is the winter terminal of the C. P. R. and will be the freight-shipping port of the G. T. P. The city has spent upwards of \$1,000,000, a free gift to the people of Canada. He expressed his thanks to the commission, and to the honorable members of the government, which had contributed towards the vote of \$100,000 for the dredging work.

There are also opportunities on the east side of the harbor, and in Chatham Bay, for future development, and if a dredge was kept here a beginning on some of the work that will have to be taken up in the future could be made.

Mr. Ashdown showed Mr. Ashdown a plan of the harbor, with wharves extending from Sand Point to the breakwater, and said these, if built, would provide accommodation for many vessels and would give facilities for several railways. His worship and the city engineer told the commissioner they wanted the completed wharf of four new wharves completed by the fall of 1906 and could build the wharves if the dredging was done. The moderate I have mentioned the board now building for the Canadian trade.

Mr. Ashdown wanted to know how long the proposed wharves would last. He wanted to know how long the wharf would last. He wanted to know how long the wharf would last.

Mr. Ashdown said a completed harbor for the winter port would need to be built at a cost of many millions. He said that the board was prepared to go on or on it is prepared to face the question of nationalizing the port.

The mayor said St. John was not afraid of any face. St. John would not make further expenditures to open negotiations with the government.

Mr. Ashdown asked regarding the previous agreement between the board and the government, and asked extending the breakwater to Partridge Island.

The mayor was not prepared to express an opinion on the extension of the breakwater to Partridge Island.

Mr. Schofield was asked about the I. C. R. and said it was not doing grain shipping, although it had an elevator and wharf.

Mr. Reford said the reason is that the road does not reach the grain fields of the great lakes.

Mr. Schofield replied that he believed it was Mr. Blair's intention to extend the I. C. R. to Parry Sound.

WORK ON WATER BUILDING WORK

How the Contractors Are Progressing—Some Unexpected Difficulties Encountered.

The work on the extension of the city water system to Loch Lomond has now been in operation some ten weeks and a general idea of how much progress has been made, what difficulties have been met with and what are the prospects for the future can be formed.

The work as is well known, is divided into four sections. The first from the Loch River reservoir to the city, the second, joining the first, runs to the shore of Lake Latimer and is 7,400 feet in length; the third from the far side of the lake and stretches to the Mispic about 7,000 feet distant, and the fourth section is composed of the dam with the waste ways, spill ways, and sluice at each situated in that portion of the Mispic known as Robertson's Lake.

On number three section, the contractors have made good progress. With the exception of a small portion of the pipe line near the dam the excavations are under to grade, a considerable quantity of the reinforced concrete pipe laid, and the trench filled in.

Mr. Schofield urged the commission to get the dredging for the proposed new wharf, and after conferring with Mr. Ashdown, Mr. Reford said the board would do this in January, 1904, the following remarks appear:

Mr. Bertram said one of the main objects of the commission is to find means to have Canadian goods carried through Canadian ports. If the Grand Trunk Pacific desired to send shipments to Portland instead of St. John, it was part of the commissioner's duty to try to induce means to compel them to use Canadian ports.

Mr. Reford said it is the desire of all on the commission to do everything possible to have Canadian shipments made through Canadian ports and to take them away from American ports where they have unfortunately gone. That is a patriotic work in which all Canadians are interested.

These truly Canadian sentiments are entirely in accordance with our ideas of sound national policy, and we are now looking forward with hopeful confidence to the early realization of our expectations in this connection. We would suggest that the best mode for the government to adopt first, because it would produce the quickest results, would be to sufficiently improve and equip the ports of Halifax, St. John, Quebec, Montreal and Vancouver, and make them free ports so far as through traffic is concerned, which would be an equitable arrangement as the whole Dominion would be interested in the trade passing through the ports named. We would also suggest that the government should be requested to enact a law whereby all preferential rebates or customs duties which are allowed in connection with Canadian imports should apply only to goods that are imported through Canadian sea ports, and in British-registered vessels.

As regards St. John more particularly, your commission has already been furnished with full information concerning the extent of winter port trade that has already been developed here during the last ten years, in which time the register tonnage of the steamers employed has increased from 20,000 to 340,000 tons, or an average increase of about 60 per cent each year, which is a most encouraging record, and with additional facilities it is quite certain that the volume of trade in winter port will be proportionately increased. It is also worthy of note that the 624 Atlantic steamers that visited St. John during the winter ten winters, only three met with accidents.

Your commission has also been supplied with plans and information concerning the extent of territory available in Western Canada, and in Courtenay Bay for the accommodation of other railways and increased traffic, which can easily be provided for at those points when required.

St. John's Claims as Winter Port. In conclusion, we wish to direct your special attention to the following arguments in favor of St. John being adopted and equipped by the government as one of the national winter ports of the Dominion of Canada:

(1) The port of St. John is open all the year round, and is always entirely free from ice during the winter season, which statement cannot be made regarding any other port on the Atlantic coast north of Baltimore. When the Montreal harbor was frozen in January, 1902, they found more or less ice at every port, with the single exception of St. John.

(2) The harbor of St. John can be safely entered by the largest existing steamer in the world, which could also lie afloat in the harbor at all times of tide.

(3) St. John is the most convenient Atlantic seaport available for steamers during the winter season, and consequently the railway distance to the west is shorter from St. John than from any other Canadian port.

(4) St. John is connected with Montreal and the west by three separate railways, whose mileages between St. John and Montreal are as follows: Canadian Pacific railway, 482 miles; C. P. R., Temiscouata and I. C. R., 604 miles; Intercolonial railway, 740 miles. And the Grand Trunk Pacific will make a fourth connection, with a shorter mileage than the Intercolonial. These various connections are especially important in connection with winter business, when

WORK ON WATER BUILDING WORK

How the Contractors Are Progressing—Some Unexpected Difficulties Encountered.

The work as is well known, is divided into four sections. The first from the Loch River reservoir to the city, the second, joining the first, runs to the shore of Lake Latimer and is 7,400 feet in length; the third from the far side of the lake and stretches to the Mispic about 7,000 feet distant, and the fourth section is composed of the dam with the waste ways, spill ways, and sluice at each situated in that portion of the Mispic known as Robertson's Lake.

On number three section, the contractors have made good progress. With the exception of a small portion of the pipe line near the dam the excavations are under to grade, a considerable quantity of the reinforced concrete pipe laid, and the trench filled in.

Mr. Schofield urged the commission to get the dredging for the proposed new wharf, and after conferring with Mr. Ashdown, Mr. Reford said the board would do this in January, 1904, the following remarks appear:

Mr. Bertram said one of the main objects of the commission is to find means to have Canadian goods carried through Canadian ports. If the Grand Trunk Pacific desired to send shipments to Portland instead of St. John, it was part of the commissioner's duty to try to induce means to compel them to use Canadian ports.

Mr. Reford said it is the desire of all on the commission to do everything possible to have Canadian shipments made through Canadian ports and to take them away from American ports where they have unfortunately gone. That is a patriotic work in which all Canadians are interested.

These truly Canadian sentiments are entirely in accordance with our ideas of sound national policy, and we are now looking forward with hopeful confidence to the early realization of our expectations in this connection. We would suggest that the best mode for the government to adopt first, because it would produce the quickest results, would be to sufficiently improve and equip the ports of Halifax, St. John, Quebec, Montreal and Vancouver, and make them free ports so far as through traffic is concerned, which would be an equitable arrangement as the whole Dominion would be interested in the trade passing through the ports named. We would also suggest that the government should be requested to enact a law whereby all preferential rebates or customs duties which are allowed in connection with Canadian imports should apply only to goods that are imported through Canadian sea ports, and in British-registered vessels.

As regards St. John more particularly, your commission has already been furnished with full information concerning the extent of winter port trade that has already been developed here during the last ten years, in which time the register tonnage of the steamers employed has increased from 20,000 to 340,000 tons, or an average increase of about 60 per cent each year, which is a most encouraging record, and with additional facilities it is quite certain that the volume of trade in winter port will be proportionately increased. It is also worthy of note that the 624 Atlantic steamers that visited St. John during the winter ten winters, only three met with accidents.

Your commission has also been supplied with plans and information concerning the extent of territory available in Western Canada, and in Courtenay Bay for the accommodation of other railways and increased traffic, which can easily be provided for at those points when required.

St. John's Claims as Winter Port. In conclusion, we wish to direct your special attention to the following arguments in favor of St. John being adopted and equipped by the government as one of the national winter ports of the Dominion of Canada:

(1) The port of St. John is open all the year round, and is always entirely free from ice during the winter season, which statement cannot be made regarding any other port on the Atlantic coast north of Baltimore. When the Montreal harbor was frozen in January, 1902, they found more or less ice at every port, with the single exception of St. John.

(2) The harbor of St. John can be safely entered by the largest existing steamer in the world, which could also lie afloat in the harbor at all times of tide.

(3) St. John is the most convenient Atlantic seaport available for steamers during the winter season, and consequently the railway distance to the west is shorter from St. John than from any other Canadian port.

(4) St. John is connected with Montreal and the west by three separate railways, whose mileages between St. John and Montreal are as follows: Canadian Pacific railway, 482 miles; C. P. R., Temiscouata and I. C. R., 604 miles; Intercolonial railway, 740 miles. And the Grand Trunk Pacific will make a fourth connection, with a shorter mileage than the Intercolonial. These various connections are especially important in connection with winter business, when

LAD'S DEATH TRACED BACK TO SMOKING OF CIGARETTES

Jury Finds Louis Kinsella Died by Poison While Temporarily Insane, Condition Brought About by Cigarette Smoking—Dr. Gilchrist Makes Strong Pronouncement.

The inquest Wednesday into the suicide of Louis V. Kinsella resulted in a verdict to the effect that deceased took his life while temporarily insane, the insanity being brought on by excessive cigarette smoking. Accompanying the verdict was a rider conveying the suggestion that the law respecting the sale of cigarettes be more rigidly enforced.

"We, the jury empanelled to inquire into the death of Louis Vincent Kinsella, find that the said Louis Vincent Kinsella did come to his death on Monday, July 24, 1905, between the hours of 7 and 9 p. m., at 19 Lombard street, by carbolic acid poisoning self administered, while laboring under a fit of temporary insanity brought on, we believe, by excessive cigarette smoking.

The ground floor will be used for a dry goods store. Half of the first floor will be used as a store-room in connection with the store, the rest will be fitted with two suites of offices of three rooms each. The building will be heated with hot water and furnished with modern plumbing and all conveniences; the roof will be fireproof, and the cornice of iron and copper furnished by Sibley & Mitchell, of this city.

The contract price is in the vicinity of \$11,000 and the building will be completed about the last of September. It will have a front of 70 and 80 feet long by 20 feet deep. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

Mr. McDonald has also in course of erection a provision store for John Gray—a two-storied \$2,000-wooden structure, with two floors of concrete, and a concrete foundation. This will be completed in about ten days. The upper story will be used for a hall.

UNTIL 1909 FOR THE MANHATTAN BRIDGE

Remarkably Elaborate Plans Show Even Where Each Rivet Must Go.

New York, July 23.—Bids for the Manhattan Bridge across the East River, to be let by the city, were advertised yesterday by Bridge Commissioner Best.

Jan. 1, 1909, is fixed as the date for the completion of the bridge, which means that the strip for the bridge approach for which the Manhattan Bridge was purchased a month ago must be needed for nearly three years and a half. The successful contractor is required to furnish a bond in \$1,500,000 to complete the work according to specifications.

A remarkable feature of the plans which have been prepared is that they provide in detail for every piece of metal, every bolt and rivet, even every nail, and are in fact a complete bill of materials for the entire structure. The drawings represent enormous labor and are in a book which Commissioner Best supplies to intending bidders upon a deposit of \$10.

The total cost of the bridge given by Commissioner Best yesterday is \$15,833,000. This cost is divided as follows: \$10,000,000 for the steel superstructure complete, \$3,412,000 for masonry piers and foundations, \$2,320,000 for approaches, \$2,850,000 for engineering and contingencies, \$870,000 for cost of land for the necessary abutments and approaches. In Manhattan, \$4,000,000; in Brooklyn, \$2,280,000; total, \$6,280,000. The total length of the bridge is 9,330 feet. It begins in Manhattan on Canal street between Forsyth and Myrtle, reaches the East River at Pike slip, and lands in Brooklyn between Adams and Washington streets; thence to Myrtle avenue between Gold and Prince streets, then curving and passing between these two streets to Willoughby street. The block of buildings between Willoughby and Fulton and Prince and Gold streets is to be removed to make room for the bridge. From the end of the bridge in Brooklyn an extension of Flatbush avenue is to form a direct line to the Long Island Railroad station at Flatbush and Atlantic avenues. The Manhattan approach is to connect with the Bowery and with Broadway.

"Apart from all this," said Commissioner Best in his official announcement yesterday, "the separation of the uptown travel in either city is readily made and will help to do away with the present crowded condition of travel which prevails on Fulton street from the outlet of the present bridge on Sands street to the junction of Fulton street and De Kalb avenue, which by the building of the bridge will separate the uptown travel to Brooklyn from Canal street and beyond and make it possible to reach the southern end of the city in much less time than is now possible."

Five hundred dollars will be allowed the contractor for every day saved in completing the bridge before Jan. 1, 1909. He is not to get over \$50,000 in this account, however.

Provision is made for carrying enormous weight on the structure. The cables, strands and towers must sustain 16,000 pounds a lineal foot. De Kalb avenue, which by the building of the bridge will separate the uptown travel to Brooklyn from Canal street and beyond and make it possible to reach the southern end of the city in much less time than is now possible."

DEATHBED EPIGRAMS OF WORLD'S FAMOUS MEN

There are few sayings of great men half so interesting as the words they utter before the curtain is rung down for the last time.

What, for instance, could be sweeter than this closing words of the last moments of John Richard Green, the historian? He had spoken the last sentences of tender farewell and gratitude to those standing round his bed, and then, placing his forehead on his pillow, he looked up at the doctor stooping over him and with a smile uttered the one word, "Stop!"

"Phlegm" closing words were the most dramatic he had spoken on any stage. He was playing Wolsey in Henry VIII. and had just spoken the line "Farewell to the world, my country, my friends, my long farewell to all my greatness," when he staggered and was led off the boards which he was never to tread again.

Many of the kings of the earth have never been nobler than in their concluding moments of their lives. Richard I, just as he was breathing his last, said to Bertrand de Gourdon, whose arrow had killed him, "Youth, I forgive you," and then turning to his attendants he said, "Take off his chains, give him a hundred shillings and let him go."

The first Alexander of Russia was much troubled in his last hours at the length of time he occupied in dying, and made many apologies to his attendants. The last words he spoke were to his wife, words which spoke with deep tenderness, "You must be tired, Elizabeth." When Maximilian was facing the rifles of his executioners he said, "I am not afraid of death, but I am afraid of the pain."

"A King should die standing," was the proud sentence which closed the life of Louis XVIII. of France. Cromwell's dying words were, "My design is to make what haste I can to be gone"; and Louis XV. spent his last moments in trying to cheer his weeping attendants. "Why do you think I should live forever? I thought dying would have been more difficult."

Louis XVI. of France did not live to complete his last sentence, "Frenchmen," he shouted, as the executioners dragged him roughly to the block, "I die guiltless of the crimes imputed to me. Pray God my blood fall not on France. If so!" At this moment his voice was drowned by the loud beating of drums, and a second later Louis was no more.

Charles I. also died with an uncompleted sentence on his lips. He turned on the scaffold to speak to Dr. Juxon, Bishop of London, but after uttering the one word

"Remember," he paused, as if doubtful whether to continue, and then, shaking his head, walked firmly to the block.

"Don't let poor Nellie starve," were the dying words of Charles II., proving at least that his last thoughts were not for himself. James V. of Scotland died thinking of the succession. News had just been brought to him of the death of his wife, and he said, "I have known in later years to fame and sorrow as Mary Queen of Scots—when the dying King exclaimed prophetically, 'The crown came with a lass and will go with a lass.'"

But all rulers have not died thus brave. I think especially Queen Elizabeth is reputed to have exclaimed as she lay dying, "All my possessions for a moment of time." William III. called out in his insupportable pain, "Give me a bit of long!" Richard III.'s final words were "Treason!" and Charles IX. of France left the world shouting, "Nurse, nurse; what murder has been done! Oh, I have done wrong! God pardon me!"

A curious fancy possessed Garibaldi just before he died. Two birds came flying to his window and alighted on the bed, and Garibaldi they appeared like the spirits of his two dead children. "They have come," he said tenderly, "to see their father die. Be kind to them and feed them when I'm gone. Oh, I have done wrong! God pardon me!"

A curious fancy possessed Garibaldi just before he died. Two birds came flying to his window and alighted on the bed, and Garibaldi they appeared like the spirits of his two dead children. "They have come," he said tenderly, "to see their father die. Be kind to them and feed them when I'm gone. Oh, I have done wrong! God pardon me!"

"A King should die standing," was the proud sentence which closed the life of Louis XVIII. of France. Cromwell's dying words were, "My design is to make what haste I can to be gone"; and Louis XV. spent his last moments in trying to cheer his weeping attendants. "Why do you think I should live forever? I thought dying would have been more difficult."

Louis XVI. of France did not live to complete his last sentence, "Frenchmen," he shouted, as the executioners dragged him roughly to the block, "I die guiltless of the crimes imputed to me. Pray God my blood fall not on France. If so!" At this moment his voice was drowned by the loud beating of drums, and a second later Louis was no more.

Charles I. also died with an uncompleted sentence on his lips. He turned on the scaffold to speak to Dr. Juxon, Bishop of London, but after uttering the one word

Mr. Drummond, introducing Dr. Drummond.

WANTED.

WANTED—A second or third class teacher for school district No. 7, parish of Musquash. Apply, stating salary, to W. H. Jones, secretary to trustees, Grand Falls, N. B.

WANTED—A first or second class teacher for school district No. 3, parish of St. John, N. B. Apply, stating salary, to W. H. Jones, secretary to trustees, Grand Falls, N. B.

WANTED—A first or second class male teacher for school district No. 1, parish of St. John, N. B. Apply, stating salary, to W. H. Jones, secretary to trustees, Grand Falls, N. B.

WANTED—Second class female teacher for school district No. 10, in the parish of St. John, N. B. Apply, stating salary, to W. H. Jones, secretary to trustees, Grand Falls, N. B.

TEACHER WANTED—Second class female teacher for school district No. 5, parish of Gagetown, to take charge as soon as term opens. Apply, stating salary, to J. A. Batesman, secretary to trustees, Gagetown, N. B.

WANTED—A third class female teacher for school district No. 3, parish of Waterbury, Queens county. Apply, stating salary, to J. A. Batesman, secretary to trustees, Waterbury, N. B.

WANTED—A second class female teacher for school district No. 5, parish of Grand Falls, Victoria county, for coming term. Apply, stating salary, to W. H. Jones, secretary to trustees, Grand Falls, N. B.

WANTED—Second class female teacher for school district No. 12, parish of St. George, Charlotte county. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—A first or second class male teacher for school district No. 5, parish of Hammonds, Kings county. District rated poor. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

TEACHER WANTED—A female teacher to take the Shanon Ridge school first of next term. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

TEACHER WANTED—A female teacher to take the Shanon Ridge school first of next term. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—Second or third class female teacher for school district No. 8, in the parish of Robbsey, Kings county. District rated poor. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—Provincial Hospital, two young women to engage in nursing. Good wages. Previous experience essential. Address: Medical Superintendent, Dr. J. W. Anglin, Fairville, N. B.

WANTED—A first or second class male teacher for school district No. 14, parish of St. George, Victoria county. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—A female teacher for coming term. District rated poor. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—Teacher for coming term, District No. 14, parish of North Lake, York Co., N. B. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—A second or third class female teacher for school district No. 9, parish of St. John, N. B. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—Second class male or female teacher for school district No. 1, parish of St. John, N. B. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—A second class female teacher for school district No. 16, parish of St. John, N. B. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—First or second class teacher in District No. 1, parish of St. John, N. B. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

WANTED—A first class female teacher for school district No. 2, parish of St. John, N. B. Apply, stating salary, to J. A. Batesman, secretary to trustees, Grand Falls, N. B.

LOCAL and General Notices wanted in every town and district in New Brunswick. Special rates for advertising in our columns. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

MEN WANTED—Reliable men in every locality throughout Canada to advertise and introduce our goods. Salaries up to \$100 per month. Write for particulars to Wm. M. Veasey, Fleming, N. B.

ROOSEVELT IS OUT WITH LODGE

No More the Chum and Confidential Adviser of the President

DOWNFALL SURPRISING

Massachusetts Senator Was Political Godfather of the Man Who Has Thrown Him Down—Action on Arbitration and Newfoundland Treaties Settled His Fate.

Washington, July 25—Walter Wellman, the Washington correspondent of the Chicago Record-Herald, tonight sent to the press the following despatch which will be of great interest to Massachusetts Republicans:

"Important changes have occurred in the White House circle, and others are imminent. The most surprising of these is the fall of Senator Lodge, of Massachusetts, as a chum and confidential adviser of President Roosevelt.

"Lodge is down and out, and Secretaries Root and Taft are the big men of the present and future. Secretary Shaw is out of favor and will soon retire from the cabinet without any regrets on the part of President Roosevelt, but he will probably follow his usual course and give the retiring secretary of the treasury a handsome farewell. Mr. Roosevelt is exceedingly generous about such things.

"Assistant Secretary Loomis is going to resign to go into business, and Cabinet member of Agriculture, Wilson is expected to be dropped in the near future. Mr. Wilson is particularly strong in all that part of his work which has to do with the promotion of scientific agriculture.

"It is probable the president will endeavor, at the earliest opportunity, to strengthen the secretary's hands on the administrative or executive side without disturbing his prestige as head of the department. Mr. Wilson has done well. He is a zealous and an effective worker for the interests of the farmer.

"The president's view is that the cotton scandal may have occurred under any administration of the department, just as the best of bank presidents may have a rascally clerk or cashier in his employ. Secretary Wilson is the member of the cabinet from Iowa the president would like to get rid of.

Lodge's Downfall Surprising

"Senator Lodge's downfall is surprising to the few persons who are aware of it. For many years he has been Theodore Roosevelt's closest friend. It was Mr. Roosevelt who made Lodge a civil service commissioner and gave him his first chance to win distinction in the national field.

"It was Lodge, too, who helped Roosevelt into the assistant secretaryship of navy, where he was renowned as the man who did as much, if not more, than any other to make the American navy the best in the world in accurate shooting, and where he had the distinction of ordering Admiral Dewey to sell from Hong Kong to Manila to smash the Spanish fleet.

"Lodge has been so close to Roosevelt throughout all the years that no one has imagined the tie could be broken. But the end has come. It has been approaching for a year or more as the president gradually discovered that the chum was altogether too grasping and peculiar to properly belong in the Roosevelt class.

"There is no denying Mr. Lodge's ability. He is one of the cleverest men in public life today. But he is all for Lodge, and he throws his best friends down when it comes to a choice between serving them and his own interests.

"The climax came last winter when Mr. Lodge joined with other Republicans in defeating the arbitration treaty. Mr. Roosevelt never forgave him for that. The president might have looked upon Lodge's course in that matter with more complacency if the senator had not explained his attitude toward the treaties as being peculiarly delicate on account of his close personal relations with the president.

"To flaunt his friendship with the occupant of the White House and then go directly contrary to the president's wishes, at the same time giving it out how virtuous he was, proved to be the last straw. Mr. Roosevelt did not believe in that sort of friendship.

Roosevelt and "Friendship."

"The sort of friendship he does believe in was shown when he stood by Paul Morton at great risk to himself and his own reputation for fearlessness and impartiality. It is just beginning to dawn on some people that with all his other fine qualities, the present president of the United States is a thoroughgoing man. He is not sure that Senator Lodge is aware of it but President Roosevelt has no further use for him.

"When the Massachusetts senator goes to the White House, if he ever does again, he will be treated with politeness. The dog will not be set on him. But

What School Shall I Attend?

That is the question which will be considered by every man within the next few weeks. It is all the advantages to be gained by attending

Frederickton Business College

where fully known it would not be difficult to decide. See our catalogue. Address: Send at once to OSBORN, R. E. Principal, Frederickton, N. B.

JORDAN FAMILY HAD BONANZA

Son of Dismissed Controller Says He Only Made \$20,000 a Year

HOW THE SCHEME WORKED

Anyone Wanting a Loan Had to Have Property Insured in the Company of Which Hyde and the Elder Jordan Were Directors, and Title Had to Be Guaranteed by Another Concern With Similar Officers.

New York, July 25—Light is shed upon the connection of the Jordan family with the fire insurance business controlled by the Equitable Life Assurance Society through the statements made yesterday by Henry Evans, president of the Continental Fire Insurance Company, and Frank B. Jordan, son of Thomas D. Jordan, recently dismissed as controller of the Equitable.

Mr. Evans admitted that through an arrangement with James Hazen Hyde, a director of the Continental, the latter controlled the reinsuring of all buildings owned by the Equitable or held as security for mortgages by it, and that the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

Mr. Jordan would explain that nothing save the Continental would do for the Equitable, and straightaway the building was reinsured for the sum of the mortgage pocketing fifteen per cent of the premium.

James Hazen Hyde and William H. McMillan, former first and third vice-presidents of the Equitable; Thomas B. Jordan, former controller; and George H. Squire, director of the Equitable, are directors of the Continental Fire Insurance Company. The title having been passed at the prospect of the borrower's expense and notice of the fact having been conveyed to him, the man in need of the money would present himself at the mortgage and loan department of the Equitable for his loan.

There he would be told that the property was insured in the Continental Fire Insurance Company, even if it already was insured in some other company, and business had to be done through Frank B. Jordan, broker, upstairs.

DEATHS

DUNLOP—At St. John, N. B., July 24, 1905, William J. Dunlop, second son of the late John Dunlop, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

WILLIAMS—At St. John, N. B., July 24, 1905, John Williams, aged thirty years.

SHIP NEWS

PORT OF ST. JOHN. Tuesday, July 25. Arrived, Tuesday, July 25. Ship St. Croix, Thompson, Boston via Maine.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

Ship St. Croix, Thompson, Boston via Maine. Arrived, Tuesday, July 25.

