













BOARD OF TRADE

Considered Harbor Facilities at a Meeting Yesterday.

The Transportation Committee to Arrive Friday—Resolved to Send Telegram to Sir Wilfrid Urging the Government to Accede to the Request of the Common Council.

A meeting of the board of trade was held Tuesday afternoon, with the president, D. J. McLaughlin, in the chair.

Those present were W. Frank Hatheway, Col. Markham, Richard O'Brien, S. Northrup, G. F. Fisher, Ald. Macrae, W. F. Burdett, E. C. Elkin, F. L. Potts, W. S. Fisher, Charles Brown.

The secretary read the following summary of the proceedings of the council.

Two meetings of the council have been held since the annual meeting of the board on December 7th.

The following have been elected additional members of the council: Messrs. S. S. Hall, John H. Thomson, W. H. Barnaby, James Pender, John H. McRobbie and Richard O'Brien.

The annual report committee met several times and arranged the material for publication of the annual report of the board, copies of which are now in the hands of the members.

A letter has been received from C. A. Duff-Miller, agent general for New Brunswick in London, stating that he had called at the C. P. R. office there to see if they cannot have their Antwerp-London boats from here at all.

Also a letter from Mr. Duff-Miller, drawing attention to the fact that he had conveyed the resolution of the St. John's board of trade to the commission within the empire, to Mr. Chamberlain at the earliest moment, and in time for him to mention the resolution in his speech at Newport on November 15th.

The secretary is in receipt of a letter from the Hon. W. S. Fielding, in which he says: "On my return to Ottawa, after my conversation with the Hon. Mr. Chamberlain at St. John, I reported to my colleague, the minister of public works, the nature of that interview, and asked him to arrange for an early meeting of the transportation commission as possible. He has, I believe, taken steps to that end."

The council has since received word from the secretary of the transportation commission that they hope to hold session in St. John about the end of the present week.

It was brought to the notice of the council by an article in reference to the Lurcher Highbush which appeared in the Daily Sun of the 4th inst. That "there are rumors afloat to the effect that it is proposed to locate the highbush close to the wharves, southward for the benefit of vessels going in and out of Yarmouth. If the highbush were so stationed it would be of little benefit to vessels coming up to St. John or proceeding down the bay from this or other ports. Capt. Bissett of the government str. Lansdowne, has been directed to look up the St. John pilots for the purpose of ascertaining their views on the matter."

It was considered by the council of sufficient importance to ask the governor of the safeguards committee to call his committee together to consider this matter. This body has since met and now have the subject under consideration.

The secretary also read a letter from Mr. Duff-Miller regarding the exhibition to be held in South Africa for the benefit of the South African trade. The letter stated that the British merchants were taking a great deal of interest in the exhibition, and hoped the matter would receive careful consideration at the hands of Canadian traders.

A letter from Schofield & Co. to the president of the board of trade was read in regard to the complaints which have recently been made concerning the carrying of cargo on the boats. The letter wished to know why it was that if the keeper was following his instructions and did not operate when certain headlands were clear, that different instructions were given. The letter suggested that the board of trade enquire into the condition of affairs and do all in their power to have matters arranged so that serious accidents may be averted.

On motion of Ald. Macrae the matter was referred to the safeguards committee for immediate action.

W. Frank Hatheway, in referring to the harbor dredging, thought it might be well to telegraph Mr. Fielding in regard to having the work done as soon as possible. If the work was not done now and the contracts for timber attended to at once nothing would be accomplished this winter. He thought the action of the common council in holding off until the C. P. R. had done their share was a wise one. Four and a half million dollars had been expended on inland harbors, and he thought it was time to have the eastern ports capable of handling the grain that would surely pass through. He thought the president and vice-president should be authorized to telegraph Sir Wilfrid Laurier urging the government to accede to the requests of the common council in regard to harbor improvements. The clerk of the market had expressed itself in favor of government owned railways, and he thought it would be well to express appreciation of the efforts the common council were making to have and operate a civic owned telephone system.

MORMON CHURCH

Is Energetically Grappling with the Trades Unions.

(Collier's Weekly.)

The strike of Utah coal miners has enlisted the influence of the Mormon church against labor unions. This is one sensational feature of a struggle in which militia were ordered out before they were needed, county government and courts were given over to the ends of the coal operators, who placed behind them all persons who displeased them, and the rise of a picturesque labor leader, Charles Demott.

Among coal miners of the West, this new strike was not a new power. It had been only that of John Mitchell. He holds commanding sway over an army of foreign miners, and has said "No violence." They have remained docile. If Demott had said, "Let us fight," Utah would have been in the sort of turmoil which has swept mining Colorado. He has obeyed the orders of the law, and enforced obedience in the ranks.

This remarkable man was born in Brussels, Belgium, thirty-three years ago. His father was a horse-trainer and circus attaché of the name of Demott. He was still an infant when he returned to Italy. There the spirit of rebellion against the government was kindled, and he was banished for ten years. Coming to the United States he joined the "Como Revolution" in 1885, and was banished for ten years. Coming to the United States he joined the "Como Revolution" in 1885, and was banished for ten years.

W. F. Hatheway moved that the president and vice-president be authorized to send telegrams to Sir Wilfrid Laurier and other members of the cabinet, urging the government to provide the dredging for the harbor facilities at this port, and that this committee be requested to name prominent citizens attached thereto.

Before the motion was put Mr. Hatheway made a short statement on the expenditures on some of the inland ports, such as Sorel, \$250,000; Three Rivers, \$300,000; Coburg, \$300,000; Collingwood, \$500,000; Depot Harbor, \$400,000; and others, such as Colborne, \$1,000,000, and sums ranging from \$50,000 to \$250,000 on several other ports.

Richard O'Brien said that as the secretary of the commission on Friday, he thought it might be well to wait until after their arrival before any action was taken.

W. S. Fisher thought the commission would deal with the larger question, and would take years to solve. President McLaughlin said that the fact that the government had informed the council that the commission would be here on Friday, showed that the government were awake, and he thought that they were endeavoring at present to act quickly.

Mr. Macrae said that the delegation from the city council did not get the slightest impression that this commission had anything whatever to do with the harbor dredging. It was true that Mr. Fielding had told them that the only reason why he could not pledge himself that the dredging would be done at once, was simply because it was not in the department and he would have to see his brother ministers. He agreed with Mr. Fisher that there was a strong need of the citizens expressing their desire to have this work done immediately.

After some discussion Mr. Hatheway's motion was put to the board. Upon suggestion of Mr. Fisher, Mr. Hatheway said that he would also propose that the names of Col. Markham and Mr. O'Brien be added to those of the president and vice-president.

The motion was carried.

Mr. Hatheway moved that this board of trade approve of the city council's efforts to secure a civic managed and owned telephone system in this city and that they urge the committee to bring in an extended report as early as possible.

The motion was left over till next meeting.

CORNWALLIS NEWS.

CORNWALLIS, Jan. 2.—A boy of twelve years was convicted of stealing goods from the Supply Co. at Canning last week. He was also found guilty of stealing from other stores. He was put into the jail at Kentville.

Louis Harris, who has been in Toronto during the past few months on business in connection with his stock farm near Canning, is home for a few days.

James Peck of Oxford and wife spent the Christmas holidays in Kentville. Mr. Peck is on the staff of the Oxford Journal. Captain Alfred Fogg of Canning has returned from a trip to the south.

The remains of James Lockhart, who was drowned recently at Parboro, arrived in Canning on Tuesday and the funeral took place on the following day. Deceased was a son of Aaron Lockhart and was twenty-one years of age.

Captain James Barkhouse is at his home in Kingsport after an absence of one year. The bark of which he is master is in St. John.

On Christmas Mr. and Mrs. Harry Cole, proprietors of the Aberdeen Hotel, Kentville, were presented with a handsome silver punch bowl by their employees.

Frank Dickie of Canard has sold a handsome bay horse to S. P. Benjamin of Wolfville. Prices are good for horses in Kings county. Miles Chapman and Unisack DeLancy of Annapolis county were in Cornwallis purchasing horses this week.

THE COURTS.

CIRCUIT.

The first of the sittings of the circuit court in this city for the year 1904, was opened Tuesday morning by His Honor Chief Justice Tuck.

The chief justice congratulated the grand jury on their excellent attendance at a time when the frigid weather tended to keep the people close to their hearths. Though it had been some time since his honor had presided over a grand jury in the city, the faces of the jurors were almost as familiar to him as were those of the members of his own household.

There was very little work for the grand jury at this circuit. Throughout the whole province there was a noticeable absence of criminal matter. Only one indictment was laid, and that was against David Hennessy by Ambrose Pelkey for grievous bodily assault on him on Christmas eve. In addition to the charge of assault, Hennessy would be a charge for theft, as the assault after striking Pelkey down took from him three parcels which he was carrying at the time. His honor thought that the evidence was sufficient to sustain the finding of a true bill. In concluding, his honor wished the members of the grand jury a happy and prosperous new year.

The grand jury returned in about half an hour with a true bill against Hennessy, who will be brought before the court on Monday next for trial. His honor then dismissed the grand jury from further attendance during the present circuit. In dismissing the jurors his honor remarked that he did not think any evil could result from it, because should any criminal matter arise, it would receive sufficiently prompt attention at the next sitting of the court on Monday or Tuesday of February or at the next circuit court which sits here early in March.

The grand jury is composed of the following: Joseph R. Stone, foreman; James Lee, Robt. T. Worden, David O. Connell, James Moulson, Charles D. Trueman, Thos. H. Somerville, Henry A. Doherty, Isaac Erb, Richard Sullivan, James A. Leeds, Laban L. Sharp, Miles E. Agar, H. M. McAlpine, Frederick B. Thomas, Daniel J. McLaughlin, John Salmon, William Searle, Robt. McConnell, Jr., Edmund J. Secord, John K. Storey.

The following were summoned to serve on the petit jury: William Court, Wm. J. Parks, Alex. LeBe, Robt. R. Patches, Wm. A. Pennington, Robt. Shaughnessy, John M. Robinson, James H. Pullen, John P. Maloney, Samuel C. Drury, Jacob N. Myers, Thomas McGrath, Edmund J. Simonds, Frederick S. Bonnell, Arthur B. Blakesley, William Hatfield, J. Fred Shaw, John S. Seaton, Frank Watson, Robt. Leddingham.

JURY CASES (REMANET.)

1. Beattie v. Hon. George E. Foster; Curry & Vincent.

2. Adams v. The Dominion Atlantic Railway Co.; C. N. Skinner, K. C.

3. Currie v. Berrymann, et al; W. B. Wallace.

4. McKee v. The City of St. John; Bustin & Porter.

JURY CASES (NEW DOCKET.)

1. Lawton Co. Ltd., v. The Maritime Combination Co.; Bustin & Porter.

2. Ingraham v. Brown; H. A. McKeown, K. C.

ARMY SIGNALLING.

Instructor for Local Militia Corps Has Arrived.

Class Opened Last Evening—The Different Systems Which Will Be Taught—Great Interest Being Taken.

Sergeant Instructor Webb, who is in charge of the classes in signalling recently formed in the city, delivered his first lecture in the Artillery club rooms, Ritchie building, last Tuesday.

The lecturer gave instruction in single and double flag signalling, visual signalling, and as far as possible explained theoretically the heliograph. He pointed out that the system of double flag or semaphore signals is one in which two small flags are used, and in which the letters are indicated by the position in which the flags are held. The system is used chiefly for short distances, and is the most common method in naval work.

The other systems are based on the Morse telegraphic code. Thus single flag signals are read not by the position in which the flags are held, but by the series of dots or dashes made with the single large flag. In this work the ready position is found by holding the flag almost perpendicularly half way between the head and left shoulder. The right hand is uppermost, and the left grasps the base of the staff. A dot is made by quickly bringing the flag across the face, in an arc of about forty-five degrees, and a dash by a sweep of three times this distance to the right. The letters are all formed on the Morse system.

Sergeant Webb went on to say that visual signalling was done with a lantern in which a shutter B placed, and all the proper instruments are received. The system was taught by the ear instead of by sight. The students learn to transmit and receive the flashes of light as though each flash were a sound. This system is used only for work at night. In the heliograph work, which is the one exclusively used for long distance work, it will be impossible for Sergeant Webb to give practical instruction, but it is understood that an application for these has been sent to the militia department, but as yet no answer has arrived.

The heliograph consists of a circular mirror about six inches in diameter, and concave, adjusted on a tripod. In the centre of the mirror is a black spot, known as the shadow spot. An arm reaching out from the stand, known as the sighting rod, has a small opening through which a light is taken on the shadow spot at the place to be called. These three objects being in line and the mirror properly adjusted to the rays of the sun, the mirror is moved by an operating key and flashes its message according to the Morse code. Several flashes can be seen at a great distance.

Sergeant Webb thoroughly understands his business, and his lecture last evening was most interesting.

AMERICAN SCHOONER

Wrecked on the Rocky Coast of Nova Scotia—Crew Frostbitten, but Escaped Alive.

HALIFAX, Jan. 5.—The American three-masted schooner, S. P. Hitchcock, 220 tons, Hugh Alcorn, master, from Portland, Me., was wrecked on Broad Cove, Digby, and is a total loss, on the same part of the cliff where the historic Cutlerden was cast away fifty years ago.

The suffering of the crew during the storm of the past three days baffles description. Their vessel was heavily laden and fearful seas broke repeatedly over her. The deck and rigging were a glacial of ice and the clothing of the crew, drenched continually with spray, was converted by the cold into a coating of ice, which made movement impossible. After weathering the gale for hours they were driven towards Broad Cove shore, when the anchors were let go. Finding the schooner drifting, the cables were slipped in the hope of getting an offing, but the effort proved fruitless. The Hitchcock driven ashore, became almost immediately a total loss. The crew with difficulty escaped to the rocky cliff, where they were aided and hospitably received by the residents of the neighborhood, who did all possible to alleviate their sufferings. Several of the crew were severely frost-bitten. All are thankful for their escape, as they had never expected to reach shore alive. The schooner was built in 1853 and is owned by P. C. Blackburn of New York.

DEATHS IN ST. JOHN LAST YEAR.

The books of Thomas M. Burns, secretary of the Board of Health, show that there were 771 deaths in St. John last year, an increase over 1902 of 65. The principal causes were:

Tuberculosis..... 95  
Infantile convulsions..... 15  
Diphtheria and croup..... 23  
Typhoid fever..... 10  
Measles..... 5

The figures show that 375 of those who died were males and 396 females, that 289 were single, 281 married, and one not stated, and that 690 were natives of Canada, 161 foreign and one not stated.

The deaths by month were:

January..... 146  
February..... 86  
March..... 68  
April..... 46  
May..... 60  
June..... 64  
July..... 70  
August..... 78  
September..... 69  
October..... 79  
November..... 84  
December..... 58

The ages at which death occurred were:

Under 1 year..... 146  
1 to 5 years..... 88  
5 to 10 years..... 55  
10 to 15 years..... 13  
15 to 20 years..... 25  
20 to 25 years..... 33  
25 to 30 years..... 28  
30 to 40 years..... 43  
40 to 50 years..... 52  
50 to 60 years..... 60  
60 to 70 years..... 85  
70 to 80 years..... 84  
80 and over..... 86  
Not given..... 1

HYFNOTIC MURDER?

Paris Executed Over Alleged Case of Criminal Control Over Victim.

PARIS, Jan. 3.—Paris is deeply interested in the alleged hypnotic murder of a woman named Chappuis, 53 years old, whose surviving relatives include Leon Gresse, an operative conductor, Lieut. Girardot of the army, and M. Truatin, a bank official. The neighbors of the Chappuis woman were a family named Martin, consisting of husband and wife, who are Spiritualists. It is alleged that M. Martin obtained a commanding influence over Mme. Chappuis, with the result that she, Mme. Chappuis, made a will in her favor, cutting off her natural heirs. On complaint of her relatives the body was exhumed, but no trace of poison was found in the stomach.

Mme. Martin has been arrested, and witnesses have testified to her alleged control over the dead woman, but it is believed that she will be prosecuted unless it can be shown that she physically brought about the death of Mme. Chappuis.

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THE STOMACH, LIVER AND KIDNEY DISORDERS CAN USUALLY BE CURED BY DR. CHASE'S KIDNEY-LIVER PILLS.

Most of the ills of every-day life come from derangements of the digestive system.

Eating too much, irregular meal hours, improperly cooked food, the excessive use of stimulants, are among the common causes of these disorders.

The liver becomes clogged and torpid, the kidneys inactive, and the bowels constipated. The poisonous waste matter is thrown back into the blood stream, and the result is some deadly form of disease.

It is not necessary to be continually doing if you use Dr. Chase's Kidney-Liver Pills.

This treatment acts directly and promptly on the liver, kidneys and bowels, and ensures their proper working.

Indigestion, dyspepsia, kidney disease, backache, liver complaint, biliousness and constipation are the ailments for which Dr. Chase's Kidney-Liver Pills are most frequently used.

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Remembered to the Principal, as he said good-bye before leaving for Toronto to accept a position in the city. It can do the same for you. Send for catalogue. Address: W. J. Osborne, Fredericton, N. B.

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