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NO. 99

FULL CABINET WILL DECIDE STEAMER TANGLE

Hugh Allan Interviews Minister of Trade and Commerce at Kingston

General Feeling at Ottawa is That it Would Be Fair to Test St. John as a Mail Port This Winter--Local Business Men Think This Port Should Be Given a Chance to Prove Its Advantages.

(Special to The Telegraph.)

Ottawa, Oct. 1.—All that the department of trade and commerce knows about the agitation which has arisen in regard to the sailings of the Allan and C. P. R. steamers is what they are receiving from the Halifax and St. John public and individual parties.

There is a feeling among those who discuss the matter here, and who probably are not any too well informed on the subject, that the proposition of the Allans to go to Halifax and the C. P. R. to stay at St. John is one of the best ways to test the route.

There need be no doubt that ultimately the port which gives the best advantage and the best time will have the best of it. Halifax will benefit more from this proposition than merely to have the mail bags thrown off all the steamers, Allans' and C. P. R. included, and then have them proceed to St. John to load and unload their cargo.

In the meantime it appears to be the old story of Halifax and St. John. The subject is one which is likely to take some time to settle. Sir Thomas Shaughnessy is clear about his position, which is to stay with St. John no matter what happens, and Halifax appears to be rejecting the offer of the Allans to stay there.

ST. JOHN BUSINESS MEN GIVE VIEWS ON THE SUBJECT

Much Interest Shown--Feeling for Test of the Suggested New Arrangement.

It would be in the best interests of St. John to have the mail steamers call at Halifax and land their mails and continue to speak of this port to have the C. P. R. steamers sail for St. John direct, landing their mails here and the Allan line turbiners calling only at Halifax, as has been suggested by the steamship companies.

This, in substance, was the question asked a number of weeks ago by a Telegraph representative. The majority of these seem to favor the latter plan, giving various reasons in support of their views.

The Mayor.

Mayor Sears was strongly in favor of the plan of having the C. P. R. steamers sail direct to this port and land their mails here. It would, he said, be an opportunity for showing what St. John could do in the handling of the mails.

Asked if it would not be a falling off in freights to have the turbiners stop at Halifax and not come here, he said he did not think that there would be any loss to speak of. The C. P. R. steamers would carry away all the freight that could be brought here.

Board of Trade President.

H. B. Schofield, president of the board of trade, said he thought it would be best

SPICY EVIDENCE IN ALLEGED LONDON BRIBERY CASE

(Special to The Telegraph.)

Toronto, Oct. 1.—The manner in which Jeremiah Collins approached a deputy returning officer named Alex. Milne with the object of schooling him in the folding of ballots and the manner in which Collins' intentions were frustrated, proved an interesting addition to the story of the alleged London bribery case of June, 1905, heard in the police court today.

Milne swore he had not practiced or crooked work in his part of the election. William Traudell, a London moulder, whom Mr. Robinette characterized as an "ordinary bloke," told a story of how he had been approached by the prisoner, Mulloy, regarding his vote. Traudell swore he saw Mulloy put \$10 in an envelope while he (the witness) put his name on the envelope, which was handed to John Cox, presumably for delivery after election. It turned out that Traudell was scrutinizer for Gray, the defeated Conservative candidate, and he also voted for Gray. However, he continued, this did not prevent him from calling for \$10, which he alleged was to have been paid for his voting for Hyman. He did not receive the money.

Collins was cross-examined by Robinette, and two other witnesses, Kenneth Clark and Edgar Clark, said they had received money for voting for Hyman.

It was decided to proceed with all cases and the accused were lined up in front of the prisoners' dock. There were six in all: O'Gorman, Service, Ardley, Mulloy, Wiley and Reid. All prisoners indicted by a nod of the head that they pleaded "not guilty."

John Cox, of London, said he paid Mulloy \$100 for his vote. "Did Mulloy give you anything?"

for St. John to take no part in the matter but allow the government and steamship people to work it out themselves. Either arrangement, he thought, would be satisfactory, though it was preferable to handle all the freight possible from here; there was money in that for St. John but the landing of the mails here was no advantage that he could see.

W. H. Thorne. W. H. Thorne was inclined to similar views. He thought that either arrangement would be satisfactory, though it was preferable to have the freight business rather than the mails. St. John's advantage as a freight port was recognized and it was better to advance along that line than to agitate for the mails coming here.

Strongly for Direct Mail Service. W. Frank Hatheway was strongly in favor of St. John having the direct mail service. In his opinion it was much preferable to having both lines land their mails at Halifax and come here for freight. "It would be worth \$100,000 in advertising the port," said Mr. Hatheway, "and I would like to see a test made."

A Broad View.

T. H. Estabrooks said the matter should not be looked at from the standpoint of St. John or Halifax, we should take a broader view. We should consider what would be best for the country at large. Let the steamship companies work it out among themselves and demonstrate who is the quickest and best way. There is a good opportunity for them to do so this winter under the suggested arrangement. I don't think St. John stands here much or Halifax to gain much and it would show which was the better route. I don't think we should interfere at all."

Wants the Direct Boats.

James F. Robertson thought the plan suggested by the steamship people for the more preferable. "Let Halifax have the turbiners and have the Empress boats come direct here. It will be only a question of time before they all come here, but we should not be greedy. Let Halifax have the Allan boats and their freight this year and the C. P. R. can show what they can do in handling the mails quickly from this port."

Try It, Says James Pender.

James Pender thought that for this winter it would be well to try the new arrangement. It was a pretty fair proposition and worthy of favorable consideration. He was convinced that the C. P. R. would make a good showing in handling the mails as quickly from this port, if not more quickly than from Halifax.

Plans of St. John Delegation to Ottawa.

The mayor and H. B. Schofield went to Ottawa last evening and on Wednesday will meet Hon. Mr. Hyman, minister of public works, and endeavor to interest him in the needs of this port as regards dredging matters. Mr. Schofield said they had no definite line of action mapped out, but would have to govern themselves by circumstances after meeting Mr. Hyman.

If possible they would endeavor to get one of the government dredges sent here to do the work and if that could not be done they would see what assistance the government would give them in securing a dredge from outside. They would do their utmost to have something done immediately so as to avoid delays in having the berths ready for the first steamers.

H. B. Schofield, president of the board of trade, said he thought it would be best

"He gave me an envelope with William Traudell's name on it. This was before election."

"What was the purpose?" "As far as I know there was no purpose at all. It was put in my hands till Mulloy saw me again."

"Did you see Traudell?" "Yes. Traudell came to me after the bye-elections and asked if I had anything for him."

"I told him I gave it back to Mulloy." "Did Mulloy tell you what it was for?" asked his honor.

"Collins' previous evidence was read and the letter was put in from O'Gorman, telling Collins that he (O'Gorman), was sorry that a government job could not then be provided for him."

Jeremiah Collins said he had been promised a government job worth \$1,500 in 1905, though nothing had been said of it in the previous year. He mentioned Lewis Mulloy and Reid in this connection.

"Mulloy said both him and me was to get a job," said Collins. He denied that he had lost his license in London, but had sold out in 1904, at the order of Inspector Brown, an official of the Ross government.

It was then related that he (Collins) had gone to see Lawyer Tooth in London, to issue a writ to get some reward for his services.

"You were very sorry about not getting a job," said Robinette. "Kind of sore, yes."

Afterwards witness said George C. Gibbons, K. C., telephoned him to come to his office. "I went up there," said Collins. (Continued on page 7, fifth column.)

A. A. LEFURGEY TELLS WHY HE SUED POPE AND FOWLER

Declares They Didn't Divide Profits Fairly in the West on Land Deal

He Also Relates to Insurance Commission That the Syndicate Was Formed During Borden's Political Tour of the West, and He Thought Until Recently That Conservative Leader Was One of the Partners--Foster Protests at Monday's Hearing About Attacks on Him and Not Being Given a Chance to Tell His Version of the Case.

(Special to The Telegraph.)

Toronto, Oct. 1.—A. A. Lefurgey, M. P. for Prince Edward Island, this morning gave the royal commission on insurance the story of the land deal which has figured so prominently in the investigation into the affairs of the I. O. O. F. Mr. Lefurgey was one of a large party of Conservative members who accompanied R. Borden on his tour of the west in 1902. It was on that occasion the idea suggested itself to Rufus H. Pope and Mr. Lefurgey that it would be good speculation to form a combine to buy up wild lands and hold them for a rise in value.

The correspondence produced showed that some of the "combine" understood, up till a late date in the transaction, that Mr. Borden intended joining the combine, but any such intention was not carried out. A letter from George W. Fowler to Mr. Lefurgey, which was quoted by Mr. Shepley, indicated the methods by which it was hoped to make a success of the venture. The letter is as follows:—

"Dear Lefurgey:— We have succeeded beyond our wildest hopes. We wired D. M. and he met me at the hotel in Toronto and took us to his office and gave us the route so far as the local course under cover of the strictest secrecy, so keep it mum except to Borden, Bennett and yourself. We expect to have a wealthy Englishman named Lister, head of the Canada Chemical Company, and Colonel Pellat, in the combine with us. We have increased the thing to 200,000 acres. On arriving here we interviewed Sir Thomas Shaughnessy and have every reason to expect the most generous treatment as to terms and price. He said we should get the best that was going. We arrange for a meeting there, tell Borden and Bennett about the meeting. We were all to share alike."

"No," said Lefurgey, "I don't know how many others there were to share the profit?" "No."

"Did you ever see the option given to Messrs. Pope and Fowler by the C. P. R.?" "No, not then."

The option revealed that, in consideration of a payment of \$20,000, the option was extended to Messrs. Pope and Fowler.

"Was that the \$20,000 to which you thought you were contributing?" "Yes."

"Would you have identified Messrs. McGillivray and Wilson with the trust company at that time?" "Yes."

"You had no idea of connecting the I. O. O. F. and Foresters?" "No."

Mr. Lefurgey also related the details of the transaction which led him to join with F. H. Bennett, M. P., and Mr. Pennington in the purchase of the land. He said that he had no idea of connecting the I. O. O. F. and Foresters.

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that Mr. Bennett was only putting up \$2,000, and he supposed he was getting two shares. Afterwards Mr. Pope told him he did not know whether he could let him have more than one share. Mr. Lefurgey said he understood \$2,000 was required for the first payment to the C. P. R. for land, but did not know the terms of the option. He supposed each member of the syndicate was putting up \$2,000. He did not know the amount of L. Borden on his tour of the west in 1902. It was on that occasion the idea suggested itself to Rufus H. Pope and Mr. Lefurgey that it would be good speculation to form a combine to buy up wild lands and hold them for a rise in value.

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SAVARY TELLS BRAND NEW STORY

Contradicts Former Tale of the Girl Urging Him to Marry Her

TAKES ALL THE BLAME

(Special to The Telegraph.)

Hampton, N. B., Oct. 1.—H. S. Savary, the man who on Saturday was saved from committing bigamy, much against his will and intention, arrived in Hampton this afternoon. He failed to get off the C. P. R. train when it got here, he says, so was broken up by the affair that he did not notice when Hampton was reached, and so was taken on to Norton, from which place he was driven back here.

He paid visits to the jeweler, minister and registry office, with John expectation of squaring himself financially, but with what success he did not state, except to say a good word for the minister by whose prompt and energetic action on Saturday evening a serious crime was frustrated.

In an interview with our correspondent he said he was going back to St. Martins tomorrow, and would have done so today, with the team he left at Smith's livery stable here, but that he did not get there until after young Mr. Scholes, son of the owner of the team, had come out and driven it home. His object in going back to St. Martins, he says, is to present, if the people will let him.

Exonerates Girl. He expressed the utmost contrition for the mistake he had taken, a hasty falling into temptation, while on the way to St. Martins, he declares, was spoken of an immediate marriage between himself and the young lady until the team in which she was returning to St. Martins came up to where he was waiting for it, at Loch Loon, when he took her into his own carriage and drove off by "the Thoroughfare" road to Hampton.

In no way, neither by word or act did the lady demand, urge or press upon him the marriage. It was his own act, deliberately and intentionally taken and had taken place where he would have spent Sunday here and gone on Monday to St. Martins, he says. So far as she is concerned, her character is beyond criticism and her reputation should be so also.

Again and again he professed his regret at the folly and wrong of his action, and reiterated that what he had said to interviewers in St. John had been twisted and perverted so as to make him out a perjurer, as well as an evildoer, as he never for a moment intended to leave the impression that he was drawn forward, or in any way compelled to the action by her urgent desire for marriage.

He professed his regret so far as he knew his wife is still living, he was Miss Rose, formerly of Pictou county (N. S.). Her parents are both living, at Plymouth (Mass.), and her stay at St. Martins was only for a few days, she being very much opposed to living there. He says he did not know she was coming, until he received word that she was at Hampton and he immediately came out and took her to the seaside summer resort.

Savary Very Nervous. Throughout the interview Mr. Savary was extremely nervous, his hands trembled, his eyes were moist with unshed tears, and a whole demeanor was that of a broken man. He seemed to be very much concerned at the unsavory notoriety which he had given himself, and he was frequently advised to get away as soon as possible, preferably to the bedside of his sick and dying wife, and then to some new field of action, outside of the Christian ministry. He persists, however, in his intention to face the inevitable at St. Martins.

It may be said that his statements varied widely from the story told by the evening paper. Mr. Savary, however, says he was accurately reported in The Telegraph yesterday.

Not at St. Martins Last Evening. A telephone message from St. Martins last night to The Telegraph was to the effect that Rev. H. S. Savary had not arrived there. According to The Telegraph's informant the news of Mr. Savary's coming as a shock to the people of St. Martins. He had done good work among them during the summer, it was said, and he was very favorably thought of by all.

OTTAWA PRINTERS' UNION BREAKS WITH INTERNATIONAL BODY

(Special to The Telegraph.)

Ottawa, Oct. 1.—There is a break here in the typographical union, which is allied with the international union, and an effort will be made to organize a national union.

One result of the publication today, and about the only one so far, is that Busby has lost his job. Mrs. Platt's daughter, a few years ago married Colonel Francis Carmody, an assistant United States district attorney. He and his wife are including in divorce proceedings, and he is very bitter against Mrs. Platt. To Colonel Carmody is attributed the publication of the World today.

Senator Platt is now seventy-three years old. Like his fellow senator from

MORE NOTORIETY FOR SENATOR PLATT AND WIFE

Aged New York Politician's Spouse Was a Former Re. ident of Woodstock

This is Her Third Matrimonial Venture, and Report Says the Couple Have Separated, But This They Deny—Her Daughter, by Her New Brunswick Marriage, is in the Divorce Court, Though—Al. Adams, the Policy King, Who Filched Millions from the Poor, Commits Suicide.

(From Our Own Correspondent)

New York, Oct. 1.—When Senator Platt at three score and ten married the vivacious matron, Mrs. Lillian Janeway, his son and friends were astounded, and of course the cynical made prophecies. The World this morning publishes a page story, the gist of which is that the aged and infirm senator and his lively and lovely spouse have come to the parting of the ways. A good looking coachman in the employ of the Platts is a central figure of the story. Senator Platt, Mrs. Platt and everybody concerned say the whole thing is a lie.

The beautiful Mrs. Platt is a down east product, and her first husband was a New Brunswicker named Snow. Mrs. Platt was Carrie Thompson. She was born at Portage Lake (Me.) As the World tells it:—

"Many years ago, when the town of Portage Lake (Me.) was a mere settlement of woodmen remote from railroads, the Thompson family took up its residence there. They built a small house on the road leading from Portage to Fort Kent, filled a farm, put the boys of the family at work in the nearby logging camps, and sent the only daughter, Carrie Thompson, to the village school."

Even as a child, Carrie Thompson was an acknowledged beauty. She was tall and lithe, her eyes were big, black and brilliant, there was a roguish gleam in the centre of her perfect chin, and the handsome face above was bright with animation.

Once a Country Belle. "Portage Lake grew to be vastly proud of Carrie Thompson. They speak of her yet as 'pretty Carrie,' and think that there was never another romantic like the evolution of this country belle to a woman of fashion and a United States senator's wife. As Carrie Thompson grew to womanhood in the dull country town, she did not lack for suitors, but they pleased in vain. Even then the girl was disesteemed with her humble station in life, disgusted with Portage and tired of her rustic haunts. Ambition was budding fast.

"One day a traveling salesman of Woodstock, New Brunswick, came to town, for the avowed purpose of meeting pretty Carrie Thompson. His name was Snow, and he was reckoned the 'best dresser' on the Maine circuit."

"Within three months the energetic drummer's wooing had triumphed, and the obdurate beauty was Mrs. Snow. For nearly two years she was lost to Portage, but reports came from her northern home first of the birth of a daughter, then of domestic troubles, and finally of divorce."

Platt Got Her a Job. To summarize a long story, Mrs. Snow came to New York and was married to a young physician, Dr. Theodore Janeway, a connection of the famous surgeon. He died in 1887, and she went to Washington. It is a well known fact that Platt was always friendly to good looking women who wanted government jobs, and the governmental departments in Washington have on their way rolls many of the proteges of the senator.

It was not long before both Mrs. Janeway and her daughter were drawing salaries as employes of the congressional library. Mrs. Janeway's salary was \$60 a month. She soon became noted as one of the best dressed women in the capital, and her diamonds were the envy of all clerks and employes. She had a private carriage and spacious apartments opposite the Arlington. Soon the senator built a handsome house, furnished it magnificently and Mrs. Janeway took possession and entertained lavishly. About this time another of the senator's proteges, Miss Mae Wood, who drew a salary from the post office department, announced her intention of marrying the senator. She was sent on a trip to Europe and before she got back the senator had married Mrs. Janeway. Miss Wood had a bundle of letters and was full of fight. Agents settled the suit and got the letters away. One of these agents was rewarded by being appointed representative of the United States in a foreign country.

Mrs. Platt's Daughter in Divorce Court. Mr. Platt installed his wife in splendid style, but society fought shy. Lately she has been living in Platt's magnificent country place on the Hudson, and he has been living in New York.

The World story today tells about a trip to the Pacific coast in a private car made by Mr. and Mrs. Platt and a number of guests. A coachman named Hedges went along. It is asserted that he constituted himself Mrs. Platt's escort. Among the guests on the trip was wife of Wm. E. Busby, who is employed by the Interborough Realty Company. It is alleged that Mrs. Platt accused Mrs. Busby of being too solicitous about the senator.

One result of the publication today, and about the only one so far, is that Busby has lost his job. Mrs. Platt's daughter, a few years ago married Colonel Francis Carmody, an assistant United States district attorney. He and his wife are including in divorce proceedings, and he is very bitter against Mrs. Platt. To Colonel Carmody is attributed the publication of the World today.

Senator Platt is now seventy-three years old. Like his fellow senator from

the great empire state, Deper, he has become absolutely ridiculous in the eyes of the public. The scandal of having two such men representing the state in the senate is one of the things that makes such a movement as Hearst's at all possible.

Policy King Suicides.

Al Adams, the "policy king," still with millions in his possession, shot and killed himself this morning. He was known as "the meanest man in the country," as the game by which he amassed his wealth was a particularly despicable swindle, his cheating profits coming from the pennies of the very poor. Adams recently served a term in Sing Sing. W. E. D. Stokes, manager of the Ansonia hotel, where Adams killed himself, and a friend of Adams, made the following statement:—

"Al Adams took his life primarily because of theounding he has received at the hands of the newspapers. When I went to Sing Sing to see Adams, he agreed to keep away from the policy business, and was finally released from prison. This was about two years ago, and he went to the Ansonia, where he has stayed ever since. According to Stokes, Adams told him that he had lent his son about \$2,700,000, and had also lent money to other persons. He likewise had money tied up in Wall street and could not realize on it. On the mantelpiece in Adams' room was found a wallet containing a number of papers, many of which, he was said, were ordinary U. S. O.'s for money lent, amounting to about \$40,000."

Says Newspapers "H

FROM ALL OVER THE MARITIME PROVINCES

ROTHSEY.

Rothsey, Sept. 27.—The pupils of "Netherwood" accompanied by the principals and teachers of the school, had a delightful outing on Saturday last. Leaving Rothsey in large launch shortly after noon, they drove to Grand Falls, and crossing the river by the ferry boat, picked up the opposite shore and returning reached Rothsey just before dark.

Mr. and Mrs. W. Danial returned home on Friday evening from Gagetown, where he attended the day meeting.

Mr. and Mrs. R. G. Murray of St. John, and Mrs. H. M. Carter and Master George Carter are visiting Mrs. G. E. Fenwick, Fredericton.

Mr. and Mrs. E. G. Armstrong and family returned to their city home on Monday.

Miss Mary and Constance Curman were guests last week at the home of Mr. A. C. Fairweather, Miss Constance goes to Fredericton on Saturday for her senior year at the U. N. B.

Mr. and Mrs. Frank Hatheway, of St. John, spent Monday at Hillhurst Hotel.

Friends of Mr. and Mrs. H. F. Puddington are pleased to hear of the arrival of a little daughter, at Halifax, on Monday.

WOODSTOCK.

Woodstock, Sept. 26.—Hon. L. P. Farris is in town this week.

Mr. Thane M. Jones and daughter, of Edmundston, were in town on Saturday.

Miss Katherine Clarke left on Thursday for Boston, having spent the summer months with her father, Mr. E. J. Clark.

Miss Helen McKendrick, of South Framingham (Mass.), is visiting her parents, Mr. and Mrs. Daniel McKendrick.

Mr. and Mrs. J. Russell Armstrong and family moved in from the park to their home in St. John on Tuesday.

Mr. and Mrs. J. J. John, accompanied by Miss McKim, returned missionary from Persia, spent part of Saturday in Riddley.

ST. ANDREWS.

St. Andrews, Sept. 26.—Mr. and Mrs. W. H. Murray have been spending the week-end at their home in St. Andrews.

Mr. and Mrs. J. W. Scott, of St. Stephen, was in St. Andrews last week.

Mr. and Mrs. Frederick Stevenson celebrated their tin wedding on Monday (Sept. 25) at their home in St. Andrews.

Mr. and Mrs. J. W. Scott, of St. Stephen, was in St. Andrews last week.

SACKVILLE.

Sackville, Sept. 26.—Mr. Fred Vernon and Miss Grace Vernon, of Mimico (N. S.), are the guests of Mrs. Wm. B. Fawcett, Upper Sackville.

Mrs. Walters and Miss Grace Nobles, of Annet, are the guests of Mrs. B. N. Nobles, Main street, Sackville.

Mr. and Mrs. Joseph Parkins enjoyed a few days in St. Stephen last week and are spending the week-end at their home in Sackville.

HAMPTON.

Hampton, Kings Co., Sept. 29.—The Rev. Geo. A. Ross, Methodist minister, has received congratulations during the past week on the birth of a son and her mother and child are doing well.

Mr. and Mrs. J. W. Bohn, of Bath, was in town last week.

Mrs. Charles McLean and Master Reginald McLean, who have been visiting for the past few weeks in St. John and Sussex, reached home on Friday evening.

Mr. George Upham made a trip to Boston last week.

THE BORDER TOWNS.

St. Stephen, Sept. 26.—A very pleasant event in society last week was the bridge party given by Mrs. David A. Melvin at her home on Union street last Thursday evening.

Mr. and Mrs. W. D. Camber is on a trip to Boston.

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CHATHAM.

Chatham, Sept. 25.—Mayor and Mrs. Nicol are spending this week in Halifax.

Mr. Arthur B. Pipes, who has been the guest of Mrs. James Miller during the last two months, has returned to Dorchester.

Mrs. John Gunn has returned to Moncton after a pleasant visit to Alderston and Mrs. Pallen.

ST. GEORGE.

St. George, Sept. 26.—On Tuesday evening at the rectory, Rev. H. L. Lynda united in marriage Miss Beatrice McGee, eldest daughter of Mr. and Mrs. Garby McGee of the Carleton House, and Mr. George Brown.

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Semi-Weekly Telegraph ST. JOHN, N. B., OCTOBER 3, 1906

HALIFAX IN ERUPTION

A stream of warm red language continues to flow from Halifax, the occasion being the alleged discovery there of a plot to divert the prestige of the port and destroy traffic to St. John whose crime is that it is nearer the heart of the country than the Nova Scotia city.

Plain notification has been given to those who have been conspiring to rob the port of the prestige which it has earned, as the Atlantic port for the British mail service, that the people of Nova Scotia will not submit to an arrangement to this city and the province, but would result in an impairment of the services which would materially affect the business interests of the whole country.

The Allan line and the C. P. R., however, are not likely to yield without a struggle. We have reason to believe that a secret arrangement between them that Halifax would be given the 10-by was made at the time of the division of the mail service, and it behooves the board of trade to be vigilant and insistent in demanding that the rights of this port shall be strictly respected.

There should also be a strong demand that the Allan line be compelled to keep its fastest boats on the route during the whole season.

The foregoing appears under the fitting caption "No Surrender," and there runs through the whole article a thinly veiled suggestion that Nova Scotia will succeed unless the government compels all mail-carrying subsidized steamers to stop for Halifax first and foremost and let all other considerations go hang. Halifax is a fine city with a beautiful harbor. Its people are enterprising, albeit somewhat like the Dutch of former days in the matter of territory. There is no disposition here to question the right of Halifax to make out for itself the strongest case possible so long as it does not strain the facts. But St. John may with reason ask that a test of the routes be made. If it be found that steamers coming here can give a quicker mail service than those going to Halifax there would be no more to say. It is, evidently, but fair to let the test stand upon St. John. If the responsibility of becoming the chief mail port as well as the chief freight port St. John modestly accept the added responsibilities and emoluments entailed by its good fortune. Let us have the facts. A trial is necessary to secure them.

WHAT IS THE TRUTH?

Mr. Sydney Low's recent book, "A Vision of India," is the work of a man who knows his subject as well as a European can, but it is not an answer to the central and insistent question asked so frequently of late: Can British rule in India last another generation? Afar off as we are information about India comes to us through two sources in the main, England and the United States. The view of the English is likely to be rather more optimistic than the American.

The Americans are in the habit of conjuring up rather more Indian perils than conditions exist. Mr. Low does not know what is going to happen in India; but that something is going to happen if British rule is not marked by the wisdom of the serpent and the gentleness of the dove, he is persuaded fully. It is, he thinks, by no means conclusive to point to the telegrams, the railroads, the schools and the other "blessings" of the white men—these "do enable the business of ruling to be done with some degree less of slowness and of friction; but they do also simply provide a more elaborate, delicate and irreparable machinery to be wrecked in any more disastrous manner than when ever India rises again. That it will rise in the hope of the optimistic in civil life, that the hope of the pessimist in the conviction of every military man of experience and forethought; and this also is the verdict, or the warning of history.

Of the talk about "native rule" he has much to say. He tells of a soldier chief who was asked what would happen if the British troops were withdrawn. The reply was: "My men would be in the saddle, and there would not be a safe woman or a rupee in Bengal, in a few weeks." From some sources have come assurances that talk of disaffection in India is wholly without warrant. But Mr. Low's observations support a contrary view. "That disaffection exists to a greater degree than is permitted to acknowledge in any part of the volume, we gather from various hints in the volume," says one of the reviewers. "There was much anxiety as to the safety of the royal party in various places. Great precau-

tions were taken and great numbers of troops employed. There was much anxiety concerning the attitude of the people in certain places. Bombay is one of those places. The local ruling chiefs are not men of the calibre and distinction of the princes of Rajputana and Central India; nor have they accepted the Imperial system with so much cordiality. The most important of them, the Gaekwar of Baroda, whom a large section of the Guzerati regard with a certain degree of reverence, is somewhat out of favor with the government. The Maharrats, a restless, shifty, suspicious race, have never been quite reconciled to the loss of supremacy they once exercised over half India. Poona is a centre of intrigue and even sedition, and the Poona Brahmin is banefully busy in Bombay. We may be allowed to suspect that we have in India a ruling class pretending to be confident, and a subject class pretending to obey. Perhaps, when the matter is closely examined in detail, few countries can claim to possess greater security. The element of make-believe is universal. Lord Beaconsfield once said that the king of India was not Calul, but London. Mr. Low looks to the democracy in England for the safety or the peril of India. And who can foresee the whims of the English democracy?"

After some consideration of the size and population of the British West Indies and of British Guiana and British Honduras and of the articles we can give to these countries and take from them, Mr. Hart proceeds to argue for the improvement of the steamship service. In commenting on the article of the Toronto Globe says:

"At present the only regular steamer makes two round trips a month, and makes so many calls during each trip as to render it impracticable to carry perishable products such as Canadian fruit; a few tramp steamers take part in the traffic, but even with them the sailings are less than one a week on the average. To give the trade a chance the sailings should be more frequent, the accommodation better, and the joint subsidy by Canada and Great Britain more liberal and more skilfully utilized with a view to the promotion of trade. In contrast with the above state of the case is the fact that the number of steamers leaving Jamaica for the different ports of the United States amounts to from fifteen to twenty weekly. This very contrast is likely to prove a barrier to the early adoption of Mr. Hart's second suggestion, a tariff arrangement tending to free trade between Canada and the West Indies, and to a discrimination against the United States. Something in the way of encouragement, however, may grow out of the maximum and minimum tariff system which is generally assumed to be in contemplation at Ottawa. In any event, the whole subject is well worthy of serious and careful consideration."

T. P. O'CONNOR ON IRELAND. That venerable Irish leader, wit and publicist, T. P. ("Tay Tay") O'Connor, is visiting New York on his way to attend the convention of the United Irish League of America which meets this week in Philadelphia. He will represent the Irish National League. He tells the American reporters that Sir Henry Campbell-Bannerman is pledged to Home Rule and that he expects an Irish bill will be the first and most important act of Parliament at the coming session. As to the exact nature of the measure expected Mr. O'Connor is silent, but he says no Irish measure can be passed unless it satisfies the Irish members. The land purchase act, he declared, had not been passed through if the Irish representatives had not favored it. While the land act has done and is doing much, Mr. O'Connor hopes for a much more radical act this year than perhaps most people will be looking for. "Of course," he says, "Ireland will never be a country properly worth living in until she is governed by her own people. Certainly in Ireland is done wrong. We would like to see Gladstone might have carried Home Rule in 1892. This year he expects a majority of 150 for an Irish bill. The opposition he describes as broken and disunited beyond precedent. As to the future, "The first effect of Home Rule would be increased education, and the next effect increased efficiency in everything for the government over Ireland is one of the most important ever exercised." The reporters sought an expression of opinion as to Mr. W. J. Bryan's political chances, but the journalist was not to be drawn. "Personally," he said, "I regard Mr. Bryan as a most charming man, but as to his views—oh, do not ask me; I'm too much of a newspaper man to be such a blanked fool as to answer questions of opinion on an American politician's opinion. I have a very high opinion of President Roosevelt. Everybody has in Europe."

HEARST'S CHANCES. In the New York majority contest more than 453,000 votes were cast for McClellan and Hearst and only 137,049 for Ives, the Republican candidate. A glance backward therefore gives Hearst's opponent considerable cause for uneasiness. It is easy to assert that Hearst's election is an impossibility, or to bet two to one against him. The New York Evening Post, which opposes Hearst as a vile demagogue, is nevertheless quite frank in issuing a warning about the danger of generalizing on the outlook. It says, thoughtfully:

"There is danger that the large sections of Democrats may beget over-confidence among the Republican leaders. In spite of party defections, Hearst is still a formidable candidate. That fact may as well face without blinking. He cannot be defeated without a hard fight. Higgins' plurality was only 80,500 in 1904; the year of the Roosevelt tidal wave. His vote in Greater New York was 288,362, as against 348,494 for Herrick. But last year Mr. Ives, the Republican candidate for Mayor, received only 137,049 votes, as against 225,165 for Hearst and 228,634 for McClellan. If Hearst succeeds in holding only 175,000 of his own votes in this city and in getting a like number of the votes cast for McClellan, he will have more than Herrick in 1904. Hearst can also hope for a strong vote in the manufacturing cities of Newburg, Albany, Troy, Schenectady, Rome, Utica, Syracuse, Rochester, Buffalo, and Binghamton. Yet the elements which enter into the various campaigns, State and municipal, are so different that the figures we have cited do not afford a basis for exact comparisons. They show clearly enough, however, that if Hearst can combine the vote of the discontented with part of the machine vote of the Democratic party, his candidacy is not to be dismissed as a ghastly joke."

Unless the Hearst agents in the counties outside New York grossly exaggerate the feeling that has been created in his favor, his candidacy is anything but a joke.

THE CUBANS. Seven years of Free Cuba have proved two things notably: that the Cubans as yet see little fit for self-government, and that their island is a land of unexploited natural riches and a most tempting field for intelligently applied capital. Today Secretary Taft—the war secretary of the nation which drove Spain from Cuba—will proclaim himself provisional military governor of Cuba and the Cubans—in a word, dictator. The Cubans, having broken the windows of their house, created a scandal, disturbed the neighbors and monopolized foreign property, have necessitated the entrance of an American policeman. The bill for repairs and reconstruction is going to be large. The Cubans, in the end, will be made to pay the bill, and probably their nationality, their race, their holdings will all disappear before aggressive American exploitation of the island's resources.

Taft will have at his back and call an effective force great enough to keep Havana quiet and province quiet and to move promptly against any bands which may begin cane-burning and other guerrilla amusements upon learning that the Americans rule in the Palace where weak Palma succeeded bloody Weyler.

The Americans may re-establish a government of Cuba by the Cubans and give the troubled people another trial. By most observers they are thought to be bound to do so by the Platt amendment. This would be a generous and broad policy which the world would applaud once it saw that the arrangement included reasonable provision against a relapse into the insurrection habit. The Taft proclamation may have curious immediate effects. Smaller things have yet seen Gomez Matanzas aflame before now. Were Gomez the Old Chinaman and Maceo the half-breed alive and in the saddle Eastern Cuba would be in arms within a week. It must be hoped that the leaders of both Cuban parties will be quick to see the folly of useless resistance. It would destroy what hope there is, and lead to the complete destruction of property. It is a sad business at best, this of the Cubans.

TIME FOR A DECISION. An interview with Mr. Hugh A. Allan which appeared in our despatches Monday indicates his conviction that the government will assent to the agreement arranged by the Allan and C. P. R. companies with respect to St. John and Halifax. How much basis exists for this conviction does not yet appear, but it must be clear that both companies feel that there are convincing reasons to be urged in support of their position, and Mr. Allan apparently feels that Halifax will be led to modify its transports of rage over the plan to give St. John a part of the fast mail service—to make St. John the C. P. R. mail port.

It is time for St. John to go on record in regard to the proposal of the steamship companies. Halifax, after giving the most serious consideration, has arrayed its forces solidly against the suggestion that the C. P. R. be permitted to omit the Nova Scotia port in the interests of speed, economy and dispatch of business. It must now be clear that a test of the routes is not to be had at some time or other, and that delay is unnecessary. Mr. Allan's references to the governing importance of freight carriage will be thought to weigh heavily in St. John's favor as affecting the C. P. R.'s desire to use only the port which is its Atlantic terminus. The present mail contract is good for five years. At the end of that time it must be renewed or changed. But now, or then, since the government and the steamship companies are the principle affected, the contract may be modified to meet new conditions or fresh knowledge affecting old conditions. Since the matter is one of unusual importance the St. John Board of Trade, which meets tomorrow to discuss questions concerning the future of this port, might well go on record with respect to the mail contract. In any event business considerations must plead for the prompt test of the Liverpool-St. John route. The issue is not merely one as between rival parties; the knowledge needed now can be had only by a trial of the C. P. R.'s contention that the mails can be forwarded without delay, or even in quicker time, by the plan they have put forward. The opinion of St. John and New Brunswick in this matter should be made known at Ottawa.

In the interview given out by Mr. Allan there are facts bearing upon the resolution which the Board of Trade is to debate tomorrow. Some years ago, when the question of the winter mail route was under discussion in Ottawa, Messrs. Hazen and Chooley who then sat for this constitu-

ency, succeeded in having the Department of Public Works send its engineer to St. John to examine the harbor. The engineer made soundings and surveys and prepared a plan involving extensive improvements in the harbor, suggesting the deepening and straightening of the harbor entrance so that ships of deep draught could come in at low water. This plan is still available and may be of value in view of the present discussion. For Mr. Allan, it will be noted, makes reference to the rapid increase in the size of freight and passenger steamers and emphasizes the necessity for preparing the important Canadian harbors for the developments certain to come within a few years. This, together with recent growth of business and the proof that the improvement necessary on the West Side and in the port generally must be regarded as of national rather than local significance, show the importance of securing from the government some definite expression as to the nationalization of the harbor.

Although this summer has been a discouraging one owing to the delay and mismanagement in connection with the new work undertaken—although many optimistic statements have failed of fulfillment up to date, the outlook for future development in reality is very bright. Never before was it so clear that St. John is coming into its proper place as the recognized Winter Port of Canada. It is recognized Winter Port of Canada. It has been the whim of some awkward folk to go deal with minor questions as to magnify them into arguments against St. John as a deep water terminus. The fact that some dredging has been necessary is even now quoted as excusing former wild statements to the effect that our harbor was dangerous for the big steamers. But there never was the slightest excuse for such allegations. The big ships have come and have gone without injury or accident. In future we shall have more of them. There is much work ahead. Bunching and poor management have wasted much valuable time. But even now united and intelligent action will save the situation with regard to the immediate future. Looking still farther ahead, if nationalization comes, all of St. John's bright dreams may be realized.

IN THE PULPIT AND OUT. A preacher of the Word who appears to have been prevented from committing bigamy at Hampton on Saturday, and who occupied a city pulpit Sunday night, has given some account of his recent adventures to the reporters, and they are chronicled elsewhere together with his latest feat and a brief digest of his discourse thereupon. By his own account of his adventures rather than by his sermon, it is probable, a somewhat exacting public will be inclined to judge him. It may, perhaps, be said with fairness that grown men, whatever their calling, do not frequently permit themselves to be kidnapped by the first impetuous miss they meet even if she be willing to overlook the trifling circumstances that there is one wife at home in existence. Moreover, when grown men have suffered from a fit of foolishness or worse it is not usual for them to assert that someone else is to blame for the lapse from the recognized standard of conduct.

In the remarkable case of which mention is made the good sense of a Hampton clergyman and his prompt action appear to have prevented a step which must have rendered a young and foolish girl forever miserable, and to have saved her good name from the blot of inexorable folly.

The appearance Sunday evening in a city pulpit of the hero of the tale told by himself in our news columns is calculated to raise certain awkward questions. It might have been well to have prefaced the sermon by relating the occurrences of the preceding twenty-four hours, and to have given the congregation the opportunity to decide, in the light of the narrative whether they should bear further or depart at once.

THE MAIL STEAMERS. On another page this morning are given some expressions of opinion concerning the mail steamers and the proposal to have one steamship company land the mails at Halifax only and another at St. John only. Several of the gentlemen quoted very fairly dwell upon the wisdom of taking a broad view of the matter rather than making it a mere St. John-and-Halifax question. Some of them feel that under the new arrangement proposed St. John would lose a great deal of freight. There would be a little ground for this view, in reality, little ground for this view. The old Allan ships are coming here by freight in any event—or at least that the freight is being under—and the turbine mail steamers are but two in number and are not great freight carriers.

More important is another point emphasized by several of the business men quoted—that a test of St. John as a mail port should be made by the C. P. R. in contemplation at Ottawa. In any event, the whole subject is well worthy of serious and careful consideration."

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TRADE WITH THE WEST INDIES. A subject of growing interest here, one indeed that demands increasing consideration looking to better conditions, is the extension of our trade with the West Indies. Mr. J. S. Hart writes of it in the September Empire Review, advancing some points which, perhaps, have not generally been noted in this connection. Speaking generally, in the early part of his article, he urges the wisdom of widening the world's knowledge of Canada's climate and resources. It will, as one of the reviewers says in discussing Mr. Hart's paper, "surprise his readers to be informed that the Dominion extends southward to the latitude of Rome; that Toronto and Montreal are in the latitude of Florence and Venice; that Winnipeg and Vancouver are almost on the same parallel as Paris, and lie south of the southern part of Great Britain; and that between the isothermal lines which include Great Britain, half of France, and practically the whole of Germany, Canada has an area greater than that of any nation of Europe, excepting Russia. With our present geographical facts too far, they are certainly important enough to be worthy of more attention than they receive either at home or abroad."

After some consideration of the size and population of the British West Indies and of British Guiana and British Honduras and of the articles we can give to these countries and take from them, Mr. Hart proceeds to argue for the improvement of the steamship service. In commenting on the article of the Toronto Globe says:

"At present the only regular steamer makes two round trips a month, and makes so many calls during each trip as to render it impracticable to carry perishable products such as Canadian fruit; a few tramp steamers take part in the traffic, but even with them the sailings are less than one a week on the average. To give the trade a chance the sailings should be more frequent, the accommodation better, and the joint subsidy by Canada and Great Britain more liberal and more skilfully utilized with a view to the promotion of trade. In contrast with the above state of the case is the fact that the number of steamers leaving Jamaica for the different ports of the United States amounts to from fifteen to twenty weekly. This very contrast is likely to prove a barrier to the early adoption of Mr. Hart's second suggestion, a tariff arrangement tending to free trade between Canada and the West Indies, and to a discrimination against the United States. Something in the way of encouragement, however, may grow out of the maximum and minimum tariff system which is generally assumed to be in contemplation at Ottawa. In any event, the whole subject is well worthy of serious and careful consideration."

T. P. O'CONNOR ON IRELAND. That venerable Irish leader, wit and publicist, T. P. ("Tay Tay") O'Connor, is visiting New York on his way to attend the convention of the United Irish League of America which meets this week in Philadelphia. He will represent the Irish National League. He tells the American reporters that Sir Henry Campbell-Bannerman is pledged to Home Rule and that he expects an Irish bill will be the first and most important act of Parliament at the coming session. As to the exact nature of the measure expected Mr. O'Connor is silent, but he says no Irish measure can be passed unless it satisfies the Irish members. The land purchase act, he declared, had not been passed through if the Irish representatives had not favored it. While the land act has done and is doing much, Mr. O'Connor hopes for a much more radical act this year than perhaps most people will be looking for. "Of course," he says, "Ireland will never be a country properly worth living in until she is governed by her own people. Certainly in Ireland is done wrong. We would like to see Gladstone might have carried Home Rule in 1892. This year he expects a majority of 150 for an Irish bill. The opposition he describes as broken and disunited beyond precedent. As to the future, "The first effect of Home Rule would be increased education, and the next effect increased efficiency in everything for the government over Ireland is one of the most important ever exercised." The reporters sought an expression of opinion as to Mr. W. J. Bryan's political chances, but the journalist was not to be drawn. "Personally," he said, "I regard Mr. Bryan as a most charming man, but as to his views—oh, do not ask me; I'm too much of a newspaper man to be such a blanked fool as to answer questions of opinion on an American politician's opinion. I have a very high opinion of President Roosevelt. Everybody has in Europe."

HEARST'S CHANCES. In the New York majority contest more than 453,000 votes were cast for McClellan and Hearst and only 137,049 for Ives, the Republican candidate. A glance backward therefore gives Hearst's opponent considerable cause for uneasiness. It is easy to assert that Hearst's election is an impossibility, or to bet two to one against him. The New York Evening Post, which opposes Hearst as a vile demagogue, is nevertheless quite frank in issuing a warning about the danger of generalizing on the outlook. It says, thoughtfully:

"There is danger that the large sections of Democrats may beget over-confidence among the Republican leaders. In spite of party defections, Hearst is still a formidable candidate. That fact may as well face without blinking. He cannot be defeated without a hard fight. Higgins' plurality was only 80,500 in 1904; the year of the Roosevelt tidal wave. His vote in Greater New York was 288,362, as against 348,494 for Herrick. But last year Mr. Ives, the Republican candidate for Mayor, received only 137,049 votes, as against 225,165 for Hearst and 228,634 for McClellan. If Hearst succeeds in holding only 175,000 of his own votes in this city and in getting a like number of the votes cast for McClellan, he will have more than Herrick in 1904. Hearst can also hope for a strong vote in the manufacturing cities of Newburg, Albany, Troy, Schenectady, Rome, Utica, Syracuse, Rochester, Buffalo, and Binghamton. Yet the elements which enter into the various campaigns, State and municipal, are so different that the figures we have cited do not afford a basis for exact comparisons. They show clearly enough, however, that if Hearst can combine the vote of the discontented with part of the machine vote of the Democratic party, his candidacy is not to be dismissed as a ghastly joke."

Unless the Hearst agents in the counties outside New York grossly exaggerate the feeling that has been created in his favor, his candidacy is anything but a joke.

THE CUBANS. Seven years of Free Cuba have proved two things notably: that the Cubans as yet see little fit for self-government, and that their island is a land of unexploited natural riches and a most tempting field for intelligently applied capital. Today Secretary Taft—the war secretary of the nation which drove Spain from Cuba—will proclaim himself provisional military governor of Cuba and the Cubans—in a word, dictator. The Cubans, having broken the windows of their house, created a scandal, disturbed the neighbors and monopolized foreign property, have necessitated the entrance of an American policeman. The bill for repairs and reconstruction is going to be large. The Cubans, in the end, will be made to pay the bill, and probably their nationality, their race, their holdings will all disappear before aggressive American exploitation of the island's resources.

Taft will have at his back and call an effective force great enough to keep Havana quiet and province quiet and to move promptly against any bands which may begin cane-burning and other guerrilla amusements upon learning that the Americans rule in the Palace where weak Palma succeeded bloody Weyler.

The Americans may re-establish a government of Cuba by the Cubans and give the troubled people another trial. By most observers they are thought to be bound to do so by the Platt amendment. This would be a generous and broad policy which the world would applaud once it saw that the arrangement included reasonable provision against a relapse into the insurrection habit. The Taft proclamation may have curious immediate effects. Smaller things have yet seen Gomez Matanzas aflame before now. Were Gomez the Old Chinaman and Maceo the half-breed alive and in the saddle Eastern Cuba would be in arms within a week. It must be hoped that the leaders of both Cuban parties will be quick to see the folly of useless resistance. It would destroy what hope there is, and lead to the complete destruction of property. It is a sad business at best, this of the Cubans.

TIME FOR A DECISION. An interview with Mr. Hugh A. Allan which appeared in our despatches Monday indicates his conviction that the government will assent to the agreement arranged by the Allan and C. P. R. companies with respect to St. John and Halifax. How much basis exists for this conviction does not yet appear, but it must be clear that both companies feel that there are convincing reasons to be urged in support of their position, and Mr. Allan apparently feels that Halifax will be led to modify its transports of rage over the plan to give St. John a part of the fast mail service—to make St. John the C. P. R. mail port.

It is time for St. John to go on record in regard to the proposal of the steamship companies. Halifax, after giving the most serious consideration, has arrayed its forces solidly against the suggestion that the C. P. R. be permitted to omit the Nova Scotia port in the interests of speed, economy and dispatch of business. It must now be clear that a test of the routes is not to be had at some time or other, and that delay is unnecessary. Mr. Allan's references to the governing importance of freight carriage will be thought to weigh heavily in St. John's favor as affecting the C. P. R.'s desire to use only the port which is its Atlantic terminus. The present mail contract is good for five years. At the end of that time it must be renewed or changed. But now, or then, since the government and the steamship companies are the principle affected, the contract may be modified to meet new conditions or fresh knowledge affecting old conditions. Since the matter is one of unusual importance the St. John Board of Trade, which meets tomorrow to discuss questions concerning the future of this port, might well go on record with respect to the mail contract. In any event business considerations must plead for the prompt test of the Liverpool-St. John route. The issue is not merely one as between rival parties; the knowledge needed now can be had only by a trial of the C. P. R.'s contention that the mails can be forwarded without delay, or even in quicker time, by the plan they have put forward. The opinion of St. John and New Brunswick in this matter should be made known at Ottawa.

In the interview given out by Mr. Allan there are facts bearing upon the resolution which the Board of Trade is to debate tomorrow. Some years ago, when the question of the winter mail route was under discussion in Ottawa, Messrs. Hazen and Chooley who then sat for this constitu-

ency, succeeded in having the Department of Public Works send its engineer to St. John to examine the harbor. The engineer made soundings and surveys and prepared a plan involving extensive improvements in the harbor, suggesting the deepening and straightening of the harbor entrance so that ships of deep draught could come in at low water. This plan is still available and may be of value in view of the present discussion. For Mr. Allan, it will be noted, makes reference to the rapid increase in the size of freight and passenger steamers and emphasizes the necessity for preparing the important Canadian harbors for the developments certain to come within a few years. This, together with recent growth of business and the proof that the improvement necessary on the West Side and in the port generally must be regarded as of national rather than local significance, show the importance of securing from the government some definite expression as to the nationalization of the harbor.

Although this summer has been a discouraging one owing to the delay and mismanagement in connection with the new work undertaken—although many optimistic statements have failed of fulfillment up to date, the outlook for future development in reality is very bright. Never before was it so clear that St. John is coming into its proper place as the recognized Winter Port of Canada. It is recognized Winter Port of Canada. It has been the whim of some awkward folk to go deal with minor questions as to magnify them into arguments against St. John as a deep water terminus. The fact that some dredging has been necessary is even now quoted as excusing former wild statements to the effect that our harbor was dangerous for the big steamers. But there never was the slightest excuse for such allegations. The big ships have come and have gone without injury or accident. In future we shall have more of them. There is much work ahead. Bunching and poor management have wasted much valuable time. But even now united and intelligent action will save the situation with regard to the immediate future. Looking still farther ahead, if nationalization comes, all of St. John's bright dreams may be realized.

IN THE PULPIT AND OUT. A preacher of the Word who appears to have been prevented from committing bigamy at Hampton on Saturday, and who occupied a city pulpit Sunday night, has given some account of his recent adventures to the reporters, and they are chronicled elsewhere together with his latest feat and a brief digest of his discourse thereupon. By his own account of his adventures rather than by his sermon, it is probable, a somewhat exacting public will be inclined to judge him. It may, perhaps, be said with fairness that grown men, whatever their calling, do not frequently permit themselves to be kidnapped by the first impetuous miss they meet even if she be willing to overlook the trifling circumstances that there is one wife at home in existence. Moreover, when grown men have suffered from a fit of foolishness or worse it is not usual for them to assert that someone else is to blame for the lapse from the recognized standard of conduct.

In the remarkable case of which mention is made the good sense of a Hampton clergyman and his prompt action appear to have prevented a step which must have rendered a young and foolish girl forever miserable, and to have saved her good name from the blot of inexorable folly.

The appearance Sunday evening in a city pulpit of the hero of the tale told by himself in our news columns is calculated to raise certain awkward questions. It might have been well to have prefaced the sermon by relating the occurrences of the preceding twenty-four hours, and to have given the congregation the opportunity to decide, in the light of the narrative whether they should bear further or depart at once.

THE MAIL STEAMERS. On another page this morning are given some expressions of opinion concerning the mail steamers and the proposal to have one steamship company land the mails at Halifax only and another at St. John only. Several of the gentlemen quoted very fairly dwell upon the wisdom of taking a broad view of the matter rather than making it a mere St. John-and-Halifax question. Some of them feel that under the new arrangement proposed St. John would lose a great deal of freight. There would be a little ground for this view, in reality, little ground for this view. The old Allan ships are coming here by freight in any event—or



# WINDMILL

A Thrilling Novel of Mystery, Tragedy and A Stolen Fortune

By Eden Phillpotts and Arnold Bennett  
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### CHAPTER I. THE WATCHMAN.

That monster, London, was just lying down to rest. The clocks of the Strand churches and the Strand hotels, keeping nocturnal vigils, showed a quarter to one under the Autumn moon. Through the windows of closed public houses, could be seen barmaids, who, with sleep in their eyes and dusters in their hands, were endeavoring to wipe away the last stain of the day. The Strand was a desolate examination of policemen engaged in the examination of shop doors, and omnibus that had the air of a Carter Paterson van, obviously out for the night, crunched over the pavement. In the courtyard of the great leisure a few men, with their faces glowing yellow, were waiting for August gales, while haughty commissioners ignored contemptuous cabmen. In a row of twenty-two policemen, instead of the twenty thousand that jostled one another at a fatigued monster, as one saying: "I'll try to get a little sleep, but I'm not at all sure that I shall. Among the score of pedestrians who, among Philip Masters, a young, large-boned man of thirty years, who had already had some trifling experience of life, and was destined to have a considerable share in the adventures of the watchman in front of a jeweler's which was illuminated by a searchlight from the north side of Wellington street, and then turned up the splendid architecture of that region rose ornate architectural details. The watchman above him in its peerly whiteness that the breath of the monster had not had time to soil; and Philip wondered, as people in Philip's condition were apt to wonder, where the money had come from to rear with the rapidity of a dream these blank and white devices devoted to luxury and pleasure.

For Philip was at his first sixpence; he carried all that he possessed on cards in a little black bag, and no one was more surprised than Philip to find himself in the midst of a city that spends twelve thousand pounds a day on card games, and a thousand pounds on a single card game. Philip once had quite a habit of flinging half-crowns to cab drivers in a grand careless manner. His mother, a mother at birth and his father some months earlier, and his effective partner had been a couple of trustees. Philip had his twenty-first birthday had furnished him with six thousand pounds and some sound advice. They had brought him up with much common sense. He had attended public schools and universities and other pleasure resorts; had procured him a place in the office of a flourishing publisher, and, in general, had done their best for him. But they had not taught him how to take advantage, nor how to acquire a real liking for the Stock Exchange. So that within six months he had lost his money, and was left with a philosopher of singular enlightenment, but he happened to have been born with a hole in his pocket which nothing could mend. At twenty-seven he had made away with everything except his peace of mind and his faith in human nature. He had had insurance to the secretaryship of a club, and had not found the right one. He might have succeeded in the club, but his circumstances had been such that he might succeed there. Picarescally is full of adventures, and he had had a long and a half-assistant manager, half-professor in a jiu-jitsu school, for he had the frame and physique of an athlete. Among his pupils of the jiu-jitsu school (an Encyclopaedia street) had been a duke. In an encounter Philip had looked the duke's arm, and it was the duke's part to yield at peril of a broken limb. The duke, however, possibly on account of his ancient lineage, had not seen to it that he should have any other arm had gone off crack. Now, when an assistant manager of a jiu-jitsu school fractures the arm of a duke who, in his turn, is clearly fortunate in his predicament, Philip saw that of a resignation, and he resigned, so as to avoid further trouble. It was a fortnight ago. Therefore, he had sought in vain another profitable outlet for his talents; and though he had as yet neither opened cabs at the end of his street, nor sold evening papers, nor enlisted, or done any of the approved things for a person in his predicament, he was rapidly acquiring a taste for philosophy. The idea of not having enough to eat, which had at first appealed to his sense of wonder and his sense of humor, now struck him as a merely unpleasant idea. His thought ran: "It can't be me who am going under in London. It surely can't be me who will starve or beg." So he ran the thoughts of all men who have come to the end of the tether.

He passed into the immense stretcher which the surgeons have created, but, through which the blood has not yet learned to flow. Its double line, flanked stretched impudently to Holborn, flanked and medicine in the metropolis, and on one side by the posters of every theatre and the other by the raw remains of habitations like a gullotine. In the huge and solemn emptiness of the street he hesitated a moment. He wanted to discover a certain new lodging house of which he had heard, but of whose address he knew nothing save that it was in Kingsway. Less than a week out of Kingsway. Less than a week out of a mile off the brazier of the watchman burned a bright red under the yellow glare of the gas lights, and a little system of red lanterns, resembling toy railway signals, showed that Kingsway itself, despite its tender age, was already turning to the right. Before he could vaguely silhouette against the radiance of the brazier. As he walked slowly on he demanded of himself, as he would have the courage to ask the watchman as to the lodging house. His diffidence about this simple matter was such that, when he approached the brazier, he crossed over the road, away from it, while trying to make up his mind to knock the watchman. The watchman, however, had a surprise for Philip Masters. "Hello!" called out the watchman, "Do I look like a tramp?" was Philip's mental question. "That this fellow orders me to come over to him?" But he went over. The watchman was middle-aged and rather thin; he wore an overcoat and a sack on top of the overcoat, and two muffers. "What a job!" he inquired of Philip, shrugging after having scrutinized him. He had been a night watchman in main thoroughfares for years, and the comparative richness of what remained of Philip's clothes did not deceive him for an instant; he judged a wanderer by his gait and his eyes. Philip could not tell a lie, so he told the truth. "Well," said the watchman, "sit in my cabin for three hours, and keep the fire going, and a job's your mate." "Right, oh," Philip agreed, determined to be jovial with the watchman in the watchman's own dialect. "And what are you going to do, mate?" "They've just come for to tell me that my poor old woman's took ill at Bromleybury, and I'm going to foot the bill. I should have gone myself, but I'm not fit to substitute; but seeing as you'll take it on me, I'll go. No hankey-pankey, now, mate." "Leave me the sack," said Philip. "What have I got to do?" "Watch," said the watchman crossly, and trotted off. Philip, his shoulders enveloped in a sack, thus found himself in charge of Kingsway. He had his little house, and his hearth, and he chanced on a ladder in the shape of a tea can and a red handkerchief certainly containing sustenance. But the ladder was not his; it formed no part of the bargain; it was the property of an honest and ingenious mortal in two muffers, a husband in the midst of domestic calamity to take it would be a watchman's poor man of his bread. Still, in two minutes Philip was eating—albeit digestive apparatus and no conscience to true it is that a hungry man, though he won't let it be said.

A cab glided swiftly down the street while Philip was warming the fire. "Don't burn your fingers, Charlie, stop!" Philip, his shoulders enveloped in a sack, thus found himself in charge of Kingsway. He had his little house, and his hearth, and he chanced on a ladder in the shape of a tea can and a red handkerchief certainly containing sustenance. But the ladder was not his; it formed no part of the bargain; it was the property of an honest and ingenious mortal in two muffers, a husband in the midst of domestic calamity to take it would be a watchman's poor man of his bread. Still, in two minutes Philip was eating—albeit digestive apparatus and no conscience to true it is that a hungry man, though he won't let it be said.

Hilgay bowed, and continued with eagerness. "It is called the Corner House because there is a corner for everybody—of decent appearance and demeanor." "And who settles what is decent appearance and demeanor?" Philip asked. "I do, sir. I alone. When I am not satisfied with you are full up." "You are always here, then?" "This house is my hobby. I am always here. I sleep in it, and I find my breakfast cut up and my tea drunk, and my fire jiggling well nearly out. You can move on, mate; that's what you can move on. There's no job for you in my pocket." Philip was silenced. He picked up the bag from the cabin his little black bag. "Can you tell me where there's a lodging house called 'The Corner House'?" he asked the watchman timidly. "Yes, it's just there, at the corner of Kingsway street and King's Cross, after a pause. A terrific trench assailed his car from the south. And in a moment a flying squadron of newspapers whirled over a swept past and was gone. No clatter of hoofs on the hard road, no cracking of wheels, nothing but the deafening rattle of heavy wheels and the odor of petrol! The monster had roused itself before dawn, but the moon had faded.

The house indicated to Philip by the watchman was a peculiar theatrical building. It had five stories, a flat, plain face of dark, solid crimson, and some fifteen windows on the ground floor, and between the Strand and Euston, it seemed to have lost its illusions early in the second century. The house was a second-hand property of a proud, unattractive woman. Little had it dreamed, in its Georgian youth, of the unique fate in store for it. The light still burned in the hall, and the moonbeams caught the nineteen sash windows with their peculiar second-hand glaze. The cabinet mounted the steps to the front door. He did not decipher indirect letters on a discreet copper plate on the door, the following legend:

THE CORNER HOUSE.  
Residence and board.  
Adrian Hilgay, Manager.  
The front door, he perceived, was not quite closed. He pushed the upper part of the door, and saw the watchman's face of ground glass. On this ground glass he saw the sharp, moving shadows of two figures engaged in what he could hear the sound of battle and the hard breathing of the combatants. He opened the door with a rattling noise, and he beheld a door with a raised side of a young man in the fatal embrace of an elderly well-seasoned navy. "Help me!" spat the young man, with a frantic appeal in his eyes. "Certainly," said Philip, enchanted by the adventurer. He dropped the door, and with a special training, Philip gave one cut just under the navy's ear. Shocked and angry, the navy fled, and Philip, in the excitement of the moment, was shouting to the navy, "You're a good fellow, mate! You're a good fellow, mate!" He was shouting to the navy, "You're a good fellow, mate! You're a good fellow, mate!" He was shouting to the navy, "You're a good fellow, mate! You're a good fellow, mate!"

Philip rose. "You're a good fellow, mate!" he said to the young man, also rising, but with more difficulty. "What's up?" muttered the navy. "Oh, that's nothing," said Philip. "Have you a bed to let? I take it you are the manager." "You don't know me?" exclaimed the young man, with gentle surprise. "No," Philip answered. "How should I? But as you appeared to be trying to chuck some one out I naturally assumed it was me." "You don't mean to say you don't recognize me from your post?" said the young man, his surprise was becoming almost a burr. "What portraits?" "The portraits?" "I've been interviewed with portrait by nearly every paper in London. I'm Hilgay. You've heard of Hilgay, the boom-bust man?" "You see I'm—"

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### WOODSTOCK FAIR CLOSED LAST NIGHT

Attendance 5,000 Yesterday — Results of Horse Racing and Sports.

Woodstock, N. B., Sept. 28.—(Special.)—The Woodstock exhibition closed this evening in a blaze of glory. The people were present. It was an ideal day for the ending of a most successful fair. The 6th Regt. Band was present all day. The sports in the park were continuing. The exhibits in the athletic contesting arena were: E. Estabrook and Captain Bull. Judges in the horse races were Starter J. W. B. Williams, W. B. Nicholson, H. Sandys, and J. W. B. Williams. The following is a summary: Running Race, Half Mile Heat.

May Wilkes	1
George Mac	2
Time—3:45	

Coit Race, Half Mile Heat.	
Boat A Ponty, Gallagher	1
Boat B, Bower	2
Soleista, Dugan	3
Time—1:15	

Roxy D, owned by Birmingham Bros., gave an exhibition half mile in quarter, 35; half, 1:15.	
Half-mile bicycle race—Ralph Allingham, 1st; rifle; A. Edwin Raymond, 2nd, bicycle pull.	
100 yard dash—Val, 1st, snail shot; Borden and manual training school.	
Running broad jump—Ken McLean, 1st, necktie case; Al Albertson, 2nd, pearl necklace case.	
Potato race—George Atherton, 1st, knifer; Walter McKinley, 2nd, ball mitt.	
Quarter-mile race—Andrew Anderson, 1st; rifle; Ralph McAdams, 2nd, necktie case.	
High jump—Arthur Saunders, 1st, whaik holder; Al Albertson, 2nd, knifer.	
Three-legged race—Harold Rykes and M. McQuarrie, 1st, knives and forks, combination; Douglas Winslow and Fern Nicholson, 2nd, knives.	
Standing broad jump—Alf Atherton, 1st, portfolio; Ken McLean, 2nd, knifer.	
Throwing base ball, Ken McLean, 1st; Arthur Saunders, 2nd, mitt.	
Stack race—Alfred Dunn, 1st, snail shot; Boker, S. Bailey, 2nd, match holder.	
Bicycle slow race—Ralph Watson, 1st, portfolio; S. Bailey, 2nd, bicycle pull.	
There can be no question that one of the most interesting features of the exhibition was the school exhibit, this being an entirely new phase of exhibition work. The exhibition consisted of maps, Canada and New Brunswick, industrial drawing, letter writing, essay writing, collection of botanical specimens and of native wood products of school gardens and manual training work. Nearly 500 entries were received in these different classes. Naturally, the town of Woodstock leads in the number of exhibits, two of the most attractive town exhibits are those in manual training work and school garden products. The former exhibit obtained first place at the St. John exhibition, and in addition five individual prizes were awarded there. It reflects great credit on the teacher, Miss Louise Wetmore. The judges of these exhibits were Inspector Meagher, Dr. John Brittain, A. C. Calder and N. F. Thorne. Many money prizes were given to the successful scholars.	

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FATHER McAULEY'S EVIDENCE VERY DAMAGING TO COLLINS

Priest Identifies Articles in Suspect's Valise as Being Stolen from Him

Other Things Found in Prisoner's Grip Belonged to the Murdered Woman--Detective Killen Tells of Prisoner Admitting Having a Gold Watch, But Declared He Threw It Away--Other Witnesses Give Important Testimony--Hearing Adjourned One Week.

Hopewell Cape, Sept. 28--The preliminary examination of Thomas F. Collins, charged with the murder of Mary Ann McAuley, was not concluded today, as was expected on account of the absence of two witnesses, said to be out of the country at present. The most important evidence today was given by Detective Killen and Father McAuley, the priest at whose house the murder occurred.

Detective Killen told an interesting story of the search for and subsequent capture of Collins since he was taken into custody. He said that he had taken Collins, which was taken down by him, Killen also produced the articles taken off Collins and related the prisoner before he was handed over to the Albert county authorities.

A number of witnesses whose testimony was largely of a corroborative character, were examined by Mr. Tweedie, and the climax to the chain of evidence woven by the prosecution came when Father McAuley was called as the last witness of the day and identified nearly all the articles found in Collins' valise left at Dean's as belonging to him or Miss McAuley and as having been stolen from him. As possible, the prisoner showed more concern during the priest's testimony, and sat in a stooped position beside his counsel, closely following Father McAuley's story of meeting the prisoner in Elgin subsequent to the discovery of the crime, and a detailed description of the state of the house and premises on the stand more than an hour. The counsel for the accused declined to cross-examine Father McAuley. At the conclusion of the evidence for a week to secure two witnesses.

Daniel J. Buckley.

The first witness called this morning was Daniel J. Buckley, a farmer, resident at Spruce Lake. He said he had seen Collins in his barn and asked for a place where he could put up for the night. He directed him to John Galt's. He directed him to this place, Buckley said he had seen Collins to look out for himself as a couple of men had been robbed there recently. Collins said that he had much money and that he had thirty-five cents, which he said was all he had. He told Tweedie he had come from England, and showed a watch which he said his sister had given him before he left home.

Wm. Heffernan.

William Heffernan, St. John, testified he was at Spruce Lake at the hotel at that time engaged in wood. He said that Collins had overheard a telephone message regarding himself and had taken his departure. Heffernan said that Collins was standing about 75 feet from the window, directly inside of which he had a telephone. He said he had been standing about twenty feet away and had seen Collins take a telephone call. He heard Dean at the telephone and saw a man answering it. He saw Collins enter the house and saw him carrying a coat over his arm. The next moment he saw Collins walking at a brisk pace over the hill and was wearing a coat, but did not carry any arms.

Wm. Oraig.

William Craig, Back Bay, Charlestown, testified he was going along the road with his team and overtook this man and he asked him the road to St. Stephen. He asked him to drive with him and he said he would. He saw Collins get into a ship with six other sailors. He also said he had a brother and sister in St. John. He said that the other sailors had gone in different directions and he having heard there was plenty of work in St. Stephen had started for that place. Collins told him he was a candy maker and would not stop on the way.

Frank Keough.

Frank Keough, the man who captured Collins, told an interesting story. "I met Collins," he said, "on August 24th about two miles from Bonny River. He was going up the road in the direction of St. Stephen. Shortly after he had passed by Taylor and me in consequence of what I told me I hit him up my horse and we started after the man who had passed. James Hills got into the wagon with us and about eight miles from Bonny River he called out that he had sighted Collins. He came along the road and we came out of the bushes and went on to the road and asked him where he was going and he answered to St. Stephen. I said you will have to come back with us to Bonny River. Then Collins started to run. Hill had in his hand a rifle and started out on the road. Hill fired the rifle into the air. Collins did not appear to mind that and kept on running. In the meantime Taylor had come some distance ahead and when he saw Collins coming he jumped out on the road. Collins dashed into the ditch to avoid Taylor and he stumbled and fell. I was close behind him and jumped on his back. When I saw that he was not going to stop I looked over my shoulder and saw that he was not going to stop. I said we are going to take you back to Bonny River and if you have committed no crime it will be all right. Collins just repeated the word, 'Crime' in a questioning way and made no other answer. Hill remarked, 'you did not think I was going to shoot you when I fired the gun?' Collins said, 'I do not know what you are all about me for.' As we drove back in the direction of Bonny River we met a team in which was Detective Killen and Michael McAdam, of St. George. Detective Killen said, 'Hello, Tommy, come down here. What did you leave your valise at Dean's for?' Collins just repeated the word,

his arrival he immediately noticed an unusual state of things, certain blinds being up and other down; he also found the house open, went into the barn and about the premises, and he sent Doyle to the nearest neighbor to look for her without success. Miss Kate Duffy was brought over to prepare supper, and while Doyle identified the things found in the valise, he was after wood in the woodshed he discovered the body.

The priest described the condition of the body and told of other circumstances about the house, the rooms being ransacked and his closet door being broken, apparently with an axe. He missed clothing and other articles, valise left by Collins at Dean's, as having been stolen from him. It was a dramatic moment as Chief Clark lifted from the valise article after article, and the priest positively identified them as his.

The large number of spectators present took a deep interest in the damaging evidence being produced by the crown, but Collins did not appear to realize the full import of it. While the priest prepared a plan of his house the prisoner laughed and joked with Detective Killen and others within reach and seemed to enjoy being the centre of so much attraction. Father McAuley identified some of the articles in the grip as property of Miss McAuley. The silk handkerchief, the Buffalo exhibition and containing deceased name had been a present from the priest.

Miss McAuley's gold watch was missing and she was very reticent about it. She found open, but he could not say what was taken. Father McAuley described finding a pair of his old unsmoothed overall blood-stained, which he said was a search had been made for his axe, but never been found, notwithstanding Collins had told him it was in the wood pile. Father McAuley closed his interesting evidence by stating he had changed his place of residence on account of the tragedy.

Important developments in the Collins murder case have transpired since Saturday. The authorities are very reticent about one which Collins had with him when he left from Father McAuley's house, which has been discovered, and to Detective Killen of this city, belongs the credit of locating it.

It is believed that the finding of this valise and the announcement of its contents will prove very important in the trial. Miss McAuley will be resumed Thursday at Hopewell Cape. It has been impossible to learn what valise contained except that there was a ring in it, which is supposed to have been taken from the house. Whether it was the ring that had become of Collins is not known, but it is believed to be positively.

The valise was discovered somewhere near Garland's hotel at Elgin, and though the authorities are very reticent about the matter the Telegraph's report comes from an authoritative source that leaves no doubt as to its correctness.

It was found that Collins, on his way to the house back in the barn. He had this and as he was in the stable Miss McAuley came in and said something about cleaning the house. Collins said to her, 'You are trying to make a fool of me,' and she replied, 'You are not, you are a fool of me.' He said that he was getting tired of the place and going into the house got his clothes and left about 8 o'clock Monday morning. He proceeded to tell of the journey to Pettaquamscutt, and from there to St. John and Musquash. The gold watch which Collins was seen to display at Spruce Lake was not in his possession when arrested by Detective Killen and the detective asked him what had become of it. At first he denied ever having such a watch but later he lied about the detective and said, 'I had about the watch and it was in the room which Collins had searched the vicinity in which Collins had left his watch but had not been successful in finding it.

Detective Killen produced in court a small parcel of things which he had found in the valise. They consisted of four red handkerchiefs, a couple of white ones, silver watch, piece of brass chain, lead pencil and some collar buttons and cuff links. On the back of the watch was roughly scratched, 'From Dad to Tom.' Collins said there had been a piece of shoe lace stuck to the watch when he took it.

Stephen Garland. Stephen Garland and his wife, Emma Garland, proprietors of the Garland Hotel, told of having seen Collins occupied. He had not stayed at their place over night but had gotten his tea there and got into the house. They had forgotten them but had them in a safe place.

James Young. James Young testified to seeing Collins with Michael Joyce at Elgin on the night of 26th August. He had a conversation with him and he thought he saw the prisoner have a gold watch.

Father McAuley.

Father McAuley's evidence was to the effect that he hired Collins at Albert and Collins' work was attending the house, splitting wood and doing other chores. Thursday following he let him go to the lake fishing. He stayed all day, and when he returned in the evening with A. J. Gross, of St. John, he spoke to him about the length of his absence. Mr. Gross expressed his surprise that he had not returned. He said he had seen Collins at the lake and the priest replied that he was all right. Friday afternoon Father McAuley left for Albert on route. He was leaving his housekeeper and second cousin, Mary Ann McAuley, well. Collins was there and he had heard of no trouble between them. The housekeeper got \$2 before he left to buy groceries in Albert on the following Monday. Father McAuley was in Elgin Monday afternoon on his way home. While going to attend a sick call he saw Collins on the veranda of Garland's Hotel. He accosted him and asked him how he came there. Collins said he walked there and had left before he saw the housekeeper. He said he was fishing so long he could not remember his name. He said he would go back and he said yes. They went to a house near by and the priest made arrangements for Collins to stay all night, and also arranged with a man to give him a drive to New Ireland. He learned that Collins had been seen going to the station with two girls. Tuesday afternoon he went home being driven the latter part of the journey by James Doyle. On

SCOTCH EXPERT SAYS BAY CHALEUR HERRING ARE THE BEST YET

Ottawa, Oct. 1--J. J. Cowie, the Scotch herring curing expert, who has been at work all summer in Baie Chaleur, makes a very interesting report to the department. He says that during the spring season, which ends with the first of August, his party caught 504 barrels and since the fall run of herring began they caught 272 barrels. Referring to the latter, Mr. Cowie says that he never saw so fine herring in any part of the British Isles or elsewhere. There, too, as among her friends, she was highly esteemed and there are many who will read with deep regret that she has passed away.

MISS FLORENCE M. McCAFFREY DEAD

About 12 o'clock Sunday night Miss Florence Mary McCaffrey, elder daughter of James and Catherine McCaffrey, died at her home. She was a very popular person and had been ill for many months. She was 42 years of age and was a native of Scotland. She was a member of the St. John's church and was a devoted mother and friend.

Hopewell Hill Notes.

Hopewell Hill, Oct. 1--Mrs. D. M. MacDonald, of Pettaquamscutt, is spending a few days with her cousin, Mrs. Alexander Rogers. Mrs. Robinson, widow of Clarke Robinson, of Chatham, left Friday morning for Boston, her former home, where she intends to reside. George Carlisle, of Moncton, and his brother, Howard Carlisle, of Vancouver, are in the village this week, calling on relatives and friends. The schooner Silver Leaf sailed yesterday for Boston with a load of plaster. Mrs. and Mrs. Hopewell Hill, of Hopewell Cape, have gone to Bear River (N.S.), to meet her husband, Capt. Joseph A. Read. Alfred Falls has moved to Chemical Road to the house owned by Mrs. Clarke Robinson. Rev. A. F. Brown, of Harvey, occupied the pulpit of the Baptist church here on Sunday afternoon.

LOCAL NEWS.

The trout fishing season ended on Saturday. From sunset Friday till sunset Saturday was observed as the Hebrew Day of Atonement or Yom Kippur. There were services in the synagogue all day.

At Fredericton, on Saturday, O. S. Crockett, acting for two of the heirs, bought the property of the late Walter McFarlane in St. Mary's for \$2,000.

One dollar coupons are offered all this week by the Union Clothing Co., 26 28 Charlotte street, Y. M. C. A. building--see it on last page--cut it out.

The Royal Securities Company has purchased from the city of Fredericton \$45,000 four per cent. debentures, forty years to run. The price has not been disclosed.

With reference to the reported wreck of the St. John barkentine Homer, in the recent hurricane, Howard D. Tooley, Proprietor & Son, the owners of the vessel, said that he had heard nothing from the captain; neither had he any word of the Hector or the Helen E. Kenley.

Seventeen deaths took place in the city last week. The following were the causes: Cholera infantum, 3; whooping cough, 1; diphtheria, 1; scarlet fever, 1; pertussis, 1; tuberculosis, 1; nephritis, 1; premature birth, 1; aneurism, 1; anæmia, 1; influenza and senility, one each.

Hon. D. C. Fraser, governor of Nova Scotia, will be the orator of the day on the occasion of the unveiling of the Burns monument at Fredericton, Oct. 15. The unveiling will be on the occasion of the Burns centenary and will be held at the Union Club and a limited number of tickets disposed of to those desiring to attend.

The committee in charge of the complimentary banquet to S. D. Scott, have changed the date of the banquet to Tuesday, October 10th, in order that Mr. Scott may be present. The banquet will be held at the Union Club and a limited number of tickets disposed of to those desiring to attend.

George E. Perley, C. E., of Ottawa, who has been in the city since last Thursday, left for the federal capital Monday. Since coming here he has been in the city since last Thursday. He is a member of the Point Breakwater, as well as of other government works. He reports himself as well satisfied with the job done.

On Friday a large number of the friends and acquaintances of Mr. and Mrs. Fred Breen, of Rothesay, waited on them Friday night. The occasion was the anniversary of their wedding, and after congratulating the host and hostess were made the recipients of a fine lamp, table and number of chairs.

A visitor to the city Friday was Rev. Edward C. Laurier, of St. Eustache, L'Orignal, Quebec, first cousin to the premier of Canada. Father Laurier bears a striking resemblance to Sir Wilfrid as was remarked by all who saw him in the depot as he left on the Montreal train for home. While here, he was the guest of Rev. J. J. Walsh, of Holy Trinity church.

A family of twelve from Moncton sought refuge in the city Friday afternoon. They were on their way to Fredericton (N.B.) for their annual picnic. They had only \$2.25 to take them on the rail journey from St. John to their destination. They were held up by a strike of the railway men. Effort to have funds telegraphed to them were being made Friday, meanwhile they secured a place to stay while waiting.

The three Fairview Sabbath schools united yesterday afternoon and held a temperance rally in the Presbyterian church. A very large number attended. The church being completely filled. Mrs. Long, president of the temperance society, presided. A very interesting program was given, after which an address on church work and temperance was given by J. N. Harvey.

Col. J. S. Cowans, M. S. O., whose mother was for some time a resident of this city and who has a number of relatives in the city, has been selected by Lord Kitchener to assume control of the educational and military training work in India. Colonel Cowans' mother was a daughter of the late Samuel Stephens, an eminent musician here and a niece of the late Mrs. James Barber.

Mr. and Mrs. Walter B. Brown, of 154 Lealder street, West End, were pleasantly surprised on Saturday evening by a large number of their friends assembling at their home and making them a present of a new automobile. An enjoyable evening was spent in card playing and dancing, and after refreshments served by H. Colby and other members of the present, presented to Mr. and Mrs. Brown a handsome set of glass pitcher. Mrs. Brown was also the recipient of a beautiful bouquet. Both Mr. and Mrs. Brown made feeling replies thanking the assembled friends for their kindness and good wishes.

NOVA SCOTIA FAMILY PERISHED TOGETHER IN MOBILE HURRICANE

Halifax, N. S., Sept. 29--Captain Morris reported drowned with his family in the schooner King of Avon, near Mobile in the schooner of Dr. Charles Morris, of Middle Musquodibit, and his wife is a native of Lunenburg. Capt. Morris was in Port Arthur during the bombardment by the Japanese.

CASTORIA For Infant and Children. The Kind You Have Always Bought

Beats all Signatures of Castoria. There were nine marriages solemnized last week in the city. Five babies were born during the same time. Four were girls.

OBITUARY.

O. A. Brown. Wilson's Beach, Sept. 24--The long illness of Customs Officer O. A. Brown terminated fatally on Wednesday, Sept. 19. Deceased had been a sufferer for many years, but he bore his illness with uncomplaining patience. He will be much missed, not only in his official capacity, and in his family circle, but by a large number of friends who will miss his ever ready smile and helping hand. He leaves one daughter, one brother, and his step-mother, besides most distant relatives. His wife, who was unexpected at present. Beside his wife and two small children his mother, one brother and several sisters mourn his loss. He was a cousin of Dr. Samuel Almon, and nephew of Mrs. D. W. McCormick, of St. John. He was a member of Sussex Lodge F. & A. M. and the United Order of Workmen.

W. E. Berryman. ST. STEPHEN, Sept. 28--(Special)--W. E. Berryman, a well-known C. P. R. conductor, died suddenly this morning. He had been ill for some time, but he died unexpectedly at present. Beside his wife and two small children his mother, one brother and several sisters mourn his loss. He was a member of Sussex Lodge F. & A. M. and the United Order of Workmen.

Samuel Almon, of Fredericton street, died Friday night, aged sixty-six years. He was a carpenter by trade and was highly respected. Deceased is survived by his wife, one son and a daughter.

Mrs. Elizabeth Burnie died at her home in Paradise Row Saturday, aged seventy-eight years. Her husband died only a few weeks ago. She was a member of the companion of her joys and sorrows no doubt hastened the end. She is survived by a large family.

Doris Gertrude Worden. General sympathy will be extended to Mr. and Mrs. Frank L. Worden in the death of their only daughter, Doris Gertrude, which took place Sunday. The little one had been sick only since last Tuesday and on Saturday her disease was diagnosed as diphtheria. She was a general favorite with everybody. She is survived by a baby brother, only a few months old, besides her sorrowing parents.

Joseph C. Clinton, Formerly of Fredericton. Joseph C. Clinton, of North End, Sunday received a telegram with the news of the death of his brother, John L. Clinton, in Worcester (Mass.) Deceased was thirty-seven years old, had been formerly in the employ of F. B. Edgemoor & Co., dry goods merchants, Fredericton. Mr. Clinton, who had been ill with heart trouble for about three years, was unmarried. He is survived by three brothers--Frank J., of the B. & M. Railway, with whom he lived at the time of his death; George L., of the B. & M. Railway, and Joseph C., of the C. P. R., St. John.

Alfred E. Heans. The death of Alfred E. Heans, the well-known carpenter and builder, occurred Saturday afternoon at his home 4 Mile ridge street. Though he had been ill for some time death came rather suddenly. He was 45 years of age and leaves a wife, three sons and one daughter. They are: Arnold W., Murray, Alfred, Jr., and Annie. Heans was a son of Mr. and Mrs. William Heans. Four brothers and four sisters also survive: Fred S. and Charles C. Heans, of the B. & M. Railway, and Mrs. Mary Ann Heans, of the B. & M. Railway. The sisters are Mrs. George Swetta, Emma, Laura and Mrs. W. H. Whittier.

Miss Kate Quinn. Miss Kate Quinn, daughter of the late P. D. Quinn at one time a prosperous merchant in Dock street, died Monday morning. Some time ago she had a severe attack of rheumatism and complications set in. Deceased had many warm friends who will be grieved to hear the news of her death. She had lived for some time with her mother, Mrs. Thomas Robinson, and Miss Mahoney, in Wellington Row.

David Martin. David Martin, at one time a very well known resident in this city died at his home in Cambridge (Mass.), Sept. 23. He came to St. John from Ireland when a mere boy and entered a printing establishment with William Magoe. Subsequently he went into business with Frank Lansdowne, now of Sussex, as Lansdowne & Martin. Afterward Mr. Martin removed to Montreal, and in the vicinity of that city had lived for a number of years. His first wife was Miss Alicia Craig, sister of Robert S. Craig, and she subsequently married Mrs. Winifred Graham, daughter of the Provincial Assylum, who, with three or four children, she had. While here Mr. Martin was active in the Masonic fraternity, and at one time was master in Hibernia Lodge.

Sackville Happenings. Sackville, Oct. 1--The death of Mrs. Nelson Ogden, of Joliette, occurred at 4 a. m. today after an illness of several weeks. Deceased was 65 years old. She was survived by three sons--Frank and Clarence, of Joliette, and Arthur of Boston. Mrs. Loring Legare passed away at the home here, Sept. 23. She was 71 years old. Her surviving sons are Paul, Martin, Frank and Benjamin. She was survived by her daughters, Mrs. Zoel LeBlanc, Menemiscook, and Mrs. Charles Boudreau, Aboujagou, Funeral took place yesterday. Rev. Father Cormier officiating. Interment at Aboujagou.

A box social was held at the home of Mrs. John M. Hicks, Mildred, on Friday evening. The proceeds were donated to the Baptist church.

Mr. and Mrs. Ezra Estabrook, Mildred are rejoicing over the arrival of a boy and girl. Mrs. Daniel Sears celebrated her eighty-fifth birthday on Saturday. A large number of her friends assembled to do honor to the pleasant occasion.

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ONE DOLLAR COUPON

This coupon can be received as part payment on any purchase of Ten Dollars or over for one week, ending October 10th, 1906.

UNION CLOTHING CO.,

26 28 Charlotte Street, - ST. JOHN, N. B. Old Y. M. C. A. Building. ALEX. CORBET, Manager

CUT THIS OUT

WEDDINGS

Brown-Jones. On Wednesday afternoon at the residence of L. D. Jones, Norton (N. B.), was solemnized the marriage of his daughter Annie L. and Geo. C. Brown, formerly of Bridgewater (Me.), but now of Chatham. The bride was becomingly attired in a dress of white oriental silk, with chiffon ribbon trimmings, and carried a bouquet of white sweet peas and maiden hair ferns. The bride was attended by her sister, Mrs. Adria V. Jones, while the groom was supported by Geo. C. Kierstead, of St. John. The house was prettily decorated for the occasion with pot plants and flowers. After partaking of a wedding supper the happy couple left for Bridgewater (Me.), where a reception will be held at the house of the groom's parents. The bride looking very charming in a dress of blue crepe de chene and carrying a bouquet of roses. She was attended by her sister, Miss Jennie Jones, and the groom by Geo. C. Kierstead, of St. John. Among the guests present were Mr. Brown and Miss Laura Brown, of Bridgewater; T. N. McLean, of Boston; George F. Kierstead and Mrs. F. W. Kierstead, of St. John.

Chadwick-Winchester. At the home of Mrs. W. W. Winchester, 128 Sydney street, the marriage of her youngest daughter, Elythra A., to Stanley A. Chadwick, took place. The nuptial knot was tied by Rev. D. Hutchinson. The bride looking very charming in a dress of blue crepe de chene and carrying a bouquet of roses. She was attended by her sister, Miss Jennie Jones, and the groom by Geo. C. Kierstead, of St. John. Among the guests present were Mr. Brown and Miss Laura Brown, of Bridgewater; T. N. McLean, of Boston; George F. Kierstead and Mrs. F. W. Kierstead, of St. John.

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