

The Semi-Weekly Telegraph

VOL. XLII.

ST. JOHN, N. B. SATURDAY, MAY 16, 1903.

NO. 69.

VERONICA SLAYERS FOUND GUILTY AND CONDEMNED TO DIE.

Rau, Monson and Smith to Answer to British Justice for Seven Murders.

Wm Thomson & Co. Receive Cable Message Giving Result of Trial of Mutineers on St. John Bark--One of the Worst Stories of Crime in the Annals of Modern Merchant Marine--Murders Capped by the Burning of the Ship.

A cable received Thursday from Liverpool by Wm. Thomson & Co. says the three men of the St. John bark Veronica who have been on trial for the murder of Captain Shaw and six of his crew were found guilty yesterday and sentenced to death. They are Gustav Rau, Otto Monson and Wm. Smith.

The horrible chain of murders which followed the outbreak of the mutiny on the "Veronica" last make one of the worst tales of crime recorded in the annals of the modern merchant marine. Starting from a crew of 12 men all told, the Veronica was burned at sea, seven of her crew were brutally murdered by their fellows and the remaining three rescued Liverpool--three to go in the bakers' dock and be condemned to die, the other two to give king's evidence.

On Dec. 10 Rau directed that Captain Shaw and Mate Abrahamson be killed. They were let out and Abrahamson was shot by Smith and the captain by Rau. The captain had begged for his life that he might see his wife and child again, but there was no pity.

The next few days were spent in making ready to leave the ship. Thomas, the cook, was made to swear, in blood, and the murders of the story of the "Veronica" were then the riggers, recognizing that when they reached land they would be hanged in the story they were to tell of the loss of Captain Shaw and the other victims, concocted a tale which they post over and over again so that there would be no discrepancies when it came to questioning.

For days they had to repeat the story two or three times while Rau stood over them with a revolver threatening their lives if they made a mistake. They were to account for the death of one man by accident and that of the mate by accident. Then, the story ran, the ship took fire and the captain with some of the crew put off in one boat and the murderers with Rau, who had been made second mate in command of the other. Rau and Johannesen, unfortunately for themselves, could not remember the story and they were shot down in cold blood and the list of murders was lengthened to seven.

A heap of wood and clothing was then made. Rau estimated it with oil and it was set afire and the murderers and their companion Thomas left the ship. They reached Capujera Island, South America, after five days' sailing, remained there three days and were picked up on Dec. 28 by the British steamer Brunswick and taken to Liverpool. Thomas told the awful story and the murderers were hanged under arrest. Later Rau was allowed to turn king's evidence.

The trial has gone on with several adjournments until its conclusion was stated in the cable to Messrs. Wm. Thomson & Co. yesterday.

GAMEY WON'T TELL ABOUT BANK SLIPS.

Mr. Stratton's Accuser Afraid of Incriminating Himself.

DISPUTES HIS PARTNER. Member for Manitoulin Says Crossin's Wrong--He Borrowed \$1200 from Frank Sullivan--Testimony to Finish This Week, and Argument Thursday.

Toronto, May 14--(Special)--At the opening of the Gamey inquiry today it was announced the examination of the Ontario bank's books had narrowed down to two cheques and information as to these will be furnished at once. It was decided to have the argument commenced next Thursday.

Mr. Stratton, in reply to a question that it was not the intention of the prosecution to call Gamey again, the member for Manitoulin was called by the commissioners. Questioned, he said he had only a small note book to assist him in preparing the statement he made in the house, with some letters. He had no diary, absolutely no one assisted him in preparing the statement, and J. R. McGregor was the only person who read it before he presented it in the house.

When pressed he admitted the statement in his letter of January that at a request of his constituents he had decided to take an independent stand was misdeed and called himself a Conservative.

The letter to the Manitoulin Examiner was to keep that paper quiet. He said he will call himself a Conservative. Coming to the report of September 11, when asked if he still adhered to his statements contradicted by Messrs. Stratton, Crossin, Myers, Costello, Sullivan and Roland, he said: "Why, certainly, my lord."

He swore Mr. Crossin's story about deposit of the \$900 on that day was wrong, and that his bank notes would show the deposit made in the afternoon and not in the morning, as sworn by Crossin.

He testified to him of the \$3,000 and that he had divided it with Sullivan, but he added that he had borrowed \$1,200 of Sullivan's share and that he had deposited \$800 of it in the afternoon. He was to return this \$1,200 when the mining deals were completed.

ST. JOHN DRY DOCK RESOLUTION UP.

Subsidy to Be \$30,000 For Twenty Years Instead \$20,000.

FOWLER'S WESTERN TALK. Member for Kings' Scurrilous Remarks About I. C. R. Employees Recalled in the House--Overtime of Customs Officers to be Paid by Government.

Ottawa, May 14--(Special)--In reply to Mr. Bell (Pictou), Mr. Fielding said that the financial terms were arranged between the Dominion of Canada and the province of Nova Scotia between January the 1st, 1872, and July, 1896. There were general readjustments in 1873 and 1894 of the debt account of the various provinces, but they had no special relation to Nova Scotia. The sum now at the credit of Nova Scotia in the debt account is \$1,059,111.

Mr. Fielding moved the house into committee on a resolution in respect to the construction of dry docks as provided for by the statute of 1896. Mr. Fielding provided for the government siding companies who build dry docks by a subsidy of 2 per cent, not exceeding \$20,000 a year for 20 years. The resolution is to increase the amount from 2 per cent to 3 per cent, making it \$30,000 a year for 20 years. Mr. Fielding said \$20,000 was the amount of the subsidy in 1896. One was at St. John (N.B.) and the other at Collingwood.

In discussion tonight on the administration of the customs department, Walter Scott (Assiniboia west), wanted to know from the government if within the last couple of months any complaints had been received about alleged improper entry of German goods under the British preference.

When Mr. Borden and his party had been in the west last fall the member for Peel had complained that the British preference was being brought in as British goods.

Mr. Scott replied that he had waited since the opening of the session to hear Mr. Borden repeat his charges. Messrs. Powell and Fowler had made statements regarding the Intercolonial which made a deal of trouble in New Brunswick. Perhaps Mr. Borden feared his charges would give him the same trouble. Mr. Scott went on to say that Mr. Borden had bought a tea pot in Regina which was stamped "Made in Germany" and which he had carried in several meetings stating that he had seen the invoice of the merchant who sold it and that this showed the teapot had come in under the British preference.

Mr. Paterson stated that at the present time the merchants and transportation companies had to pay for the service of customs officers after hours. In future the government will pay for this and will ask \$100,000 for the customs service to meet the extra expense.

NOVA SCOTIANS HAVE HARD TIME.

Crew of Yarmouth Brig. Bertha Grey Tossed About for a Week.

NO FOOD OR WATER. Salt Water Had Spoiled All the Provisions, and Death Stared the Sailors in the Face--Thrilling Rescue by a Steamer in a Gale of Wind.

Norfolk, Va., May 14--The British brigantine St. Oswald, from Mobile for Norfolk arrived here today with the crew of the shipwrecked British brigantine Bertha Grey from Jacksonville to St. Kitts Island. For nearly a week Captain Richards and the men aboard the English sailing craft were tossed about at the mercy of wind and wave. The vessel's rigging was gone and the hull waterlogged. Salt water pouring in between the decks quickly spoiled their food and rendered their supplies of fresh water useless. Woe with many hours of pumping, almost overcome with hunger and heartache at the dreary prospect of ever alive the Nova Scotian mariners had about abandoned all hope of safety when the St. Oswald responded to their signals of distress. The rescue of the shipwrecked men was a thrilling one. The waves were running mountain high and the wind still blew a gale when a lighted vessel was sighted from the wreck of the steamer.

SCHOONER EMPRESS FLOATED WITH CARGO.

Vessel Had Been Ashore at Blanch Island and Was Towed to Halifax--Capt. Bale of S. S. Orinoco Has His Hand Crushed.

Halifax, May 14--(Special)--Capt. Bale, of the steamer Orinoco, met with a painful accident on the passage to Bermuda from here, the hatch falling on one of his hands, crushing it badly.

GREATEST BATTLESHIP AFLOAT LAUNCHED.

British Navy Adds the Commonwealth to Its Fleet.

London, May 14--The Commonwealth, the largest battleship afloat, 16,350 tons, was launched at Gowan-on-the-Clyde yesterday afternoon. She is the first vessel of the British navy to have her 10 six-inch guns protected by an extended barbettes, instead of by casemates. Her other armament consists of four 12-inch guns, four 9.2-inch guns and 24 small guns. The new battleship's speed is to be 18 1/2 knots per hour, and she will carry a crew of 755 men. Her engines are to develop 18,000 horse-power.

MANAGER FOR C. P. R.'S STEAMSHIP LINES.

Montreal, May 14--(Special)--Official announcement of the appointment of Arthur Piers, of the C. P. R., to the position of manager of the steamship lines was issued today. Mr. Piers will have both the Atlantic and Pacific fleets of the company under his control. His office will be in Montreal.

IT WAS "G. RUSSELL" WHO SHIPPED BOMB TO THE S. S. UMBRIA.

Infernal Machine Was Made in Chicago, Where Dynamiter is Now Being Sought.

Police Know How and Where It Was Made--Workmen Thought Russell, Who Employed Them, Was Preparing a New Gambling Device--More Startling Developments Expected Concerning Plot Against English Steamships--No Clue Yet to the Real Motive for the Dastardly Conspiracy.

Chicago, May 14--(Special)--Advises have been received from the police in New York that it was thought that the infernal machine which was taken to the Cunard docks was made in Chicago by a man named Russell, living at 247 Washington Boulevard.

GERMANY WOULD MAKE CANADA A DUMPING GROUND FOR CONVICTS.

Canadian Three Per Cent. Bonds Sell at 103 in London, the Highest Price of Any Colonial Debenture--Canadian Gazette Calls Canada "Land of Conflagrations."

Montreal, May 14--(Special)--A special London cable says: "The astounding success of the British Transvaal loan emphasizes the high place Canada's three per cent issue now enjoys in the British market. While the new Transvaal loan is issued at par and the Australian and South African and other colonial stocks range from 90 to 95, Canadian three per cent stocks stand at 103."

CARNEGIE SAYS HE'S SORRY TO HURT CANADA'S FEELINGS.

London, May 14--A despatch received here today from Halifax (N. S.) quotes Mayor Richardson, of Sydney (C. B.) as saying that the town council would return Andrew Carnegie's gift of \$150,000 for a library in Sydney because of an interview in London with Mr. Carnegie in which he is alleged to have said that the iron and steel industry of Cape Breton was a "mirage."

Mr. Carnegie said to a representative of the Associated Press today that he was very sorry if anything he said had hurt the feelings of his Canadian friends. He had no desire to undertake Canada's efforts, did not remember using the word "mirage."

BLISHMAN SHOTS CAMBRIDGE CLERK.

London, May 14--Eric B. H. Mackay, an Irishman, residing in Cambridge this morning shot and seriously wounded Dr. F. Hobbrook, clerk employed in laboratory of the United Drug Company, on Leeson street, Roxbury, but the man's injuries are not likely to prove fatal.

FIVE HUNDRED MILES OF FOREST AFIRE IN THE WEST.

Winnipeg, May 14--(Special)--Word reached the city today of terrific forest fires raging on both sides of Lake Winnipeg. District on fire covers 500 miles in length and thousands of acres of valuable timber lands, chiefly the property of the Dominion government have been destroyed. The loss of personal property is also

ACTRESS SECURES BIG FORTUNE.

Pittsburg, Pa., May 14--By an agreement reached between attorneys the proprietors of the Bijou Theatre in this city will pay Miss Laura Biggar, the actress, the interest she had under the will of the late Henry M. Bennett, in the property on Penn avenue and Sixth street, occupied by the Bijou Theatre and office buildings. By the terms of the agreement Miss Biggar will receive in cash from the estate of property \$480,000, an apartment house in New York valued at \$400,000 and personal property estimated to be worth \$100,000, making a total of \$980,000 besides an annual allowance for life of \$1,800. The settlement closes one of the most sensational estate fights this country has had in years.

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MAY 16, 1903.

G. T. PACIFIC TRAFFIC WILL COME TO MARITIME PORTS IN WINTER, IT NOW APPEARS.

Minister of Railways, in Telegram, Says if Subsidy is Given Grand Trunk Will Make Satisfactory Arrangements With I. C. R., or Build Through to Port in This Section.

Hon. Mr. Blair's Important Telegram to W. M. Jarvis.

The board of trade council met Wednesday morning and sent the following telegram to the minister of railways: "Hon. A. G. Blair, Ottawa: "Grave apprehension is felt here as to Grand Trunk plans regarding maritime provinces. Strong feeling that if division assistance of any kind to transcontinental road is given, stipulation that railway find a terminus in maritime provinces, and further, that all freight originating in Canada or received along the line should be shipped through maritime terminals asked for a bounty of \$3 per ton on iron for shipbuilding. Can you assure us that in case of assistance being given the Grand Trunk will build through maritime provinces and ship freight thence?"

The following reply was received: W. M. JARVIS, President. W. M. Jarvis, St. John, N. B.: I believe that in case government gives financial assistance the Grand Trunk Pacific will be obliged to enter into a satisfactory traffic agreement binding itself to hand over at Quebec its ocean winter traffic to Intercolonial or build a line through to a maritime port. Have been doing everything possible to bring this about.

Ottawa, May 13—(Special)—It is understood that the minister of railways received a telegram from President Jarvis of the board of trade of St. John, asking Mr. Blair to do everything in his power to prevent a wrong that was now threatening the maritime provinces. Mayor White also forwarded him a copy of a resolution passed by the common council on the same subject.

The minister replied in a reassuring way to both these despatches stating that he had not been able, as a representative of St. John, not in a public way, but in an equally effective manner, in using all the influence he possessed in order to protect the interests of the maritime provinces in this regard.

Mr. Blair said he had intimated to the Grand Trunk Pacific people that he thought would be a fair solution of the question before the meeting of the committee today when he had spoken on the subject.

Mr. Blair expressed to Mr. Jarvis his belief that provision would be incorporated in the Grand Trunk Pacific bill which would secure the traffic, either satisfactory traffic arrangements would be made with the Grand Trunk Pacific Company for the transfer to the Intercolonial at Quebec, all the traffic coming on the Pacific line for shipment in the winter season across the ocean, or failing that a line should be built from Quebec through the province of Quebec and New Brunswick to St. John and Moncton. The minister added that he would do all in his power to bring this arrangement about or one equally satisfactory.

Ottawa, May 13—(Special)—There was another field day at the railway committee today in connection with the Grand Trunk Pacific Railway bill. As soon as the preamble of the bill was carried, there being no discussion on it, Mr. Kemp, of Quebec, put a number of questions to C. M. Hays, vice-president of the Grand Trunk.

Mr. Kemp said: Have the Intercolonial and the Grand Trunk an agreement or arrangement in respect to the interchange of freight traffic?

Mr. Hays—Yes.

Mr. Kemp—On the basis of the apportionment of earnings in respect to such traffic is satisfactory to the G. T. R.?

Mr. Hays—Yes.

Mr. Kemp—Under this arrangement has the Intercolonial any considerable volume of export grain business for shipment via St. John or Halifax?

Mr. Hays—Yes.

Mr. Kemp—Under an arrangement similar to that which exists at the present time, would the Grand Trunk Pacific be able to transfer the products originating on its line via the Grand Trunk Pacific and the Intercolonial to Canadian ports in the maritime provinces?

Mr. Hays—Yes.

Mr. Kemp—Could the products originating on the G. T. R. Pacific line be shipped via the Grand Trunk Pacific via Portland instead of St. John and Halifax?

Mr. Hays—No.

Mr. Kemp—In order that the Grand Trunk Pacific may be transferred through Canadian territory would the Grand Trunk Pacific if not able to make satisfactory arrangements with the Intercolonial Railway build on their own behalf a new line of railway to some winter port in the maritime provinces.

Mr. Hays—Yes.

H. J. Logan (Umberland, N. S.), continued the interrogations from the point of the last question as follows: "You do not propose to build independent of the Intercolonial?"

"If you do build, will you build to the city of Moncton?"

"Most likely we would."

"Do you propose to build your line north of Lake Abitibi?"

"No; it goes south as the survey shows, but practically in that neighborhood."

The minister of railways did not think the question of arrangements between the G. T. Pacific and Intercolonial should prejudice the committee one way or another. He pointed out that the only time the government road could expect to get freight from the Grand Trunk was when there were no steamers to carry it from Portland.

If the committee deemed it essential that an arrangement should be made to handle traffic received from the G. T. Pacific at Quebec, the present arrangement would have to be revised to a considerable degree. He mentioned this because it might be thought that the present arrangement was satisfactory to the G. T. R., was also satisfactory to the Intercolonial, but it was not.

As to the ability of the government road to handle traffic, Mr. Blair said that it could take all the freight the G. T. Pacific could give it and that the facilities would be fully equal to those of the proposed line.

The rate which the I. C. R. received

HALIFAX DELEGATION INTERVIEWS GOVERNMENT.

A Bounty of \$3 Per Ton on Iron for Shipbuilding Asked—Their Request Considered.

Ottawa, May 12—(Special)—The Halifax delegation waited on the premier and minister of finance in Sir Wilfrid's office at noon today, and asked for a bounty of \$3 per ton on iron for shipbuilding. The principal speakers were J. E. DeWolff, Mayor Crosby, T. Scarfe and Wm. Roche, M. P.

A delegation from Toronto some time ago made a similar request upon the government. The Halifax delegation concurred with the views set forth by the Toronto people.

It was pointed out that it was necessary now to substitute iron instead of wood for shipbuilding. Formerly a very profitable and extensive business had been carried on in the maritime provinces in shipbuilding, and it was hoped that this industry might be revived if some encouragement was forthcoming from the government to aid in its initial stages.

It was proposed, for instance, to make the bounty on a sliding scale, so that in the course of five years it might disappear. The delegation afterwards had a conference with Mr. Fielding, Mr. Patterson and Mr. Frederick Gordon, when similar views were expressed. In both instances the delegates were well received and are hopeful that the representations made to the government will receive favorable consideration and in due course be adopted by them.

Wm. Roche, M. P., entertained the following luncheon in the house of common's restaurant: Premier Murray, R. L. Borden, E. M. McDonald, M. P.; A. C. Ross, Mr. Patterson, M. P.; A. B. Crosby, Mr. Leslie, J. E. DeWolff, J. T. Hale, J. P. Faulkner, T. Scarfe, E. F. Hill and J. M. Weeks.

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VICTORY OVER ODDS OF 12 TO 1.

London, May 12—Colonial Secretary Chamberlain announced here today that the British military operations in the Sokoto and Kano districts, ending with the capture of the Emir of Kano, 100,000 square miles of territory had been added to Northern Nigeria and would be administered by the government of that territory.

Interesting details have been received here of the capture of Sokoto, March 14, by the British column commanded by Col. Moncrieff. The British numbered about 500 men, with four quick firing guns and four Maxim's. The enemy's horse and foot were estimated to number some 6,000 men, their rifles being armed with modern rifles and using smokeless powder.

The British camped during the night of March 13 a mile and a half from Sokoto, after a hard march of 100 miles from Kaura, with little water and having passed through a difficult country.

At daybreak, March 14, the British moved out in square formation towards the valley in which Sokoto lies. Immediately after the engagement between the Fulanis charged with fanatical bravery, undeterred by a withering Maxim and rifle fire. They had no proper leadership, but the isolated bands continued to advance over heaps of dead and dying, often only individuals reaching within a yard of the square where, refusing quarter, they were shot down like shooting "quail," with their last breath.

The main body of the natives was finally routed, leaving a remnant of about 30 chiefs around the Emir's great white flag. These chiefs were defiant to the last and their corpses were found heaped in the streets of Sokoto. The British camped in the ruins of the city, which consisted mostly of thatched houses. Its semi-ruined walls extended seven miles round the place and were pierced by the Emir's great white flag.

A few days later the populace returned and the Fulanis tendered their submission to Commissioner Lugard, who arrived March 19 and the engagement between the British and the natives was over. The British then retired towards the coast, leaving a garrison of two companies of infantry.

Mr. Pringle (Cornwall) asked if under the new railway act there would not be power to prevent discrimination in favor of Portland as against Canadian ports.

Mr. Blair—"I think it would be possible for the railway commission to prevent discrimination, but that would only apply to rates, not as to whether a man favors one port more than another."

D. C. Fraser (Quebec) said he would grant a charter to anybody that would build an all-Canadian line. He reminded the committee that the shippers did not care what became of the grain so long as they got the money for it in their pockets. It might be taken over the line and burned for all they cared.

Henry Carrill (Conservative, Bruce) spoke in support of the proposition that the government should extend the Intercolonial to Winnipeg and double track it if necessary.

Mr. Pringle wanted a clause put in the bill compelling the company to buy every spike, nail and everything else of Canadian manufacture so long as they could get them as cheaply as they could import them.

At 1 o'clock the committee rose until Wednesday, May 27, for the further consideration of the bill.

DAVID RUSSELL BUYS A TRUST COMPANY.

Montreal Trust and Deposit Company Will Have Branches at St. John, Halifax and Toronto.

Montreal, May 12—(Special)—David Russell has bought out a controlling interest in the Montreal Trust and Deposit Company and intends reorganizing the company with a new board of directors and new management.

The new company will have a cash capital of \$500,000 and branches will be opened in St. John, Halifax and Toronto.

At the burial of a South London man his six dogs draped in black followed the cortege.

INSANE SAILOR IS FOUND DEAD.

Search Revealed the Body of Bark Emigrant's Carpenter Strangled.

THE CAPTAIN'S STORY.

The Demented Man Could Not Be Induced to Come from Vessel's Hold—Wm. Carver Drowned at Ingram River While Logging.

Halifax, May 13—(Special)—This morning the crew of the bark Emigrant, which arrived last night from Bermuda, began shifting cargo in the vessel's hold with the result that the body of the carpenter was found near the skin of the vessel pinned down under a sliding scale, so that it had evidently been dead for some days. He had strangled himself to death, a leather strap being found drawn tightly about his neck. It is supposed he crawled among the empty casks when the crew were searching for him.

Captain Taraldsen reports that the ship left Bermuda April 16 and on the 17th the carpenter went into the hold saying he was afraid of something. An hour later he returned to the deck but went back to the hold again and fired four shots from a revolver, when the mate went after him to try to get him out. The captain told the mate to come up and close the hatches. The carpenter stayed in the hold for a few days but later gave the captain the revolver and was secured and put in irons, as it was feared he might fire or sink the ship. He was placed in the fore-cabin and food passed to him. But he broke his hand-irons and escaped into the hold again, staying there ever since. The captain and men called to him and lowered food down the hold. The bread disappeared from the fore-cabin and the captain thought the carpenter was eating it. Later on the men went in to carry the lights but could not find the carpenter.

The captain says the man, Stefan Oscar Wirtanen, was a native of Mygale, Finland, and had been on the vessel for about 17 months and was highly thought of, being a good workman and always ready to do his duty.

The Allan steamer Caribbeian, from Glasgow via St. John's (Nfld.), arrived this afternoon with 322 passengers to land here. The majority are Norwegians and Finns bound to ports in western Canada and the United States.

News of a drowning accident reached the city this morning from Ingram River. The victim is William Carver, an employe of a lumber company. Carver with others was at work logging on the lake about 10 miles from Ingram River and yesterday morning fell off the end of a run of logs and was drowned. His body sank and up to this morning had not been recovered.

The schooner Laura C., reported missing while on voyage from Halifax for Louisiana, has been sighted. The vessel, which had received word today that she had turned up at Barbados, having been blown off the coast.

WEEKLY SERVICE BETWEEN PICTOU AND SOURIS, P. E. I.

Government Enters into Contract for Summer Season With N. S. Steel Company.

Ottawa, May 12—(Special)—The department of trade and commerce concluded a contract today for a term of years with the Nova Scotia Steel Company for a summer weekly service between Pictou and Souris (P. E. I.), and the Magdalen Islands. The same company are already performing a service between Chatham and Pictou.

The New Glasgow delegation was joined here today by Dr. Kennedy and J. Underwood along with Hon. D. C. Fraser and Mr. Bell of Pictou they waited on Hon. James Sutherland and Hon. W. S. Fielding and presented their claim for government assistance for opening up and developing the East River in Pictou county. The principal speakers were Mr. McDonald, M. P. P., Mr. Cantley and Mayor Crockett. The ministers said they would give the matter favorable consideration and the delegates were all satisfied with the way they were received.

It is said that women who wear reefs of a reddish hue are in danger of a disagreeable and serious ailment. The poison in the dye is absorbed through the skin and inflames the eyes.

Not Only Relief, A Cure. ASTHMA. Many discouraged Asthmatics who long have been unable to get relief, find relief in a cure for ASTHMA. CURE—Asthma is a disease which is caused by a virus which is not instantly relieved but cured. The late Sir Dr. Morrell McKenzie, England's foremost physician, used HINROD'S ASTHMA CURE constantly in his private practice. If you are discouraged send for a generous free sample. It will not disappoint you. HINROD'S ASTHMA CURE is a standard remedy prescribed by many eminent physicians and sold throughout the world for over a quarter of a century. A truly remarkable testimonial is itself. HINROD'S ASTHMA CURE. 14-17 Trinity St., Vancouver, B. C. For sale by all druggists.

HOW A BEAUTIFUL WOMAN ESCAPED SPRING CATARRH BY USE OF PE-RU-NA.

Nothing Robs One of Strength Like Spring Catarrh—Spring Fever is Spring Catarrh.



MISS HELEN WHITMAN.

Miss Helen Whitman, 303 1/2 Grand avenue, Milwaukee, Wis., writes: "There is nothing like Peruna for that tired feeling, which gives you no ambition for work or play. After a prolonged illness, about a year ago I felt unable to regain my health, but four bottles of Peruna made a wonderful change and restored me to perfect health. As long as you keep your blood in good condition you are all right, and Peruna seems to fill the veins with pure, healthful blood. I thoroughly endorse it."

Have you got nerves? Well, you ought to have nerves. But they ought to be strong nerves, good nerves. Does your hand tremble? You are living too fast. Does your heart flutter at times? You had better call a halt. Americans live too fast. They crowd too much into a single day. They have too little leisure. The hospitals and insane asylums are overflowing. The quiet, pastoral scenes of yore are becoming rare. It's time that we quit this sort of business.

First, repair the injury already done to your nerves. The way to this is to do exactly as did Mattie B. Curtis, Secretary of Legion of Loyal Women, Hotel Salem, Boston, Mass. She said in a recent letter: "I suffered for over a year with general weakness and debility manifested in severe headache and backache. I took four bottles of Peruna, and for two months have been entirely free from these maladies."

Nervous Prostration. Thousands of cases might be quoted in which Peruna has been used to rescue people from the perdition of deranged nerves, and put them on the good, solid foundation of health. The County Auditor of Erie county, New York, Hon. John W. Keefe, in a recent letter written at Buffalo, New York, stated: "I was persuaded by a friend to try a bottle of your great nerve tonic, Peruna, and the results were so gratifying that I am more than pleased to recommend it."

A Spring Tonic. Almost everybody needs a tonic in the spring. Something to brace the nerves, invigorate the brain and cleanse the blood. That Peruna will do this is beyond all question. Everyone who has tried it has had the same experience as Mrs. D. W. Timberlake, of Lynchburg, Va., who, in a recent letter, makes use of the following words: "I always take a dose of Peruna after business hours, as it is a great thing for the nerves. There is no other spring tonic, and I have used about all of them."

Catarrh in Spring. The spring is the best time to treat catarrh. Nature renews herself every spring. The system is rejuvenated by spring weather. This renders medicines more effective. A short course of Peruna, assisted by the balmy air of spring, will cure old, stubborn cases of catarrh that have resisted treatment for years. Everybody should have a copy of Dr. Hartman's latest book on catarrh. Address The Peruna Medicine Co., Columbus, Ohio.

Mrs. Lulu Larmer, Stoughton, Wis., says: "For two years I suffered with nervous trouble and stomach disorders until I seemed that there was nothing to me but a bundle of nerves. I was very irritable, could not sleep, rest or compose myself, and was certainly unfit to take care of a household. I took nerve tonics and pills without benefit. When I began taking Peruna I grew steadily better, my nerves grew stronger, my rest was no longer fitful, and today I consider myself in perfect health and strength. My recovery was slow but sure, but I persevered and was rewarded by perfect health."—Mrs. Lulu Larmer.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis. Take care of a household. I took nerve tonics and pills without benefit. When I began taking Peruna I grew steadily better, my nerves grew stronger, my rest was no longer fitful, and today I consider myself in perfect health and strength. My recovery was slow but sure, but I persevered and was rewarded by perfect health."—Mrs. Lulu Larmer.

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Dr. Thomas Walker was chosen chairman of the committee on the Agricultural Society. There were also present James Collins, F. C. Monahan, D. Magee Jr., L. B. Knight, John Ross, Alderman Chas. F. Tilly, James H. Pullen, T. P. Pugsley, A. E. Macaulay, S. T. Golding, John Bond, John Bain, H. J. Fleming, H. H. Moss, Dr. Pennington, Joseph Stenfield, Henry Gallagher, Dr. D. E. Berryman, E. L. Jewett, Daniel Michaud, J. H. Armstrong, James Sterling and Jesse Proctor, of Sussex.

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Soon after another young woman appeared on the scene, this time a Halifax woman, who is now the wife of Superintendent Vennor, of Halifax public park. Douglass had a fondness for good looking women, and his Halifax choice was no exception. Douglass wanted to take his Halifax madam to England on a military post. He represented to Col. Atkins that she was his wife. Wife No. 2 was hardly cold in the grave at this time. Colonel Atkins doubted that the Halifax woman was Douglass's wife. He said if Douglass could prove that he was married the woman would be taken on the strength of the corpse and would be supplied with a ticket for England. Douglass informed the commanding officer that he had been married at Bedford, and a messenger was sent there to make inquiries. He reported that no such marriage had been solemnized there. The woman was refused passage. Douglass, however, paid her way, and when he arrived in England he and the Hal-

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Not Only Relief, A Cure. ASTHMA. Many discouraged Asthmatics who long have been unable to get relief, find relief in a cure for ASTHMA. CURE—Asthma is a disease which is caused by a virus which is not instantly relieved but cured. The late Sir Dr. Morrell McKenzie, England's foremost physician, used HINROD'S ASTHMA CURE constantly in his private practice. If you are discouraged send for a generous free sample. It will not disappoint you. HINROD'S ASTHMA CURE is a standard remedy prescribed by many eminent physicians and sold throughout the world for over a quarter of a century. A truly remarkable testimonial is itself. HINROD'S ASTHMA CURE. 14-17 Trinity St., Vancouver, B. C. For sale by all druggists.

DAVID RUSSELL BUYS A TRUST COMPANY. Montreal Trust and Deposit Company Will Have Branches at St. John, Halifax and Toronto.

Montreal, May 12—(Special)—David Russell has bought out a controlling interest in the Montreal Trust and Deposit Company and intends reorganizing the company with a new board of directors and new management.

The new company will have a cash capital of \$500,000 and branches will be opened in St. John, Halifax and Toronto.

At the burial of a South London man his six dogs draped in black followed the cortege.

INSANE SAILOR IS FOUND DEAD. Search Revealed the Body of Bark Emigrant's Carpenter Strangled. THE CAPTAIN'S STORY. The Demented Man Could Not Be Induced to Come from Vessel's Hold—Wm. Carver Drowned at Ingram River While Logging.

Halifax, May 13—(Special)—This morning the crew of the bark Emigrant, which arrived last night from Bermuda, began shifting cargo in the vessel's hold with the result that the body of the carpenter was found near the skin of the vessel pinned down under a sliding scale, so that it had evidently been dead for some days. He had strangled himself to death, a leather strap being found drawn tightly about his neck. It is supposed he crawled among the empty casks when the crew were searching for him.

Captain Taraldsen reports that the ship left Bermuda April 16 and on the 17th the carpenter went into the hold saying he was afraid of something. An hour later he returned to the deck but went back to the hold again and fired four shots from a revolver, when the mate went after him to try to get him out. The captain told the mate to come up and close the hatches. The carpenter stayed in the hold for a few days but later gave the captain the revolver and was secured and put in irons, as it was feared he might fire or sink the ship. He was placed in the fore-cabin and food passed to him. But he broke his hand-irons and escaped into the hold again, staying there ever since. The captain and men called to him and lowered food down the hold. The bread disappeared from the fore-cabin and the captain thought the carpenter was eating it. Later on the men went in to carry the lights but could not find the carpenter.

The captain says the man, Stefan Oscar Wirtanen, was a native of Mygale, Finland, and had been on the vessel for about 17 months and was highly thought of, being a good workman and always ready to do his duty.

The Allan steamer Caribbeian, from Glasgow via St. John's (Nfld.), arrived this afternoon with 322 passengers to land here. The majority are Norwegians and Finns bound to ports in western Canada and the United States.

News of a drowning accident reached the city this morning from Ingram River. The victim is William Carver, an employe of a lumber company. Carver with others was at work logging on the lake about 10 miles from Ingram River and yesterday morning fell off the end of a run of logs and was drowned. His body sank and up to this morning had not been recovered.

The schooner Laura C., reported missing while on voyage from Halifax for Louisiana, has been sighted. The vessel, which had received word today that she had turned up at Barbados, having been blown off the coast.

WEEKLY SERVICE BETWEEN PICTOU AND SOURIS, P. E. I. Government Enters into Contract for Summer Season With N. S. Steel Company.

Ottawa, May 12—(Special)—The department of trade and commerce concluded a contract today for a term of years with the Nova Scotia Steel Company for a summer weekly service between Pictou and Souris (P. E. I.), and the Magdalen Islands. The same company are already performing a service between Chatham and Pictou.

It is said that women who wear reefs of a reddish hue are in danger of a disagreeable and serious ailment. The poison in the dye is absorbed through the skin and inflames the eyes.

SUNLIGHT SOAP advertisement with illustration of a woman washing clothes and a child. Text: Sunlight Soap makes homes bright. should be used to clean your house as well as wash your clothes. It does twice the work of a common soap in half the time and with less labor. Don't take our word for it, but try it for yourself. ASK FOR THE OCTAGON BAR. Sunlight Soap Washes the Clothes White and won't Hurt the Hands. LEVER BROTHERS LIMITED, TORONTO

OUR COUNTRY CORRESPONDENCE.

FREDERICTON.

Fredricton, May 12.—(Special)—Judge Gregory opened circuit court at Barton this morning, but there was no business and court adjourned sine die. Before this, however, the grand jury, through their foreman, W. M. Thurott, presented to Judge Gregory an address congratulating him on his elevation to the bench. Twenty two of the twenty-three grand jurors summoned, were in attendance.

The C. H. B. Fisher property at the corner of Brunswick and Church streets, was sold at auction today to Geo. Kitchen for \$3,200. The amount of the mortgage held by Mr. Kitchen was \$4,000, so that his bidding was merely a matter of form. It is said the property will be transferred to Hon. A. G. Blair, who will secure it for his daughter, Mrs. R. P. Randolph.

A letter received from John Kilbourn, who operates on the upper St. John for W. H. Murray, states that he crossed Kappo Lake with his drive on the 8th and expected to start down the river on Saturday of last week. He seemed to be very hopeful and declared the prospects for driving to be exceedingly bright. The water was high and there was an abundant amount of snow. If the water keeps up, Mr. Kilbourn expects to be into the corporation limits before the 20th.

The big drives on the Southwest Miramichi, belonging to Messrs. Richards, Welsh and Lynch, are making excellent progress, and already a large quantity of lumber has reached the corporation limits. Mr. Welsh, who is now in the city, is confident that all the drives on the Southwest will be out in good season.

Much sympathy is expressed for Mr. and Mrs. W. Estabrook in the death of their three year old son, which occurred on an early hour this morning. Just a fortnight ago they buried their five year old daughter. This leaves the bereaved parents childless.

Fredricton, May 12.—(Special)—F. E. Cane, of Beauséjour, Charlotte county; James H. McAvity, Harold Hay, Montreal; S. J. John, have been granted incorporation as the Railway Operating Company of Canada. The capital is \$100,000 in shares of \$1 each. The company will conduct a general haulage and manufacturing business.

Rev. Harry Arnold, of Newcastle, has been authorized to solemnize marriage. Lumber is coming down river in large quantities.

One of the oldest inhabitants of York county passed away at Zionville Monday in the person of Susan, widow of Richard Evans. She celebrated the 100th anniversary of her birth a few days ago. Two sons and one daughter survive. The funeral took place this afternoon.

A telegram received today from Bristol (N. B.) by Mrs. M. L. Stevens, this city, states that Mrs. L. S. Gocham died suddenly at 11 o'clock last night. The deceased was about 60 years old, and was a native of Tay County, N. C. One brother, Thomas McNutt, lives in Tay County, and another brother, William, in this city. There is one sister, Mrs. J. B. Sage, in Bristol (N. B.). Mrs. M. L. Stevens, of this city, is a niece.

DEER ISLAND.

Deer Island, May 10.—The gripe is quite prevalent on the island at present. Mrs. A. N. Haney is at present in Lubec, where she is undergoing a surgical operation, which is being performed by Doctor Beane.

Alison, Hubby and Linden Appleby, who have been employed in the States during the winter, have lately returned home.

Mr. and Mrs. Wellington Oline have the sympathy of the island in the bereavement which they have undergone recently in the death of their son, Murchie, who was a young man of exemplary character and a general favorite with all who knew him.

Mrs. Osmond Poland and son Horace, who have been seriously ill with pneumonia, are slowly improving.

Sussex, N. B., May 12.—(Special)—Mrs. Lewis Moran, of Upper Corner, died this afternoon, of consumption, at the residence of her mother, Mrs. Leach, aged 23 years. The funeral is on Thursday, at 1:30 p. m. James Griffin, aged 84 years, died here this afternoon of pneumonia. He leaves a wife and four children. The funeral is to be Thursday afternoon, at 2 o'clock, in the cemetery at Kirk Hill.

The funeral of the late Edwin Fairweather, who died this afternoon at 3:30 o'clock, will take place on Thursday afternoon at 3:30 o'clock, in the cemetery at Kirk Hill.

Sussex, May 12.—Edmund Fairweather died this afternoon at 3:15, after only four days' illness, with pneumonia, aged 53. He leaves a wife and two children, Miss Blanche, who is studying for a nurse in Boston, and a little son, seven years old.

Deceased was a contractor and builder, and was much respected in the community. He joined Union Lodge, F. & A. M., in 1875, and was treasurer of the lodge for many years.

S. B. Lordy, of St. John, arrived here yesterday with a car load of fittings for the armory. He expects two more car loads in a few days.

Sussex, May 12.—Scalfor Donville spent part of today in Sussex and was heartily received and warmly congratulated by many friends here on his recent appointment.

Miss Blanche Fairweather, daughter of the late Edmund Fairweather, arrived here today from Boston by the C. P. R. train, called the roll of the church at the service on Sunday evening. Most of the members were present, and responded to their names when called, after which the choir sang "When the Roll is Called up Yonder I'll Be There."

Letters of encouragement and good will will read from former pastors, Revs. S. T. Teed, J. Pascoe, J. B. Gough, and M. S. Gray.

J. M. Steep and Mrs. W. M. Steep have gone to Cornwall, York county, to attend the funeral of their brother, Wm. Steep.

putting a branch line from the I. C. R. to Ashcroft, where the Shires and Stetson mill is located.

The mayor when in Ottawa recently brought before the minister of railways the pressing need of having electric automatic signals provided at the numerous crossings in the town and last week Engineers Johnson and Simmons, of the railway and canal department of Ottawa, arrived in town and made an examination with a view of providing proper protection for the same.

H. P. McLatchey, M. P. P., arrived home Sunday morning and is being warmly congratulated on his attention to the county's interests.

Capt. Allard has commenced running his steam yacht between Campbellton and Dalhousie.

Dr. L. Chapman, of Albert, left today for Boiestown, where he will locate. Mrs. Chapman remains here a while longer at the home of her father, Rev. J. K. King.

W. O. Wright, county secretary-treasurer, is reported quite ill at his home at Hopedwell Cape.

The steamer Tanager, of the Battle line, arrived at the Cape today to load deals for W. M. McKay.

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Clayton Hedges last while building on C. P. R., arrived home today for burial, accompanied by Joseph Fryer, his brother, who is a dispatcher at Calgary. The funeral will be held under the auspices of the Odd-fellows.

Jos. Perry, a young man employed in Smith's mill at Shestee, was brought to Moncton hospital this afternoon with a badly crushed foot as a result of being jammed between logs. The doctors think Perry's foot will be saved.

A golf club has been organized at Hampprey's Mills by the employees of the woolen mill. W. F. Humphrey was elected president; Thomas Bucham, captain; Gibson Bucham, green captain; C. G. Moore, secretary; A. Scott, treasurer. About a mile course has been secured and the field will be opened Saturday.

A. H. Bourgeois, I. C. R. brakeman, had a couple of his fingers crushed while coupling cars in I. C. R. yard today.

M. Steeves, of I. C. R. shops, had his hand badly cut while at work this morning.

Woodstock, May 13.—(Special)—Fraser Jones, the little three year old son of Wendell P. Jones, M. P. P., who was so badly burned yesterday from his clothes taking fire while playing with matches, died this morning at 4 o'clock. Strong hopes were entertained for his recovery last night, but he had a relapse this morning and he quietly expired.

The funeral will take place tomorrow afternoon at 2 o'clock. Archdeacon Neale will conduct the services at St. Luke's church. The funeral of Mrs. John C. Pike, aged 29 years, of Gratton, who died on Monday night last, will be held at 10 o'clock this afternoon. Rev. G. A. Ross conducted the services.

The dry room at the Woodstock Wood Working Factory caught fire today, but by the prompt assistance of the workmen of Small & Fisher the fire was subdued, before much damage was done.

Harvey Station, May 14.—Miss Emma J. Smith has gone to Montreal to resume her position in the Royal Victoria Hospital. Miss Smith has fully recovered from her recent severe attack of typhoid fever.

Mr. Joseph Robinson, who has been seriously ill for some time past, was taken by his husband to the Victoria hospital at Fredricton this morning. It is expected that he will recover.

George Mowatt, of St. Stephen, is here to make a short visit to his friends and relatives. Mr. Mowatt was formerly a resident of Harvey.

Archie Fraser, a foreman of the W. U. Telegraph Company, is here with a large crew of men repairing and making additions to the company's lines.

The weather and the condition of the land is all that could be desired for farming operations and the seeds are being rapidly put into the ground.

Amherst, May 12.—A. Montzambert, who, for nearly five years, has been manager of the Bank of Montreal in this city, has been promoted to fill a similar position at Lindsay (Ont.).

During Mr. Montzambert's stay here, he has taken a deep interest in all that pertains to the town's best interests. In his official duties he has been most courteous and obliging, and the patrons of the bank will regret to see him leave this city.

Mr. Montzambert took an active interest in the different sports of the young people.

Today a number of the leading citizens met at the bank and presented Mr. Montzambert with a handsome silver mounted cigar case.

The presentation was made by Recorder J. M. Townshend, and Mr. Montzambert made a suitable reply.

Rhodes, Cary & Company sent a range of men to Ashcroft today to watch their mill and lumber properties there, which are threatened by the fierce forest fire raging in that vicinity.

ANNAPOLIS.

Annapolis, N. S., May 13.—(Special)—A sad drowning accident occurred at Dalhousie west, some miles distant from Annapolis, yesterday, by which Geo. Anderson and Sydney Kelly lost their lives.

They were out in Township Brook driving logs when by some means Anderson fell off the raft. Kelly, seeing the other man drowning, plunged into the water to rescue him and it is supposed he was dragged down by the other man and drowned also.

The men were not over 22 years of age. Kelly leaves a wife and one child. Anderson was unmarried and was the only son of Mr. and Mrs. Joseph Anderson, of Dalhousie. Both were highly esteemed in the settlement in which they lived. The bodies were subsequently recovered and buried here last evening which drew a number of ministers belonging to the denomination. Rev. Mr. Holly presided when the funeral services were held.

The resignation of Rev. J. R. Douglas, the late incumbent of the church, was presented and accepted, after which addresses were delivered on exhortation and prayer.

The freemasonry appointed Rev. Mr. Davidson, of Bridgetown, to preach in the church on the 21st inst., and declare the pulpit vacant.

and somewhat faint. The flames on the child's clothes were extinguished by the water in the bath tub. The frantic mother in trying to remove the burning clothes was severely burned on the hands and forearms. Doctors Sprague, Prescott and Baker are attending the child and mother.

At a meeting of the water committee last night William P. Hayden, who has had 25 years experience, was employed as engineer of the pumping and electric light station in succession to the late J. B. Gaudet.

Henry Bohon, a well known young townsmen, died yesterday, after several years affliction from jaundice.

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Free Book ON Deafness.

Deaf people, who wish to regain their hearing, should send at once for the book that is now being offered them free. It will bring joy to their hearts for it tells of the new and scientific cure for deafness. The most beneficial discovery for deafness in the history of the world. It is a cure for this and other deaf varieties of deafness. They and their loved ones can be cured. Now be desirous to share his knowledge with those who are deaf. Write for the book. It is a free book for you. The new cure for deafness. Send for it now. Dr. Sproute offers it to you free. Write your name and address plainly on the dotted lines, cut out the Free Book Coupon, and mail it to HEALTH SPECIALIST SPROULE, 710 13 Beane St., Boston. He will send you the book.

"AL" ADAMS, MILLIONAIRE POLICY KING OF NEW YORK DOESN'T LIKE PRISON.

Sudden Change from Waldorf Astoria to Sing Sing Disagrees With Him. Friends of the Convicted Man Petition for Change of Climate, But Doctor Recommends Toll Cure.

Vienna, May 13.—The Austro-Hungarian squadron has been ordered to leave Salonica. The chief danger in the Balkans is now thought to lie in the turbulence of the Turkish population, whose fury against the Christians threatens to start a conflagration. The attitude of the Turkish government is viewed with much distrust by diplomats here. It is feared that Turkey will permit the massacre of Christians there by emboldening the Moslems to expend their wrath.

Immediate developments are awaited with the greatest anxiety. \$25,000 Bequest to Colby College. Boston, May 13.—Through the death of Mrs. Mary Smith, widow of Dr. Samuel Francis Smith, author of "America's Only College" (Waterbury Me.), receives a legacy of \$25,000. Dr. Smith died about eight years ago and left a considerable fortune to be distributed to several beneficiaries at the death of his widow.

A Pipeful of "Amber Plug" Smoking Tobacco Will burn 75 minutes. "Test?" Save the Time they are valuable. Men who always praise women do not know well; men who always speak ill of them do not know them at all.

"How nice it would be," mused the merchant, "if my clerks would take as much interest in my business as they do in every-body else's!"

Feet and Ankles Swollen. Could Not Sleep at Night. Backache and Kidney Trouble the Cause. Doan's Kidney Pills. Cured After Other Remedies Had Failed. This Wonderful Kidney Pills Cure the Most Obsolete Cases of Kidney Trouble if only given a fair Trial and used according to directions.

After Over-Indulgence get your stomach and liver into proper condition by using the renowned old family remedy Beecham's Pills. Sold Everywhere. In boxes 25 cents.

GREAT WALL PAPER SALE! We have Just Opened a LARGE STOCK of WALL PAPERS in all the leading and latest patterns, including Parlor, Dining Room, Halls, Ceilings and Kitchen. BORDERS TO MATCH ALL PAPERS. Our stock of INGRAINS is one of the largest in the city and comprises all the leading shades. Country orders especially solicited. These papers are being extensively used for Halls, Parlors and Dining Rooms, 9 and 18 inch Borders to match. WINDOW BLINDS in all varieties and colors. CURTAIN POLES complete from 25c up. ROOM MOULDINGS TO MATCH ALL WALL PAPERS. In Ordering Paper by Mail please state what room required—Parlor, Dining Room or Kitchen; size of room and number of yards of border (9 inches or 18 inches). Samples sent by mail. A. McARTHUR, 548 Main Street, St. John, N. B. (North)

THE SEMI-WEEKLY TELEGRAPH.

Published every Wednesday and Saturday at \$1.00 a year, in advance, by The Telegraph Publishing Company of St. John, a company incorporated by act of the Legislature of New Brunswick.

ADVERTISING RATES. Ordinary commercial advertisements taking the rate of the paper for each insertion \$1.00 per inch.

IMPORTANT NOTICE. All remittances should be sent by post in the order or registered letter and addressed to The Telegraph Publishing Company.

AUTHORIZED AGENTS. The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz: Wm. Somerville, W. A. Ferris.

ST. JOHN, N. B., MAY 16, 1903.

A MATTER OF RIGHT.

The Telegraph has repeatedly called attention to the necessity for prompt action in the providing of increased wharfage facilities on the western side of the harbor.

But more. Where are the private members of prominence in parliament who represent these seaboard provinces? Where are such men as Hon. H. R. Emerson, D. C. Fraser, Colonel Tucker, Doctor Russell, Alex. Gibson, jr., or Wm. Roche, only to name a few of the Liberal representatives from New Brunswick and Nova Scotia?

No, gentlemen of the Board of Trade, citizens of St. John, it is not upon men of the calibre that the future of your city depends in this or any other crisis. Depend upon it, the men of power who represent you are neither ignorant of your aims and aspirations nor careless of your interests.

There is a very general opinion in Turkey that the only way to clear the atmosphere is for the Sultan to declare war with Bulgaria and thus put an end to the Macedonian League and its leaders, who have received great encouragement and assistance in Prince Ferdinand's principality.

The Macedonian intrigues, in Bulgaria, have had full swing and been guilty of many high handed acts. There is, no doubt, much room for reform in Macedonia, but there is, however, a strong impression that the amelioration of the condition of their compatriots is not supreme in the thoughts of the Macedonian leaders, but the actuating force, rather, their own personal aggrandizement.

The bomb outrage, by Macedonians, at Salonica, has caused an intensely bitter feeling throughout Turkey against Bulgaria, and has led to the dispatch of a diplomatic note by the Porte to Sofia. Many feared that the Turks would become so exasperated at the outrages of the Bulgarian-Macedonian bands that a general massacre of Christians would result.

The Sultan has been carried out, the Sultan can then fairly appeal to the Powers to call upon Bulgaria to suppress the Macedonian League and prevent her invasion of Turkish territory by revolutionary bands from the adjoining principality.

In the meantime, the Powers have intimated to the Sultan to go slow, and rather uphold the position of Bulgaria as being in no way responsible for the recent Salonica outrages.

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Mr. Jarvis had wired Hon. Mr. Blair telling of the apprehension felt in these provinces concerning the winter terminus and voicing the feeling here that the granting of a subsidy should be coupled with the specific agreement that all export freight originating in Canada should be shipped through a Maritime Province port in winter.

Mr. Blair replied promptly and as follows:— Ottawa, May, 12. W. M. Jarvis, St. John: I believe that the government gives financial assistance, the Grand Trunk Pacific will be obliged either to enter into a satisfactory traffic agreement, binding itself to

hand over at Quebec its ocean winter traffic to Intercolonial, or build a line through to Maritime ports. I have been doing everything possible to bring this about. (Sgd.) A. G. BLAIR.

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Thus far the company has simply asked for a charter to build from Quebec westward along a route where a railroad is greatly needed by the people and will be more sharply needed in the future, and the granting of such a charter, outside the subsidy, is largely a matter of form.

It is now clear that an effort has been made and will be made in the proper quarter to regulate the Grand Trunk Pacific plans in regard to the Maritime provinces as to the way in which the winter season the great traffic arising from the construction of the new line—when public assistance is asked. And here hinges the whole matter so far as we are concerned.

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In the second agreement made the 28th day of June, 1893, the city transferred to the C. P. R. free of charge the Carleton Branch Railway running from Carleton to Fairville, for which the city had in September, 1892, paid the Dominion government \$40,000. This transfer, which was a lease for 99 years of the road, together with the harbor frontage and certain lots of land at a nominal rental of one dollar a year was based on the C. P. R.'s agreement to put and keep the Carleton Branch Railway and wharves, including the Sand Point wharf (previously built by the city at its own expense), in suitable repair to provide for the present trade and that the C. P. R. would also "from time to time make, construct and build upon the said property hereby demised, such extensions, buildings, erections and other improvements as the development of trade may require or make advisable, and will neglect nothing that will tend to create, encourage and promote trade." The city agreed to exempt all this property from civic taxation for twenty years. Under this agreement if the C. P. R. failed to operate this property or failed to keep the several covenants, the city had a right to terminate the lease and regain possession of the property.

It might have been supposed that this agreement was sufficiently explicit for all practical purposes, but with the need for further wharf and warehouse accommodation came a deadlock. The C. P. R. would not expend their money on these improvements according to agreement.

The city came to their rescue and the third agreement was made June 1, 1896. By this the city agreed to construct and maintain in Sand Point slip a wharf eight hundred feet long with two warehouses to be known as Nos. 3 and No. 4, also stockyards and cattle sheds and to do all dredging necessary to give and maintain twenty-eight feet depth of water at low tide and construct the trestle work and crib to support the railway tracks shown on the plan attached to the agreement.

To this the C. P. R. contributed the paltry sum of \$65,000 on the understanding that this amount should be repaid in five years or that the railway should be repaid the sum of \$30,000 if the property was taken over by the city after the expiration of five years. The city agreed not to charge any tolls for western traffic, coal brought as ballast or for the C. P. R. in a vessel used in the winter port business, or upon one-third part of a cargo composed of local lumber. The property was exempted from taxation. In case of fire the city agreed to rebuild or repair the wharves, warehouses, cattle sheds, etc.

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THE BALKAN SITUATION.

The war cloud which has been hanging over the Balkans for some months has, evidently, for the time being at least, disappeared. How long it will remain in concealment is very uncertain, as a religious war is liable to break out at any moment, owing to the strained relations existing between the Christians and the Mussulmans of Macedonia.

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TRAINS ARRIVE AT ST. JOHN.
No. 8—Express from Halifax and Sydney..... 6.0
No. 7—Express from St. John..... 9.0
No. 133—Express from Montreal and Quebec..... 11.5
No. 3—Mixed from Point de Chene..... 11.5
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No. 1—Express from Halifax..... 11.4
No. 61—Express from Moncton (Saturday only)..... 11.4
No. 101—Express from Moncton (Saturday only)..... 11.4
All trains run by Atlantic Coast Time 30.0 o'clock is midnight.

Office—King street, St. John, N. B. Telephone 163.

The best is not too good For our students.

This summer they will enjoy full measure of privilege on the KERR & SON Athletic Grounds, and will engage in games, exercises, etc., under the direct supervision of a professional trainer.

St. John's cool summer weather makes both exercise and study enjoyable throughout the entire season.

No Summer Vacation. Students can enter at any time. Catalogue free to all.

KERR & SON, 105 Water Street, St. John, N. B.

THE G. T. PACIFIC AND THE MARITIME PROVINCES.

Agitation in these provinces concerning the Grand Trunk Pacific may now await the discussion of public assistance to the transcontinental road, since only when the subsidy question comes up on conditions be imposed to advantage by the government. That our interests are in competent hands is shown by Hon. Mr. Blair's telegram to Mr. W. M. Jarvis, a telegram which is both explicit and satisfactory when we consider the early stage in which the Grand Trunk project still is.

The Sun newspaper, led away by a desire to make political capital against the Minister of Railways, deliberately belittles his great services to St. John in the past and willfully charges him with the intention to sacrifice the interests of the Maritime Provinces in general and St. John in particular, in the future. The Sun, whose editor card reads when he wants to, knows that Hon. Mr. Blair has expressed the opinion that the Grand Trunk Pacific will either enter into a satisfactory traffic arrangement with the I. C. R., or build through to Moncton and St. John. The Sun assumes that the Grand Trunk will not build through, and asserts that no traffic arrangement can be made which will not sacrifice the Maritime Province ports to Montreal.

It is needless here to dwell at length upon the bad taste and bad judgment which assail the Minister of Railways at a time when the business men of the community are looking to him as the hope of the port in this matter. But it may be said with truth that the Sun leaps too eagerly to false conclusions. What conditions may be imposed upon the Grand Trunk by the government when the question of public assistance comes up remain to be seen, but if an agreement were made whereby all winter export freight originating at the proposed line were to be landed over to the E. C. R. at Quebec—all winter export freight—it is evident that Maritime Province ports would not be sacrificed to Montreal. And everyone knows that the Sun alone in its shameful partisanship will not admit that every precaution against the use of Montreal by the proposed new line will be taken.

Moreover, should it appear that the Grand Trunk Pacific is unwilling to enter into an agreement to turn over all winter export freight to the I. C. R., the government has a remedy. It can extend the Intercolonial to Georgian Bay and then after to Winnipeg, withholding public assistance from the Grand Trunk, a plan which would effectively prevent winter freight finding its way to a foreign port and which would meet the views of those who do not believe it is now necessary to aid a corporation built road in building through the west. And there are other reasons why it is foolish to speak of the interests of these provinces as sacrificed to Montreal before the question of public assistance to the Grand Trunk has been formally discussed at Ottawa.

MR. MONK CATCHES IT. Mr. Bordien's lieutenant, Mr. Monk, drew the fire of the Premier in the House yesterday and found it accurate and withering. Mr. Monk repeated certain statements attributed to Hon. Mr. Prefontaine and quoted that gentleman as saying he was to have a slice of the Department of Public Works in connection with his own portfolio. Sir Wilfrid said he followed his own advice in appointing Hon. Mr. Prefontaine and that his selection was sound had been seen in Massena, Argenteuil, Terrebonne, and Two Mountains. He reminded his hearers that Mr. Monk and others of that kind had raised noise and religious cries in attempting to defeat government candidates in these ridings and had charged that Quebec was betrayed when the portfolio of public works was given to Ontario.

Mr. Monk and his friends no doubt found those rather bitter reminders, for the unwelcome tactics to which they resorted in Quebec are all the more galling to recall because they met with the answer they deserved from the people. In including in a general attack upon Hon. Mr. Prefontaine, Mr. Bordien's lieutenant probably did not think he would rouse the Premier and the indications are that

he is sorry he spoke. His party is, anyway, for Sir Wilfrid attended to the Conservative case thoroughly and there was a sting in every word.

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Money Saving in Suits.

Now is the time when a new stylish suit is necessary. The cool, backward weather has kept many from buying earlier, and THIS IS THE STORE if you want a suit that is full of WEAR, STYLISH AND SATISFACTION and at a saving of from \$2.00 to \$5.00 from the prices you have usually paid.

MEN'S SUITS. \$3 00, \$4 50, \$5 00, \$6 00, \$7 00, \$7 50, \$8 00, 8 50, 8 75, 9 00, 9 50, 10 00 to 14 00.

Alterations when necessary made by competent workmen on the premises free of charge.

J. N. HARVEY, Men's and Boys' 199 Union St., Opera House Block, St. John, N. B.

MANY HUNGRY IN LOWELL, MASS.

A Picture of Destitution and Suffering Among Strikers' Families.

CHILDREN STARVING. Families Are Seeking Assistance from Poor Overseers—A Typical Appeal—Many Operatives Want to Return to Work, But Agitators Won't Let Them.

Lowell, Mass., May 13.—Destitution is staring Lowell in the face. Impartial investigations can lead to no other conclusion. Mothers and children are actually crying for bread, knowing not where to get the next meal, but rather than plead for help many of them abandon their homes in quest of work. The payment of rent on property occupied by strikers is virtually suspended, by kindness of the landlords, and where it is insisted upon it results in eviction. One constant here has record of twenty evictions due to strikers' inability to pay rent, but he has secured other tenements for the families and in some instances paid the expenses of moving.

Many Anxious to Work. Here is one of the numerous letters sent to Mayor Howe and which correctly describes the conditions of many a home visited by the Transcript representatives: Lowell, May 9, 1903. To the Mayor of Lowell: Honorable Sir,—I write you a few lines to let you know my, and many others' position today regarding our idleness on account of this strike of ours. I tried hard to keep the wolf from our door, and succeeded until now. I am laid up, and also four of my children that worked in the mills and were earning enough to live paid my rent and am sitting idly in the face. How is it that we want to work and cannot work on account of a few tyrants who run the mill? I mean to go running to the mill, and get the names of those who have families, and go down and see you, and find out if it is you, honorable sir, who is running this city, or if it is a few foreigners from Europe that want to raise a rebellion and trample down Old Glory, which floats for peace and happiness. We cannot live on air alone, and we cannot see ourselves beggars altogether. I am writing alone, but I know of hundreds and thousands that think like myself, and that are tired and sick of this hanging and interruption of labor and commerce.

Discontent Among Strikers. Discontent among the strikers is growing stronger with every day that adds to the misery of their homes. Much of this is provoked by the way in which the unions distribute the money which comes to Lowell, for the impression has gone abroad that the unions either hold this money back or give disproportionately large sums to the spinners in order that they may be able to stay out, because they control their departments in the mill rather than any other class of operatives.

THE TELEGRAPH'S PULPIT.

A Comparison of Religions, in Rev. B. N. Noble's Sermon to Readers—"The Kingdom of Heaven is Like to a Grain of Mustard Seed."

Mat. xiii-31: "The Kingdom of Heaven is like to a grain of mustard seed, etc." Among the tasks appointed Jesus was the establishment of a kingdom on earth.

The beauty and special fitness of this figure may be seen by comparing Christianity with the other great religions of the world. Of these, five of them, viz.: Brahmanism, Buddhism, Confucianism, Mohammedanism and Christianity embrace the great majority of the inhabitants of earth.

We cannot, however, say of the founder of Christianity what we have said of these others. When Jesus came to establish His Kingdom He found, on all sides, religions claiming the adherence of the people. There were the religions of the Greeks and Romans with their numerous gods and goddesses offering, in some cases, liberty and license to men's baser desires.

But again observe how unfavorable were the surroundings amid which Christianity was established, compared with those of these other religions. These sprang up amid great and independent nations. Whenever those in authority chose to take advantage of the superstitious tendencies of the people and proclaim one, because of his wisdom or peculiar life, allied with the Supreme Ruler and worthy of worship, there was nothing to interfere with them.

But further, the fitness of this figure is seen when Christianity and these other religions are compared as to their development, present condition and future prospect. Christianity numbers among its adherents upwards of four hundred millions of the inhabitants of earth. Hundreds of years younger than these other religions with the exception of the Mohammedan, and arising under such unfavorable outward circumstances, it has already outgrown all, and today claims a following of over one-third the population of the world, and these the most highly civilized and progressive.

Mark also the conditions of these religions in the present. It is told us on every hand, by travelers, by heathen writers, themselves, that these idolatrous systems are declining, that they are losing their hold upon the people, that their vitality has failed and that few signs of life or aggressiveness are observable.

to pass in Japan. Surely the outlook for these religions is anything but promising. But what of the religion of Jesus? Is not it on the wane, too? Such insinuations are sometimes made by the blatant infidel, who has no regard for the correctness of his assertions so long as he makes his hearers or readers believe them.

There have been in the progress of Christianity seasons of religious depression, but the trend has ever been onward even when the opposite seemed to be the case. The late Joseph Cook sometime since said upon the lecture platform that in the last century Christianity had gained more adherents the world over than in all the previous centuries of its history.

Think of it! the religion of Jesus, born amid such hostile influences, has so prospered in the face of all obstacles, that over one-third of the people of our world may be reckoned its adherents. Think of it! While other religions are losing their vitality, so much life and energy abide in Christianity that in the last century, more adherents were gained than in all the eighteen centuries previous.

One word more: Some of you, doubtless, have not identified yourselves with this kingdom. You still refuse to allow Jesus to rule over you. Will you not be persuaded to turn from such sin while God waits to be gracious.

NOVA SCOTIA SCHOONER THOUGHT TO BE LOST.

The Laura C. Left Halifax for Louisbourg April 8, and Has Not Been Heard of Since.

Halifax, N. S., May 12.—(Special)—The schooner Laura C., Captain L. Cross, which sailed from here April 8th for Louisbourg, to load coal for Vermont, has not been heard from since and grave fears are felt for her.

U. N. B. ENCOENIA.

Thursday, May 28, will be Encoenia day. The programme for the day is: 10 a. m.—Meeting of the senate. 11 a. m.—Reading of graduation theses in the new engineering and physics building.

Red haired people, it is stated, are less able to become bald than those with hair of any other color.

SIR WILFRID'S READY ANSWER.

Premier Effectively Replies to Mr. Monk's Query re Mr. Prefontaine.

Hon. Mr. Laurier Said He Followed His Own Advice in Appointing the Minister of Marine and Fisheries—Houses to Take Recess.

Ottawa, May 12.—(Special)—Mr. Prefontaine told Mr. Fowler in the house today that M. F. Daly was dismissed from the position of harbor master at Batsuret because he did not discharge his duties in an impartial manner.

"I followed my own advice," said the prime minister, "in asking Mr. Prefontaine to join the government, and I made no mistake, for the minister of marine had a long and successful experience at the bar, in parliament and in municipal politics in Montreal. I was satisfied with his course as a member of the Liberal party.

"I gave," said Sir Wilfrid, "the portfolio to my friend of 20 years' standing and he has shown his ability to fill it to the advantage of the country."

The Pacific cable correspondence brought down today adds nothing to the story already published. It contains Sir Wilfrid's protest against the contract between the Australian Commonwealth and the Seacote Extension Company but for all this the contract has been ratified.

Sir Wilfrid Laurier has given notice that the house will adjourn on Wednesday, May 20, to Tuesday, May 26.

Hon. Mr. Fielding on the adjournment of the house read a telegram stating the arrangement of the death of Senator Cochrane, of Quebec, was not correct. The telegram was sent by a member of the family stating that he was better.

GRAND JURY INDICTS ST. STEPHEN MEN.

True Bills Against John E. Hamilton, Herbert Frost and James Shaughnessy—Hamilton's Trial Now On.

St. Andrews, N. B., May 12.—(Special)—The grand jury to the Court House, which opened here today, brought in true bills against John E. Hamilton, of St. Stephen, accused of stealing a barrel of grease from the St. Croix Soap Company, and Herbert Frost and James Shaughnessy for stealing a number of bags of sugar from the railway station at St. Stephen.

OFFICIAL NOTICE OF ARGENTINE EMBARGO.

Ottawa, May 12.—(Special)—The department of agriculture was today officially advised by Lord Strathcona of the decision of the British board of agriculture with regard to the embargo on cattle from Argentine and Uruguay. The cable was as follows:

"London, May 12, 1902. 'Hon. Sydney Fisher, Ottawa: 'Board of agriculture issued an order prohibiting importation of Great Britain of animals from Argentine and Uruguay. (Signed) 'STRA' THOONA.'"

GOVERNMENT STEAMER WAS AT SABLE ISLAND.

Ottawa, May 12.—(Special)—The department of marine was advised today that the government steamer, Lady Laurier, had returned from a trip to Sable Island. This is the first time for some months that a steamer has visited the island. The captain reports that everything was found to be satisfactory. No wrecks have been reported of the island, since the previous visit of the government steamer.

MADAME LA TOUR'S BRAVE DEFENCE OF FORT BESIEGED BY CHARNISAY.

Rev. W. O. Raymond's Sketches of the Past—Heroic Woman's Gallant Deeds—Charnisay Drowned in the Annapolis River—British Flag First Flies Over St. John.

By REV. W. O. RAYMOND, LL.D. CHAPTER III. (Continued).

THE RIVAL FEDERAL CHIEFS.

As the struggle with La Tour proceeded Charnisay became more and more determined to effect the destruction of his rival. La Tour's resources were nearly exhausted and his situation had become exceedingly critical. He dared not leave his fort and yet he could not hold out much longer unaided. His brave wife was equal to the emergency; she determined herself to go to France for assistance.

Lady La Tour Repulses Charnisay. Charnisay's attempt to reduce La Tour to subjection was foiled for the time being, but his opportunity came a little later. In February, 1645, he learned of La Tour's absence and that his garrison numbered only fifty men. He determined at once to attack the fort. His first attempt was an abject failure.

Capture of Fort La Tour. The story of the taking of Fort La Tour, as told by Nicholas Denys, is well known. For three days Charnisay bravely repelled the besiegers and obliged them to retire beyond the reach of her gun. On the fourth day whilst she, hoping for some respite, was making her soldiers rest a miserable Swiss sentinel betrayed the garrison, and when the alarm was given the enemy were already scaling the walls.

Our Acadian Heroine. There will always be a peculiar charm for us in the story of our Acadian heroine. Fearless, energetic, resolute undoubtedly she was, yet who shall say that the virtues that actuated her were other than pure and womanly? A heart more loyal and true never beat in a human breast.

Charnisay Drowned at Annapolis. When the capture of La Tour's fort was known at the court of Versailles the young king was well pleased. He confirmed Charnisay's authority in Acadia and even extended it to the St. Lawrence to Virginia. He could build forts, command by land and sea, appoint officers of government and justice, keep schools and lands as he fancied and grant the remainder to his vassals.

La Tour and Madame Charnisay. With Charnisay's disappearance La Tour reappears upon the scene. His fortage defiant attitude is forgotten, he is recognized as the most capable man of affairs in Acadia and in September, 1651, we find him again in possession of his old stronghold at St. John. The king now gave him a fresh commission as lieutenant-general in Acadia with ample territorial rights.

The English Take Fort La Tour. La Tour and his new wife were quietly living at St. John the year after their marriage when four English ships of war suddenly appeared before the fort and demanded its surrender. These ships had in the first instance been placed at the disposal of the people of Massachusetts by Oliver Cromwell for the purpose of an expedition against the Dutch colony of Manhattan (now New York); but on the eve of their departure news arrived that peace had been made with Holland. It was then decided that the expedition should proceed under Major Robert Sedgewick's command to capture the French strongholds in Acadia. This was a bold measure for England and France were then ostensibly at peace.

Grocery War Threatened. Milwaukee, Wis., May 14.—A commercial war, which is said, will extend throughout the country, has been started by the grocers of the city against manufacturers who allow their goods to be sold or demonstrated in department stores.

Madame Charnisay's death. Madame Charnisay's death is a sad event. She was a brave and noble woman, who lived a life of heroic deeds. Her death is a great loss to the world.

