

The Semi-Weekly Telegraph

ST. JOHN, N. B., SATURDAY, AUGUST 19, 1905

NO. 95

WANT WEST INDIES TO JOIN DOMINION

Maritime Board of Trade Were Unanimous on the Question

W. S. Fisher Thinks That if Canada Doesn't Get Them the United States Will—Convention Also a Unit for Maritime Union—Many Other Matters Disposed Of—Next Meeting at Amherst—Election of Officers Completed the Session.

Yarmouth, N. S., Aug. 17.—(Special)—The eleventh annual meeting of the Maritime Board of Trade closed tonight. The meeting has been most enjoyable and successful, and many important subjects have been dealt with.

Tomorrow the delegates will be taken in charge by local board, who will entertain them to an excursion and dinner at the Hotel Marlard.

Challenger, asking for a night express train between Sydney and Halifax. He contended it would be an advantage to the maritime provinces as a whole, as well as to Sydney and vicinity. He referred to the great saving of time to Business men. Alex. Stephen seconded the motion, and it passed unanimously.

Wanted West Indies in the Dominion. The subject of the advisability of confederating the Dominion of Canada and British West Indies was introduced by E. B. Elderkin. He referred to the United States expanding and taking in the Canadian provinces, and contended that Canada should expand. He also pointed out the resources and loyalty of the West Indies, which he contended would be a valuable acquisition to our confederation. He referred to the great benefit which would accrue to the maritime provinces, with the West Indies added, would have tropical as well as temperate growth. He moved a resolution asking the federal government to take action with a view of confederating with the West Indies.

W. S. Fisher seconded the motion. He spoke of the visit he had made to the islands, which impressed him very favorably. He thought the people of the West Indies would favor the union, and it was a case of, shall it be Canada or the United States? He was strongly in favor of the resolution.

W. D. Taunton, of Halifax, who had spent some time in the islands, was called, and said he thought it would be a grand thing for Canada. He called attention to the trade of the West Indies, which amounted to \$640,000,000 a year, the greater part going to the United States. He said the sentiment there was intensely British, and although the people were colored, he thought they were preferable to many others brought into Canada at large expense to the government.

J. E. DeWolfe and A. M. Bell also spoke on the subject, which carried unanimously. On motion of E. B. Elderkin, a committee consisting of W. S. Fisher, Joseph Reid, W. D. Taunton, with power to add, was appointed to draw up a memorial on the subject to present to the government and decide on the means of getting the attention of the West Indies government on the question.

The question of advisability of advertising literature the advantages of the maritime provinces as a desirable place for settlement was brought up, and it was decided to reaffirm the action taken at Montreal last year, by which a committee each province was appointed to work out a scheme.

A telegram was read from the president of the Board of Trade, regretting they were not represented at the meeting and withdrawing their subject, namely, the asking of the government to subsidize a company that would build a railroad from Caledonia to a point on the D. A. R. near Bear River or Digby.

A. W. Ekins, of the Yarmouth board, moved a resolution requesting government aid for assisting local associations or boards of trade in advertising for tourists travel. He enlarged at length on the subject, and the resolution passed unanimously.

The other subjects, having been given up, the meeting adjourned. The chairman, Capt. Joseph Reid, Sumner, seconded by W. S. Fisher, moved that a memorial be drawn up and forwarded to the governments and that they be urged to arrange for a meeting of representatives from each province at an early date.

The resolution called forth considerable discussion from Senator Ross, Capt. Joseph Reid, M. G. DeWolfe, Mayor Armstrong, of Yarmouth, and others. Most of the speakers called in their names, and the resolution was passed. The first arose public sentiment in its favor, and it would gradually work out. Mr. Ross expressed the opinion that Nova Scotia was not so anxious as in former years on account of their increasing revenue, nevertheless, he thought there would be advantages.

A. M. Bell, of Halifax, seconded the resolution, which carried with but two dissenting votes. Evening Session. On resuming at the evening session, J. E. DeWolfe moved a resolution that the vacancy on the royal transportation commission be filled by the government by the appointment of a maritime province representative. Mr. DeWolfe, in moving this resolution, referred to the fact that Quebec and the other from Winnipeg. He thought it time the maritime provinces should receive recognition by the appointment of one representative from this section.

E. B. Elderkin seconded the motion, and it carried without debate. A resolution was presented by S. P.

Challenger, asking for a night express train between Sydney and Halifax. He contended it would be an advantage to the maritime provinces as a whole, as well as to Sydney and vicinity. He referred to the great saving of time to Business men. Alex. Stephen seconded the motion, and it passed unanimously.

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CRISIS HAS BEEN REACHED

WITTE DECLINED TO YIELD, AND KOMURA WAS FIRM IN HIS DEMAND—ONLY HOPE OF PREVENTING RUPTURE IS CZAR BACKING DOWN, AND THAT WILL MEAN A POLITICAL UPRHEAVEL, SAYS DE MARTENS, THE RUSSIAN EXPERT—CHINA TO BE CONSULTED ABOUT DISPOSAL OF MANCHURIAN RAILWAY.

Portsmouth, N. H., Aug. 17.—The crisis in the peace conference has been reached, and pessimism is again the note. But the darkest hour is just before the dawn, and there is still hope. Predictions of a final rupture tomorrow certainly will not be justified unless Baron Komura figuratively picks up his hat and announces that it is useless to proceed further. Mr. Witte, at least, will not be precipitate. At tomorrow's session, after article 11 of the limitation of Russia's sea power in the far east and article 12 (fishing rights on the Russian littoral) are disposed of, he will favor an adjournment until Monday to hear the last word from St. Petersburg. The pessimism tonight is based upon the fact that no progress was made today. The exchange of views at the morning session upon article eleven (retention of the "coat of the war") showed at once the plenipotentiaries were as far apart as the poles, and it was passed over.

Article 10 (the surrender of the interned Russian warships) was also passed, not in the opinion of one of the plenipotentiaries when the other plenipotentiaries saw him tonight, because it could not have been arranged, but because, with the shadow of the two main points in dispute hanging over the conference, both sides were cautious and present to postpone it to the end.

Article 11 (limitation of sea power) is also adjustable after modification, and article 12 will present no difficulties. So that tonight the situation is practically what it was when Mr. Witte last Saturday presented the Russian reply, with its non-possibility to articles five and nine (indemnity and Sakhalin). The only change now is compromise—Russia to yield Sakhalin and Japan indemnity. Neither will yield both, and perhaps the deal at the final show of hands, will yield neither.

Will Czar Back Down? Mr. Witte, under the imperial indications contained in the instructions given him before he left St. Petersburg, can agree neither to pay war tribute nor cede territory. But those on the side of the foot of the Russian empire, therefore, in the last resort, remains to be heard from. Doubtless this is the reason he favors a postponement tomorrow over Sunday, and from an authoritative source the Associated Press correspondent, therefore, in the last resort, remains to be heard from. Doubtless this is the reason he favors a postponement tomorrow over Sunday, and from an authoritative source the Associated Press correspondent, therefore, in the last resort, remains to be heard from. Doubtless this is the reason he favors a postponement tomorrow over Sunday, and from an authoritative source the Associated Press correspondent, therefore, in the last resort, remains to be heard from.

Japan May Run the Road. If Japan is convinced that the road will eventually become a paying commercial venture, she might herself advance the money or it might be raised for China by an international syndicate and have a part of the system of Chinese imperial railroads. If not, Japan might and probably would for the present step and solemnly promise China to restore Manchuria and to retain the railroad would be to retain control of the road. The amount Russia will realize is impossible to estimate. It will undoubtedly be only a comparatively small fraction of the sum poured into it. By the terms of the international syndicate and have a part of the system of Chinese imperial railroads. If not, Japan might and probably would for the present step and solemnly promise China to restore Manchuria and to retain the railroad would be to retain control of the road. The amount Russia will realize is impossible to estimate. It will undoubtedly be only a comparatively small fraction of the sum poured into it. By the terms of the international syndicate and have a part of the system of Chinese imperial railroads.

The Russian claim was founded on the principle of international law that a belligerent occupying territory can exercise the rights of usufruct of private property during occupation, but cannot confiscate as a spoil of war. Mr. Witte, in whose brain was born the conception of the company, which Russia claims is distinctively a private corporation, although making no concealment of the fact that it was backed by the government because of political considerations. The original concession obtained in 1896 for the Chinese Eastern, then simply the "cut off" through the Northern Manchuria, was obtained by the late Mr. Rothstein, director of the Russo-Chinese Bank, and Prince Utkovsky, and the company was formed for the construction of the road. In 1898, after the lease of Port Arthur and Tientsin (Daly) was obtained from China, the concession for the southern branch was negotiated. It provided for a Chinese president of the road and Shukuchin, who had been the Chinese minister in St. Petersburg, was named. A Boxer uprising in 1900.

The bonds issued with the government guarantee were sold like government four per cent. notes, and are now in the hands of the banks and general public like regular government obligations. Although the loss on operation has been heavy, the Russo-Chinese Bank always believed it would become a remunerative concern. One of the big extraordinary items of expense was the necessity of maintaining railroad guards. The southern branch, which will now go to China, gave especial promise of being very profitable.

"Will Never Pay an Indemnity." Mr. DeMartens, one of the Russian delegates recognized as an authority on international law, not only in Russia but throughout the world, in speaking to a correspondent of the Associated Press said that there is no precedent in history (Continued on page 7, second column.)

China Has to Be Consulted. Portsmouth, N. H., Aug. 17.—China has at least constructively become a party to the peace negotiations. Article seven, relating to the transfer to China of the branch of the Chinese Eastern railroad running south from Harbin, which was agreed to by the plenipotentiaries, perhaps in the final settlement prolonged and complicated negotiations both between China and Japan and the Pekin government and Russia.

Russia has agreed to surrender the road to China and give up her concession obtained in 1898, but China must assent and assent means she must agree to renounce the Russian government, which guaranteed the bonds for the building of the road in an amount heretofore to be determined. Japan also has her claim for the rebuilding of the road destroyed by the Russian army, the reconstruction of bridges and change of gauge. The matter remains primarily to be adjusted by Japan and China, and it is not unlikely that the Tokio government is already in communication with the Pekin government on the subject.

The long despatches sent by Baron Komura to the Japanese government upon this subject after his session, which were not all of one 6 o'clock this morning, make this probable. Possibly an agreement upon the road will be reached tomorrow. The plenipotentiaries were certainly not far from agreement upon article seven, and this may be the true reason for the postponement after Sunday. It is not unlikely that the plenipotentiaries wish to be consulted concerning articles 10 and 11 affecting her territory must be respected in this particular at least. China may not care to assume the financial burden involved in taking over the road, but she certainly could not raise the money without hypothecating the property.

Japan May Run the Road. If Japan is convinced that the road will eventually become a paying commercial venture, she might herself advance the money or it might be raised for China by an international syndicate and have a part of the system of Chinese imperial railroads. If not, Japan might and probably would for the present step and solemnly promise China to restore Manchuria and to retain the railroad would be to retain control of the road. The amount Russia will realize is impossible to estimate. It will undoubtedly be only a comparatively small fraction of the sum poured into it. By the terms of the international syndicate and have a part of the system of Chinese imperial railroads.

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Witte Declined to Yield, and Komura Was Firm in His Demand—Only Hope of Preventing Rupture is Czar Backing Down, and That Will Mean a Political Uprheaval, Says De Martens, the Russian Expert—China to Be Consulted About Disposal of Manchurian Railway.

Portsmouth, N. H., Aug. 17.—The crisis in the peace conference has been reached, and pessimism is again the note. But the darkest hour is just before the dawn, and there is still hope. Predictions of a final rupture tomorrow certainly will not be justified unless Baron Komura figuratively picks up his hat and announces that it is useless to proceed further. Mr. Witte, at least, will not be precipitate. At tomorrow's session, after article 11 of the limitation of Russia's sea power in the far east and article 12 (fishing rights on the Russian littoral) are disposed of, he will favor an adjournment until Monday to hear the last word from St. Petersburg. The pessimism tonight is based upon the fact that no progress was made today. The exchange of views at the morning session upon article eleven (retention of the "coat of the war") showed at once the plenipotentiaries were as far apart as the poles, and it was passed over.

TWO RACES EACH FOR CANADA CUP

American Yacht Won Fourth Contest by Three Minutes

Little or No Wind Aided the Iroquois, and She Kept in the Lead All the Way, While the Challenger Was Becalmed at Times—Final Struggle for the Trophy Takes Place Today.

Charlotte, N. Y., Aug. 17.—The American boat Iroquois won the fourth race for the Canada cup today by three minutes. Each yacht now has two races and the deciding contest for the trophy will take place tomorrow. Today's yacht race was sailed over a windward and leeward course, four miles to a leg, twice around yesterday's race having been called off for lack of wind. The start was made at 11 o'clock with a five and one-half hour time limit.

The following is the official time of the start: Iroquois, 11.00.22. Temeraire, 11.00.38. Mabbett at 11.05.30 got a bit of a start and pointing high dropped the challenger. The Iroquois, and then the defender slowly drew away and at 11.14 was five good lengths to windward and ahead. The Iroquois showed the same superiority over the Pite boat in light air as her rival had showed over her in the heavy weather. The Iroquois pointed right up into the wind, while Wedd could not, and at 11.23 the American boat was about a sixth of a mile to windward. The wind shifted a few points eastward and streaks of calm appeared. In one of these both boats appeared to be getting a bit of a breeze aloft. The Iroquois, though still maintaining her lead at 11.25 had dropped down toward the Temeraire. Then she made another gain. There was not enough wind to force the boats on tacks. At 11.30 the lake outside was almost calm, though along shore and in the river mouth there was a fitful breeze.

By 11.45, Iroquois, having enjoyed a little breeze, which never reached the challenger, started up well and made a good gain. At 11.46.30 Wedd went in stays and for the first time in the race to-day swung on the port tack. Mabbett at 11.47.20 with the Iroquois went about on the same tack. The lead of the Iroquois was more apparent with the yacht now broadside on. Iroquois turned the first buoy at 12.25.02; Temeraire at 12.27.28, unofficial. After rounding the outer mark, Temeraire held on this leg straight on course for the home buoy, while Mabbett dropped off. Iroquois got a slightly steadier air and gained considerably for a minute. The spinaker of the defender did not draw as well as that of the challenger, but neither had enough wind for a decent fill. Iroquois turned the home buoy first time around at 1.19.14; Temeraire, 1.19.43. There was at 1.25 a good four to five mile breeze and in it Iroquois picked up well, taking the windward and steadily improving her position. The wind shifted to northeast and blew steadily. At 1.25 it was coming at between five and six miles, and Iroquois appeared to be doing excellent work in comparison with Temeraire, though both went along nicely keeled over. With the northeast breeze came a haze. At 1.55 both had come about on a port tack and were making for the outer mark. Iroquois was apparently a quarter of a mile in the lead. She turned the mark at 2.03 flat, and the Iroquois was in the lead. She set her balloon jibe and balloon stay quickly, and came crashing home. Temeraire turned at 2.08.45. Official time of the finish: Iroquois, 2.35.14. Temeraire, 2.38.14.

WON GOVERNOR GENERAL'S MATCH

Captain Perley of St. John Landed It After Shooting Off a Tie

Other Winners

Sussex, Aug. 17.—(Special)—This afternoon three teams—St. John, Kings and Westmorland—competed in the first county match, eight men in each county shooting, conditions of shooting over Queen's range, 200, 300 and 600 yards. It was won by Westmorland team with a score of 700. St. John and Kings tied with a score of 684. The highest individual score was made by Sgt. L. Campbell, of the 74th, who made 97 points.

In the next competition, the Governor General's match—conditions, 10 shots at 800 yards—resulted in a tie between Captain Perley of St. John, and H. H. Bartlett, of St. Andrews, with a score of 45. In the shoot-off Captain Perley captured first place by one point.

Maiden Aggregate Score. A. S. McFarlane, Fredericton, 241. Lieut. McKay, 240. Sgt. Sullivan, St. John, 239. Major McLean, St. John, 238. Pte. Dalgle, 74th, 237.

Grand Aggregate Score. Capt. W. E. Forbes, 230. Capt. R. B. Smith, 229. Capt. J. H. Bartlett, 228. Major J. H. Arnold, 227. Major G. S. Kinross, 226. Major J. T. Hart, 225. Major J. H. Arnold, 224. Major G. S. Kinross, 223. Major J. T. Hart, 222. Major J. H. Arnold, 221. Major G. S. Kinross, 220. Major J. T. Hart, 219. Major J. H. Arnold, 218. Major G. S. Kinross, 217. Major J. T. Hart, 216. Major J. H. Arnold, 215. Major G. S. Kinross, 214. Major J. T. Hart, 213. Major J. H. Arnold, 212. Major G. S. Kinross, 211. Major J. T. Hart, 210. Major J. H. Arnold, 209. Major G. S. Kinross, 208. Major J. T. Hart, 207. Major J. H. Arnold, 206. Major G. S. Kinross, 205. Major J. T. Hart, 204. Major J. H. Arnold, 203. Major G. S. Kinross, 202. Major J. T. Hart, 201. Major J. H. Arnold, 200.

Extra Series A. Sgt. D. R. Chandler, 74th, 23. H. H. Bartlett, 22. Lieut. S. B. Smith, 21. Major J. H. Arnold, 20. Major G. S. Kinross, 19. Major J. T. Hart, 18. Major J. H. Arnold, 17. Major G. S. Kinross, 16. Major J. T. Hart, 15. Major J. H. Arnold, 14. Major G. S. Kinross, 13. Major J. T. Hart, 12. Major J. H. Arnold, 11. Major G. S. Kinross, 10. Major J. T. Hart, 9. Major J. H. Arnold, 8. Major G. S. Kinross, 7. Major J. T. Hart, 6. Major J. H. Arnold, 5. Major G. S. Kinross, 4. Major J. T. Hart, 3. Major J. H. Arnold, 2. Major G. S. Kinross, 1.

Morning Scores. The weather throughout today's shooting, which lasted from about 8.30 a. m. to 7 o'clock p. m., was clear and comparatively still, although for an hour or so in the forenoon, the wind affected the marksmanship. The prizes presented were on exhibition all day in the range office, and were much admired, particularly the governor general's medal. The results in the Association match this morning were: Points. Capt. W. E. Forbes, 74th, 42. Capt. R. B. Smith, 21. Major J. H. Arnold, 20. Major G. S. Kinross, 19. Major J. T. Hart, 18. Major J. H. Arnold, 17. Major G. S. Kinross, 16. Major J. T. Hart, 15. Major J. H. Arnold, 14. Major G. S. Kinross, 13. Major J. T. Hart, 12. Major J. H. Arnold, 11. Major G. S. Kinross, 10. Major J. T. Hart, 9. Major J. H. Arnold, 8. Major G. S. Kinross, 7. Major J. T. Hart, 6. Major J. H. Arnold, 5. Major G. S. Kinross, 4. Major J. T. Hart, 3. Major J. H. Arnold, 2. Major G. S. Kinross, 1.

Counted out—Pte. E. S. Farren, 62nd regiment, 78 points. In addition to these prizes five Tyro prizes for competitors who have never won an individual prize at any meet of the association were awarded as follows: W. A. Magee, Sussex, 12. Sgt. S. Day, 62nd, 11. A. G. Staples, St. John, 10. Sgt. J. G. Sullivan, O. S. C., 9. The possible in this case was 105 points.

LAW SUIT OVER OTTAWA HOTEL

Present Owners of Russel House Sued for Accounting by Heirs of Late F. X. St. Jacques.

Ottawa, Aug. 17.—(Special)—A writ was taken out in the high court today on behalf of the heirs of the late F. X. St. Jacques to collect \$50,000 from Milligan Bros., who took over the Russel House in 1904. The action is taken by the Royal Trust Company administrators of the late F. X. St. Jacques' estate. The writ also calls for an injunction to restrain the present managers of the hotel from conducting their business. The plaintiff's claim is for an account of partnership dealings and transactions between Messrs. Milligan and the late St. Jacques during the latter's life time, for an account of the dealings of the defendant with the partnership assets of the firm since the death of F. X. St. Jacques, and in direction that the affairs and business of the partnership be wound up and the sum of \$50,000 alleged to be due by the defendants to the late St. Jacques, together with interest at five per cent. from the 21st day of December, 1904, and for the appointment of a receiver.

FRUIT EXPERT COMING TO MARITIME PROVINCES

Will Show Orchardists How to Pack Apples, Etc.—At Fredericton for Four Days.

LAYING A NEW CABLE, CANALS TO IRELAND

Steamer Colonia Started Yesterday and Expects to Complete Job by September 5.

Halifax, N. S., Aug. 17.—(Special)—The cable steamer Colonia, one of the largest and newest and most completely equipped ships of her kind afloat, arrived at Halifax last night, to lay the shore ends of the Commercial Cable Company's new cable to Ireland and the same company's cable to Newfoundland.

Four Deaths and 77 New Cases of Yellow Fever

New Orleans, Aug. 17.—Official report on the yellow fever situation to 6 p. m. today: New cases today, 77; total cases to date, 1223. Deaths, today, four; total deaths to date, 180. New disease centres, 14; total disease centres to date, 237. Number of cases under treatment, 427.

TRAIN PLUNGES THROUGH OPEN DRAW; 50 DROWNED AND ABOUT 100 INJURED

Norfolk, Va., Aug. 17.—Owing to the inability of the engineer to control his air brakes, an excursion train from Kingan (N.C.), bound to this city, plunged through an open draw over the western branch of the Elizabeth river, eight miles from Norfolk this afternoon and half a hundred persons, mostly negroes, were drowned. Up to a late hour tonight only seven bodies had been recovered from the wreckage. The list of injured, so far as can be ascertained, numbers nearly one hundred, though most of these are slightly hurt. A large number of physicians from this and nearby cities have gone to the scene. The only white ones were Edward Jellicoe, manager of the excursion, and Edward Forbes, who assisted him, both of Greenville (N.C.). The train was running at a high rate of fifteen or twenty miles an hour as it approached the bridge. The specific orders of the road to stop all trains at the bridge whether the draw is open or not was apparently ignored. The train plunged into the abyss. Both engineer and fireman discovered the open draw too late to stop the train. The air brakes were applied, but did not work effectively. The scene following the wreck was one of indescribable horror, with the shrieking of men, women and children who were drowning, straggling out of the partly submerged coaches and floating in the river.

FEAR SENATOR WARK'S END IS DRAWING NEAR

Fredericton, N. B., Aug. 17.—(Special)—Senator Wark has not been in enjoyment of good health for some weeks past, and although his mind is as clear as ever, he seems to be gradually losing strength. He has been confined to his bed for several days, but is without a pain or an ache. Although he showed signs of improvement today, fear is expressed that his long and useful life is drawing to a close.

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**BOARD OF TRADE
RUSH BUSINESS**

**Maritime Delegates Favor
Fastest Atlantic Service
for Canada**

P. E. I. TUNNEL SCHEME

Meeting Unanimous in Favor of Building It—Strong Speeches for Aid to Steel Shipbuilding—Municipal Ownership of Electric Lighting Also Recommended.

Yarmouth, N. S., Aug. 16.—(Special)—The 11th annual meeting of the Maritime Board of Trade opened at 10.30 this morning with about forty delegates present. President E. K. Spinney was in the chair. Mayor Armstrong welcomed the members in a happy speech. After roll call a committee was appointed to decide the order in which the subjects should be taken up. During their absence correspondence from various members and boards was read, regretting they could not attend. Secy. C. M. Creed in his report said all resolutions and recommendations passed at the last meeting had been forwarded to the ministers of the various departments of the federal government and premiers of local governments. During the year two new boards were formed in Nova Scotia, Lockeport and Bear River.

Parabrook and North Sydney are affiliated. Affiliated boards on the roll are: Brunswick, six; E. I. five; Nova Scotia and Cape Breton, 23; Unaffiliated, New Brunswick, 2; Nova Scotia and Cape Breton, 10. An invitation was received from the chambers of commerce of the empire to be held in London, G. B. in June 1906 asking that delegates and subjects for discussion be sent. Among the delegates present at the meeting is Father Burke, of P. E. Island, who is here to press his tunnel scheme. President E. K. Spinney made an address in which he pointed out the appointment of a committee to investigate the standing of insurance companies doing business in Canada. Steel shipbuilding is one of the subjects for discussion.

Afternoon Session.

The afternoon session opened at 3 o'clock with a good attendance. Delegates from St. John and other points arrived shortly after 4 o'clock by the train from Digby. A resolution was presented by J. E. Woodward, of Berwick, as follows:—"That in the opinion of this board, increased facilities for railway travel between Halifax and the port of Annapolis valley being west of Kentville should be provided. This was seconded by Judge Owen, of Annapolis, and carried unanimously. Alex. Stephen, of Halifax, introduced a resolution relative to a fast Atlantic steamship service. He contended that a subsidy should be given a company that would furnish a service of the kind between St. John and the port of Annapolis. He contended that the Allies had always had this service since Confederation, with the exception of a few years. He spoke at length on the advantages to the maritime provinces and the dominion at large. It was seconded by John Reed, of Summerside, who strongly advocated the same service with steamers fully as fast as any afloat. A discussion followed as to the port of Sydney, Halifax and Louisbourg. The resolution was adopted.

Resolution that incorporated towns should have representation in the council of municipalities was proposed by M. G. DeWolfe, of Kentville, and after discussion was adopted with only a few dissenting votes.

Favor Municipal Ownership.

James W. Day presented a resolution favoring municipal ownership of electric lighting plants. He said that Parabrook had a good paying municipal plant, which represented a capital of \$17,500. He contended that if the municipalities could run these plants on a paying basis they were the ones to do number of members spoke in favor of this resolution, which was carried unanimously. The following motion presented by C. P. Moore, of Sydney, and seconded by W. S. Fisher, of St. John, was adopted:—"Whereas, in the opinion of the Maritime Board of Trade, the publication of the Maritime Board of Trade, and after discussion, contain much information of value to Canadian manufacturers, shippers and dealers in produce; and whereas, these reports constantly present opportunities looking to the advancement of the export trade of the dominion. Resolved, that this Maritime Board of Trade does hereby request the maritime provinces press that they publish each week such information as these trade reports may contain relative to Canadian trade and commerce, and that a copy of this resolution be sent to each newspaper in the provinces. Adjourned to 8.

Evening Session.

At the opening of the evening session the committee appointed this morning to draw up a report on the president's address reported their hearty endorsement of the recommendations and suggested they be forwarded into resolutions and forwarded to the proper officials. This report was adopted by an unanimous vote. The question of steel shipbuilding was taken up by J. E. DeWolfe, of Halifax, who moved to reaffirm the resolution of the last annual meeting, asking the government to assist this industry and requesting the government had not deal with it at the last session. It was further resolved that a copy be sent to every member of parliament and all boards in the dominion were asked to work for the scheme. It was seconded by C. P. Moore, of Sydney, and E. B. Elderkin, of Amherst. Senator Ross, of Cape Breton, also spoke on the subject, advocating prompt action and suggesting that a delegation be sent to Ottawa. W. S. Fisher spoke of the interest St. John has in the question and referred to the work of George Robertson in that regard. He spoke of the maritime provinces standing shoulder to shoulder in the question and sending a delegation to urge the

immediate attention of the government. Mr. Fisher's address created enthusiasm and was warmly received. M. G. DeWolfe, of Kentville, spoke along the same lines and Capt. Jas. Reed, of P. E. Island, referred to former shipbuilding in the provinces and of the time when St. John stood only second to Liverpool in the point of shipbuilding. After other speakers had finished their views the motion carried unanimously.

P. E. I. Tunnel Scheme Endorsed.

The five boards of Prince Edward Island united in asking for improved transportation between the Island and the mainland. Rev. Father Burke referred to the necessity of agriculture, traffic which could only be achieved by the construction of a tunnel. He stated that distance would be only six and a half miles and the cost is estimated at \$10,000,000. The time necessary to build it would be five years.

After referring to the geological tests which had been made showing the nature of the soil through which the tunnel would pass, a resolution to the effect that this maritime board request the government to create a railway tunnel and to make it to the system of communication by navigation as well as the great advantage under which the Island labors in winter by a new and efficient icebreaker of modern type.

His Property Sunk at Shiloh

Mr. White of Grand Falls, N. B., Being Taken Home by Son—Put \$2000 and All of His Furniture into "Elijah" Sandford's "Kingdom"

(Boston Herald)—Libson Falls, Me., Aug. 14.—J. White, of Grand Falls (N. B.), a prosperous merchant of that town, is here to take home his father, who, with his wife, have left Shiloh. The story of the elder White, who is a feeble old man of 70 years, is pitiful. He was a well-to-do farmer at Tracy's Mills, near Woodstock (N. B.). He was of a deeply religious turn of mind, and had been a zealous worker in the Baptist church and one of its deacons for years. Everything went along well until the Shiloh misadventure invaded the quiet neighborhood, seemingly determined to secure as complete a victory over the quietest of them as it could.

Mr. and Mrs. White got interested, and three years ago Mr. White started Shiloh to see the place. He was treated like a lord, and he got the good reply, "White, you a house to live in now?" Mr. White said to himself, "Sandford had White's money and White had Shiloh."

Canadian Cattle Going to Japan

Montreal, Aug. 15.—(Special)—The first shipment of Canadian cattle to take place from this country to Japan will leave via C. P. R. steamship Athelstan from Vancouver on September 18. The herd, which will consist of about forty head, will be made up of Ayrshires, Shorthorns, Devons and Holsteins. Some of these cattle were procured at Stratford (Ont.), but the majority of them were purchased from the farm of Robt. New, Howick (Que.). These purchases were made by J. Nishimura, who is acting for the Japanese government, and by Dr. Y. Ishizaki, an expert attached to the department of commerce and agriculture of the imperial Japanese government. Both these gentlemen, who are at present at Windsor, speak highly of Canadian cattle, although they state that these cattle have hardly attained perfection which they require.

Decide Against Increased Rates

Charlottetown, P. E. I., Aug. 16.—(Special)—The grand council of the Royal Canadian Mounted Police met this morning at 10.30. The following resolution passed, but not unanimously:—"Whereas, dissatisfaction has been caused throughout the order by a radical advance in rates, particularly in the case of the older members, a disaffection which has already had a disastrous effect and threatens to disrupt the order which many of the disaffection have been largely instrumental in building up. Resolved, that the supreme council be held shortly to reconsider and rescind its action as to rates and adopt a scale either in accordance with section A, but an assessor and not satisfied with it, or as near the scale as found by competent authorities and the supreme council to be sufficient."

Jockey Badly Injured.

Saratoga, N. Y., Aug. 16.—In the steeplechase race here today Jockey Callahan, who rode Halden, the odds-on favorite, was seriously injured by a fall and was taken to the Saratoga Hospital in an unconscious condition. He sustained a concussion of the brain and may not recover. The accident happened at the fence before the water jump. Halden, running second to Beloe, stumbled in taking the jump and threw Callahan, who landed on his head, the horse rolling completely over him.

Callahan—"Well, well, looking for another week's work."

NAN PATTERSON AT IT AGAIN

Snares a Duluth Young Man With Money to Burn

THE TIME OF HIS LIFE

Sister-in-law of Victim Got on Trail of Showgirl and She Made a Hasty Exit from Town—Morgan Smith Joins in the Festivities.

(From Our Own Correspondent.)
New York, Aug. 16.—Nan Patterson, who three months ago, when two juries had failed to agree as to whether or not she had killed Bookmaker Caesar Young, left the Tombs prison with tears at the thought of how different her life was going to be.

Her old mother and an example of the simple life for young girls, and who a day or two later said that, well, anyway, if she did go back to the footlights she was not going to be any old, cheap chorus girl, but would certainly elevate the stage—Nan Patterson who said she had suddenly left town, and great is the wonder thereof, and great is the satisfaction in a certain quarter.

A Duluth broker, who has a blue-eyed wife, and four blue-eyed babies on the windy shores of Lake Superior, is sitting disconsolately around a cafe, for which Nan has been supplying great dabs of local color since she was a simple river and to elevate the stage.

Nan Departed Hastily.

Nan Patterson, who has been staying in an apartment house in 49th street, near Seventh avenue, packed her laces and penates, her picture hats and her stage elevating clothes, and left town last night, presumably for Washington. Sister-in-law had been trying to interview her for some days, ever since she had heard her name, that Nan Patterson had been exercising her talents in comforting her brother-in-law instead of her family.

Naught Nans How to Float.

According to the story his sister-in-law reported, Ralph first met Nan at Brighton Beach while both were departing themselves in the surf. He taught her how to float and to do other aquatic tricks, and as the story goes, she thought he was just fine and an "awful swell." A lightweight prize fighter introduced the two, and when between this town and Tail Creek, the raft ran aground on a bank. An attempt was made to lighten the raft, and when that failed, the raft, with the family, floated away with Messrs. Content and Ferguson on it, leaving Colwell on the bank. His companions on the raft reported that when they reached the spot where they were last seen he had disappeared.

Morgan Smith on the Scene.

Another personal interview followed, and Ralph said "Well, she has blue eyes, that's no excuse," his sister-in-law answered, "Have you forgotten that your wife and your four little babies have blue eyes, also?"

A "Wheezy" Chest.

Means your trouble is deep. To delay is dangerous, the influenza epidemic is on the march, penetrating through the Nervine. Penetrate through the chest is dangerous. All of the inflammation and the prevention of consequences. For sore throat, wheezing chest and tendency to colds, no prescription is better than Polson's Nervine. Nearly fifty years it has been curing a great host of large bottles. Twenty-five cents buys a large bottle.

could happen, and so Nan has gone back to Washington.

The broker says that he has spent a good deal of money the last few weeks, but he has certainly met some well known gentlemen and ladies. He says that he had also met a young woman who looked very much like Nan and that she had been very much interested in the theatrical companies to impersonate Nan on the stage.

J. Morgan Smith and Julia Smith were seen in Kingsclear, York county. Mrs. Smith hadn't yet arisen. "Mercy" Morgan called to her through the bedroom door, "Here's a story other than Ralph and Nan. They seem to be trying to make a scandal out of it."

"Preposterous," Julia replied, irritably, "Nan doesn't care any more for Ralph than for a yellow dog."

Ralph's other name is Ash, and he is a very well-to-do lumber merchant in this city. When he came here he brought with him a letter of credit for \$1,000, which he expected to use in Europe this summer. He will need a new one.

IS GRANTED

Fredericton Popular Club House Figures in Equity Court

In the equity court yesterday before Judge Barker Dr. A. O. Macdonald ruled that the popular club of Fredericton, in disposing of or in any way encumbering a summer cottage and a portion of land in Kingsclear, York county.

Mr. Dow, it was set out in the application, bought the property some time ago and improved it by the erection of other buildings and road building to the extent altogether of about \$2,000; that he afterwards borrowed \$100 from A. J. Gregory, Fredericton, and that the bill was forfeited and Mr. Gregory was called upon to pay \$307.50. Still later, it was related, he applied to Mr. Gregory from Boston for another \$100, which was sent him.

Mr. Gregory was then negotiating, on behalf of Mr. Dow, the construction set forth, for a sale of the property to Mr. Poindexter, Fredericton; that he then discovered that Mr. Dow himself had already been negotiating with the same party and had arranged for the payment to be made direct to himself.

GRAB THIS CHANCE TO

Get a year's subscription to **THE SEMI-WEEKLY TELEGRAPH** and a year's subscription to **Pictorial Review** (costs 15 cents a copy) and your choice of any 10 or 15 cent "Pictorial Review" PAPER PATTERN



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"PICTORIAL REVIEW"

is a large, family, fashion monthly magazine which sells for 15 cents per copy. Published in New York City, with branches in Paris, Berlin and London, it is the authority on Fashions in this country. Home-dressmaking, Millinery, Embroidery, House-decoration, besides a wealth of good, substantial, readable stories, with occasionally pages of the latest music, all go to make PICTORIAL REVIEW the ONE magazine that is anxiously looked for every month. Children's styles are given several pages. Paper patterns may be obtained of every style shown, a feature which all women appreciate.

Paper Pattern FREE.

This offer includes your choice of any 10 or 15 cent Paper Pattern published by the PICTORIAL REVIEW COMPANY. These patterns are unequalled in style, correctness, and ease with which any housekeeper can use them. Remember, you can have ANY pattern you want.

Attractive Mid-Summer Dress

No. 1552 and 1553, combined, will make a dainty frock in fine, sheer material for afternoon or evening wear at the season's low or moderate price.

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Your choice of any 10 or 15 cent Paper Pattern . . . 15
Total . . . \$2.95

All for only \$1.45

This offer is limited, and we may be notified any day that we cannot accept any more subscriptions at this GREAT BARGAIN PRICE. But, we will guarantee to accept all subscriptions which have already been mailed to us, up to the time we announce in our paper the withdrawal of this offer.

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ST. JOHN, N. B.

CANADA THE CENTRE OF NEXT GREAT WORLD DEVELOPMENT

Wall Street Journal's Rosette View of the Future of This Country.

From the New York Wall Street Journal, Aug. 12.

The centre of the next great world development, according to all present indications, promises to be on the side of the main continent of North America, and if not right at our doors, within a day's travel over modern railways, with all the comforts which that implies, of the centre of the coming development will be the new transcontinental railway with terminal on the shores of the Atlantic and of the Pacific Ocean. The coming line has gone far beyond the field of the projector. Its route has been definitely decided upon, the surveys for its construction have been completed, and the financial arrangements for its building have been provided. In fact, one section of the work has been already offered for contract, and it is a certainty that before this time next year the work of construction along the whole line will be in progress.

The cost of the undertaking is variously estimated at from \$10,000,000 to \$20,000,000, and the railroad is to be completed together from benefits which the construction of the road will bring to Canada, through the opening of an entirely virgin territory to settlement and production, the mere fact that such an enormous sum of money is to be expended in the country, largely in the shape of wages and production, which will be wholly of home production, is a sufficient guarantee of general prosperity during the period of building at least. But when it is considered that the present wheat-producing capacity of the country is only two per cent. of the equally good-growing land which will be thrown open to cultivation by the construction of this great national undertaking, the possibilities which will be limited only by the ability to find the labor to cultivate the land and handle the crops.

This development means, in the coming economic change, which must be taken into consideration as a world's fact, the equalizing of a world's wheat supply. The wheat raised in North America, her new facilities will increase her ability so vastly that it is evident that she will before many years control the grain markets of the world, and in that fact there is much food for thought for the agriculturist of the United States.

Only second in importance to her wheat production, if indeed it long remains second, will be the return promised from the forests and mines, now practically inaccessible, but to be opened to the world with the completion of the Grand Trunk Pacific Railroad. So far we have referred only to the building of the main line of the line, which is less than 4,000 miles, but it is the purpose of the government of the dominion to build innumerable branches, so that the most remote parts of the main line will be brought into touch with the existing railroads not only of Canada, but of this country. One of these lines is already under construction—from Toronto to Lake Temiskaming, about 300 miles north in a straight line from the city on Lake Ontario. American interests are represented to a degree in the Victoria Vancouver and Eastern road, an undertaking of Mr. James J. Hill's, in British Columbia, with extensive ramifications of the international line. That other beside Mr. Hill have their eyes for already American roads have secured, through purchase or otherwise existing properties which are heading toward the new country. All this means great business for Canada and a share of her prosperity for the United States.

Everything indicates that Canada is full of mineral—the precious metals, coal, iron, copper, tin, nickel, phosphates, and, in fact, everything that the requirements of the world demand abound, to say nothing of oil. These fields are thus far untouched. How valuable they are may be gathered from an accidental find on the Tennessee River, which has led to the discovery of the tracks of oil was first discovered, which, upon expert examination, proved to be more silver than cobalt. The discovery was upon land held for its timber, and under the laws of Canada, cannot be worked until the timber is removed. But the perfect arrangements for their comfort beside their host, Mr. Costigan having personally attended to every detail, even to the building of the camp fire for tea "kettle boiling" at the Cabano.

When they say Atham is incurable, they will be cured by "Doctor Don't Know All." This specific treatment is a perfect success. Try Castorhough your-

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THE SEMI-WEEKLY TELEGRAPH is published every Wednesday and Saturday...

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

Semi-Weekly Telegraph ST. JOHN, N. B., AUGUST 19, 1905.

RUSSIA'S PARLIAMENT In the last week of July there met at Moscow a congress consisting of one hundred and seventy-two delegates from the Russian provincial councils (zemstvos) and one hundred and twelve delegates from the municipal councils (dumas).

AN INTERESTING WAR An interesting and instructive little war has been going on since January, 1904, in German Southwest Africa. The Hereros, a tribe under Germany's rule in that quarter, have been maintaining a heroic and successful enough revolt.

THE COAST LIGHTS The installation of new and powerful lights at many places on the coast is the most commendable undertaking...

LOSS OF LIFE ON RAILROADS On one occasion an appeal was addressed to the passengers on an Atlantic coast and on behalf of a fund for the widows and orphans of seafaring men.

ALCOHOL IN THE UNITED KINGDOM Within the last five years the consumption of alcoholic liquors in the United Kingdom has fallen off very materially.

THE UNIVERSITY We print this morning in another part of the paper extracts from the testimonial of Professor Samuel W. Perrott, who has been appointed to the position of professor of engineering and dean of the engineering school in the University of New Brunswick.

A GLIMPSE AT GENERAL BOOTH In the last week of July General Booth of the Salvation Army returned to England from a twenty thousand mile tour to and through Australia and back.

NOTE AND COMMENT There is a movement on foot in New York for cheaper gas. State Senator Page hopes to get it reduced to seventy-five cents a thousand. It is a dollar now.

WEDDING AT LOWER RANGE A pretty wedding took place at Lower Range, Queens county, on August 10 when Miss Alice Grant, daughter of Mr. and Mrs. Wm. Grant, of Cumberland Bay, was married to Robert A. Barton, by Rev. Mr. Brown.

ST. JOHN'S MARKETS Ontario flour again dropped 20 cents on all grades yesterday. Ontario high grades can now be obtained on the local market...

COUNTRY MARKET Beef, western, per lb., 0.09; Beef, butchery, per lb., 0.08; Beef, country, per lb., 0.07; Mutton, per lb., 0.08; Pork, per lb., 0.08; Lard, per lb., 0.08; Butter, per lb., 0.08; Eggs, per doz., 0.20; Potatoes, per bush., 0.70; Corn, per bush., 0.20; Oats, per bush., 0.20; Hay, per ton, 1.00; Straw, per ton, 0.50.

FRUITS, ETC. New Walnuts, per bush., 0.10; Greenish walnuts, per bush., 0.12; Market walnuts, per bush., 0.14; Almonds, per bush., 0.13; Brazil nuts, per bush., 0.14; Filberts, per bush., 0.10; Pecans, per bush., 0.14; Raisins, per bush., 0.08; Currants, per bush., 0.08; Grapes, per bush., 0.08; Apples, per bush., 0.08; Peaches, per bush., 0.08; Pears, per bush., 0.08; Plums, per bush., 0.08; Cherries, per bush., 0.08; Strawberries, per bush., 0.08; Raspberries, per bush., 0.08; Blueberries, per bush., 0.08.

PROVISIONS American clear pork, per lb., 11.80; Pork, domestic, per lb., 11.75; Canadian pig head, per lb., 11.40; Lard, pure, per lb., 0.11.

FISH Large, dry cod, per lb., 5.00; Small cod, per lb., 4.50; Haddock, per lb., 4.00; Mackerel, per lb., 3.50; Salmon, per lb., 3.00; Trout, per lb., 2.50; Whitefish, per lb., 2.00; Rockfish, per lb., 1.50; Crabs, per lb., 1.00; Lobsters, per lb., 0.50; Shrimps, per lb., 0.50; Clams, per lb., 0.50; Mussels, per lb., 0.50; Oysters, per lb., 0.50.

GRAIN, ETC. Middling (car lots), per bush., 22.00; Middling, small lots, bagged, 23.50; Bran, car lots, 21.00; Corn, car lots, 12.00; Rye, car lots, 12.00; Oats, car lots, 12.00; Potatoes, car lots, 12.00; Apples, car lots, 12.00; Peaches, car lots, 12.00; Pears, car lots, 12.00; Plums, car lots, 12.00; Cherries, car lots, 12.00; Strawberries, car lots, 12.00; Raspberries, car lots, 12.00; Blueberries, car lots, 12.00.

OLDS. Franks' Austral., per lb., 0.00; White Rose of Chester, per lb., 0.00; High grade Sarnia and Arc, per lb., 0.00; Silver Star, per lb., 0.00; The Sun, per lb., 0.00; Lined oil, bottled, per lb., 0.00; Lined oil, bulk, per lb., 0.00; Sae oil, steam refined, per lb., 0.00; Sae oil, commercial, per lb., 0.00; Extra No. 1 lard, per lb., 0.00.

Bathurst House Burned. Bathurst, N. B., Aug. 10. The dwelling house of Stephen Branch, on the farm formerly owned by the Misses Waterson, on the Basin road, Bathurst, was destroyed by fire, with nearly all contents on Tuesday afternoon.

Funeral of Wm. O. Dick. Halifax, N. S., Aug. 17. (Special.) The funeral took place at Springhill today of Wm. O. Dick, former mechanical superintendent of the Cumberland Railway & Coal Company, who died in St. John Tuesday.

WANT WEST INDIES TO JOIN DOMINION (Continued from page 1.) Rev. A. E. Burke believed there should be a permanent committee to follow up resolutions. He suggested three men from each province.

Capt. Aulay Kennedy. HALIFAX, N. S., Aug. 10. The death occurred at his residence, Maynard St., this afternoon, of Capt. Aulay Kennedy, a well-known and respected citizen. He was for a number of years in the Cunard service. He was sixty-seven years old and leaves a widow and three daughters.

James H. Hopkins. James Henry Hopkins, only son of Henry and the late Mary A. Hopkins, of Crouville, died at the home of his father, Wednesday, aged twenty-seven years. He suffered from consumption. He had been employed in Christie's wood working factory and was popular among his mates.

John Alston. John Alston, one of the oldest and best known residents of this city, died yesterday at his home in City road, after a long and tedious illness. Mr. Alston enjoyed the good opinion of all, and was of upright and honorable dealing. He was a native of Yorkshire (Eng.), and came to this city many years ago. He was formerly engaged in the wholesale dry goods business, being for several years in the employ of the late Ward Piffard, and latterly with Vassie & Co. His wife, three daughters and one son, William Alston, of this city, survive. The daughters are Mrs. A. M. Betts and Miss Kate Alston, both of Newwood (Mass.), and Miss Emma Alston, at home. Mr. Alston was seventy years of age.

Miss Ethel V. Splano. Miss Ethel Victoria Splano, eldest daughter of John Splano, died at her home, Pitt street, yesterday, aged twenty-one years. The deceased young lady had been a patient sufferer for some time, and her early death will cause much sorrow among a large circle of friends. Besides her father, two sisters and two brothers survive. The brothers are John Splano, cadet of T. Meakley & Sons, and Christopher, in business with his father. Burial will take place on Saturday afternoon, service being held in Trinity church.

Mrs. George H. Seaman. Moncton, Aug. 17. (Special.)—Friends here were deeply shocked to learn of the death of Mrs. Geo. H. Seaman, which occurred quite suddenly and unexpectedly this afternoon at the home of her parents, Hillsboro. Mrs. Seaman had been ill since last April with stomach trouble, and she entered the Moncton hospital and underwent an operation and was afterwards able to be home. About a month ago she went to her parents' home in Hillsboro, hoping a change would do her good. She did not improve, but her condition was not considered serious until last Monday. Since then she has been growing weaker, and she died suddenly this afternoon. Deceased was twenty-nine years old, and was the eldest daughter of Walter B. Dickson, agent for Malcolm McKay in Albert county. She is a sister of R. P. Dickson, of the Summer company, and L. B. Dickson, former traveler for a St. John firm. Her husband and two little boys survive, and much sympathy is felt for the bereaved family. The funeral will be held here Sunday afternoon.

CASTORIA For Infants and Children. Bears the Signature of Dr. J. C. Watson.

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Men's Suit Sale. The people are realizing more and more each day the extent of the values we are giving at this Men's Suit Sale. Each suit a bargain. A definite winner. Its one of our ways of advertising pays the customer in cut prices. Is cheaper than paying the papers for large space. The Special Suit Prices are: \$3.95, \$5, \$6, \$8 and \$10.

J. N. HARVEY, Men's and Boys' Clothing, 199 and 201 Union Street. BORDEAUX MIXTURE For Killing Potato Bugs And Preventing Rust. Is now becoming generally used. It is THE BEST as well as THE CHEAPEST. Every farmer should have the recipe, which is as follows: 6 pounds Blue Vitriol, 4 pounds Unslacked Lime, 4 ounces Paris Green, 30 Imperial gallons of Water, to be thoroughly mixed and used freely.

W. H. THORNE & CO., Ltd., Market Square, St. John, N. B.

OBITUARY. James Howie. Chatham, N. B., Aug. 15. One of the oldest and at one time best known residents of the Miramichi, passed away Saturday morning in the person of James Howie, who drove the stage between Chatham and Richibucto before the time of railways, and thus became well and favorably known to the traveling public. For many years he has been laid aside with paralysis, but he bore his long and tedious illness without a murmur. He leaves a widow and one daughter, Mrs. Agnes, at home. The funeral took place Sunday afternoon, interment being in Riverside cemetery. Rev. Mr. Strathairn conducted the services at the house and grave members of St. Luke's Methodist choir assisting in the service at the house.

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H. Rider Haggard's Great Romance of the Crusades

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CHAPTER XI.—(Continued.)

"Well enough," answered his brother, "only I dreamed that throughout the night folk came and looked at me."

turned to the castle by another path, and were unobserved into an ante-room, where stood a watch of twelve men. Here Masouda left them in the midst of the men, who stared at them with stony eyes.

matter of the vessel." Then he went on speaking in low voice to the men, and the brethren could scarcely hear and much less understand him.

kingdom of the Franks. What have you to say?" "Lord," said the tall fedai, and he had trembled as he spoke, "most mighty lord, I had no orders as to the killing of the crew from your lips, and the Frank Lozelle said that he had agreed with you that they should be spared."

CHAPTER XIII. The Embassy. The brethren and Rosamund looked at each other, for having so much to say it seemed that they could not speak.

while, yet walls have ears, so I could not use you that English tongue which none of us understand in the land of Al-je-bal—not even I.

Then having seen them eat, there being no more to do, they walked back to the guest-house, hoping to find Rosamund. But they found no Rosamund, so sat down together and talked of the wonderful things that had befallen them and of what might befall them in the future; of the mercy of Heaven also which had brought them all three together, and of the black slaves washed and perfumed them, clothing them in fresh robes above their armor.

"Pure soap!" You've heard the words. Sunlight Soap you have the fact. SUNLIGHT SOAP REDUCES LAUNDRY EXPENSE. Ask for the Octagon Mark.

MUCH DAMAGE BY FOREST FIRES

Various Sections of County Would Welcome Down-pour of Rain

BLAZE CLOSE TO CITY DYING OUT

More Serious Reports from the Vicinity of Sussex, Where Some Heavy Losses Are Reported—One Man Has Large Tract Swept—Hay Burned in the Fields.

Forest fires are still causing much destruction in various sections of the county. A telephone message from Sussex last evening reported that a house and barn had been destroyed in the district of Millstream and the conflagration, which had been on for ten days, had consumed an immense amount of lumber. In the neighborhood of Penobscot it is said that many families have been compelled to leave their homes, and much produce has been destroyed. An attempt to communicate with Norton by telephone last evening failed. It was learned that no message had been sent all day and as the fire was passing through the area it is thought it may have been destroyed.

All along the line of the Central Railway the residents are reported to have been fighting the fire day and night with but little success. W. C. Hunter, the manager of the Central road, has taken every precaution to prevent the bridges and men are constantly on the watch to protect them from the flames.

Word comes from Westfield that a fire had been raging at Spruce Lake since Monday, and another at Kepple Lake, but no houses had been destroyed.

The fire near Lock Island is reported to have practically burnt itself out. In this neighborhood on Monday four fires were visible, one towards Black River, another in the direction of Golden Grove, a third near Outer Lake and a fourth on the hills in the distance.

Rain has been badly needed for some weeks in the country districts and the conditions enable a fire once started to spread with great rapidity. It is urged that much of the loss and distress has been caused through carelessness in burning land without proper precautions being taken.

The following despatch was received at midnight: Sussex, N. B., Aug. 18.—The forest fire are still raging in this vicinity at Spruce Lake and Pecosville. The flames have been fighting fire for the last three days. Between Belleisle and Cole's Island, where the fire are destroying much valuable timber.

It is rumored that a well known merchant of this place has lost 500 acres of timber land. This conflagration was started by some boys burning a horse's nest. At Dingle Cough the hay was burned in the fields. More disastrous results may be expected yet if the dry weather continues. The smoke hung so heavily in town this morning that objects 200 yards away could not be distinguished.

Weddings.

Darling-Godfrey. St. Mary's church was the scene of a happy event Wednesday afternoon, when Miss Georgina G. Godfrey was married to Henry Darling, of Manchester, by Rev. W. O. Raymond performed the ceremony. The bride party entered the church to the strains of Mendelssohn's Wedding March. The bride was given away by her father. Her sister, Miss Edna Godfrey, was bridesmaid, while C. Lionel Hanington was groomsmen. The bride was dressed in white tulle over white silk. After the ceremony a reception in honor of the newly married couple was held at the residence of the bride's parents, 58 Garden street, and Mr. and Mrs. Darling left on the 7 o'clock train on a wedding tour, which will include various points in the province. The numerous presents testify to the regard in which they are held. Among them is a Limoges tea service from the choir and Sunday school of St. Mary's church, and a hall clock from some of the clerks in M. R. A. Ltd. The staff of the public works department (dominion) gave the bride a cream and sugar bowl.

Bookwater-Mahood.

A very pretty wedding was celebrated at Niagara Falls at 2:30 p. m. the 5th inst., when Miss Augusta S. Mahood, of Peterborough, Queen's county (N. B.), became the bride of Wm. H. Bookwater, of Lovellville, Ohio. The nuptial knot was tied at the M. Episcopal rectory by Rev. Orville C. Poland. After the ceremony was performed the happy couple left on a wedding trip, which will include Toronto, Lewiston, Buffalo, Jamestown and Chateaugay (N. Y.). Mr. and Mrs. Bookwater will be at home to their friends in their new home, Lovellville, Ohio, after Aug. 22.

Are Now Priests.

Sydney, N. S., Aug. 18.—The following graduates of St. Francis Xavier College were raised to the priesthood at Antigonish yesterday: Adrian Butts, Sydney Mines; J. J. Macdonald, Bailey's Brook; Antigonish; Donald Weston, Maton; W. J. Ryan, Canso, and Patrick LeBlanc, Margaree.

Carleton County Celebration.

Centerville, Carleton County intends holding a grand gala day on Thursday, August 17. There will be aquatic sports, horse racing and a military and polymorphic parade. The parade will start at 1 a. m. from the mill pond. There will be a representation of "Neptune's" besides a large number of Indians in costumes. Magdalen, formerly of St. John, is secretary to the carnival committee.

P. E. Island Schooner a Total Wreck.

Charlottetown, P. E. I., Aug. 18.—(Special)—The schooner P. E. Small, loaded with coal for the Portland Packing Company, grounded on Grand Entry bar, Magdalen, went to pieces. The vessel was owned by Garrett Hulley and John Hibley, of Southport (P. E. I.).

HAZEN ESTATE IN SIX PARTS

Judge Barker's Judgment Recognizes the Western Claimants.

THEY MUST SHARE IN DISTRIBUTION

Strange History of Case Reviewed in Judgment Delivered in Equity Court Tuesday—Wisconsin Descendants of Charles George Anderson Get Share of Estate.

As a result of a judgment delivered Tuesday by Judge Barker in the equity court the Hazen estate case is closed and a division into six parts ordered. A sixth share in \$80,000 goes to certain recently discovered heirs of the late Charles George Anderson, a half brother of the late Margaret Hazen, who was a daughter of Col. Anderson. The case turned on whether the late George Anderson was or was not legitimate. After hearing the evidence the court decided the former and a share in consequence goes to the descendants.

The suit disclosed several features of interest. It was brought for the administration of the estate of the late Margaret Hazen who died intestate on December 8, 1902. Originally the suit was among Mrs. Hazen's two brothers, Daniel and George, Mrs. Latta, a sister, and the representatives of two deceased sisters. A settlement in this suit was arranged between the parties, and a decree in accordance with it was made by the court.

Soon after the decree was made certain parties residing in Wisconsin applied to be made parties to the suit on the ground that they were next of kin of one Charles George Anderson, who they alleged was a half-brother of Mrs. Hazen, and that consequently they were entitled to a share in the estate.

It is thought hardly possible that Messrs. McGill, Doherty and Atchison are not drowned. The former was about twenty-eight years of age, a longshoreman, unmarried, the son of Henry McGill, of St. John's, and Charles Joseph Doherty is the father of the second victim, who was about thirty years of age, a longshoreman, and unmarried.

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H. H. DRYDEN WINS IN SUSSEX ELECTION

Defeats J. M. McIntyre for Alderman by 24 Majority.

Sussex, N. B., Aug. 15.—(Special)—The election held today to fill the vacancy in the town council caused by the death of Alderman Langforth resulted in the return of H. H. Dryden over J. M. McIntyre by a majority of 24.

The Late Francis Porter of St. Martins.

Francis Porter, of St. Martins, St. John county died at his residence at 2:30 o'clock Friday morning.

Mr. Porter was in his 80th year, having been born at Sussex in the year 1826. He moved to St. Martins when he was about twenty-seven years of age, therefore having been a resident of that place for more than half a century.

He was a man of marked ability—when young a farmer, a school teacher, and a school education and while working hard at the development of his farm made himself one of the best educated men of his day. He was able to discuss very intelligently almost any subject that might be presented.

He was a Conservative in politics and was at all times interested in his party's welfare. He was a man of honor and none was respected more than he.

He was one of the directors of the St. Martins & Upland Railway in its early history. Besides owning and developing a farm of 400 or 500 acres, of late years he had gone quite extensively into the lumbering, making quite a success in this enterprise, and old as he was at his death was preparing for this winter's operations and no doubt in this way received the credit that caused his death. Mr. Porter never married. He leaves two sisters—Mrs. Geo. B. Patterson, of West St. Martins, and Mrs. J. V. Roberts, of St. John's, north, and one brother, D. S. Porter, of Worcester (Mass.). His funeral took place on Sunday, Aug. 13, at 2 o'clock in the afternoon. Services were held in the Baptist meeting house, Hanford Brook. Rev. Mr. Shanklin preached the funeral sermon from the text found in Hebrews, Chap. 9, vs. 27. The church building was crowded to the doors to pay the last tribute of respect to so worthy a man.

Doekbors May Separate.

There is some reason to believe that the government may allow individual Doekbors to homestead on their own accounts. Heretofore this has been done on a commercial plan, but now and again individual Doekbors have expressed a desire to make their own homestead entries. This desire for individual freedom has been checked by the Doekbor community, but it is now believed that if the government encourages Doekbors to make individual homestead entries they would soon lose their identity and become Canadians more readily. Of course for every homestead entry thus permitted a reduction would have to be made in the land granted to the Doekbors as a whole.

It appears that spies in the form of nurses have been introduced in considerable numbers into the families of French officers by some unannounced European power. The French minister of war has called the attention of corps commanders to the matter.

THREE DROWNED; RIVER CASE GOES BODY SEEN AFLOAT INTO NEXT MONTH

Penobscot on Way Into St. John Passed What Seemed To Be Corpse

MAY HAVE BEEN VICTIM OF FALLS

No Doubt That Joseph Doherty, Geo. Atchison and Patrick McGill Met Death in Bay of Fundy Sunday Evening—It was Their Boat Picked Up Off Mispeac.

It is accepted as beyond doubt that three young St. John men—Joseph Doherty, Geo. Atchison and Patrick McGill—were drowned Sunday evening in the bay. The boat picked up off Mispeac Sunday night, was the one in which they sailed from here Sunday for Mahogany Island.

Body Seen from Penobscot.

The deck hands of the steamer Penobscot, which arrived from Boston Tuesday, say they saw what looked like a human body floating off Negro Head Tuesday afternoon.

This information coming so soon after the supposed drowning of Doherty, McGill and Atchison, led some to suppose the body was that of one of the unfortunate youths. On the other hand, it is maintained that as a body would not come to the surface so soon after drowning, and this lends support to the supposition that the body, if such it was, may have been that of Charles Lord, the Carleton young man, who perished in the falls just a week ago last evening.

The deck hands say the object was floating well in shore. The steamer did not slacken speed and within very few minutes the supposed body could no longer be discerned.

As the Penobscot went past, the steamer Lansdowne was met outside harbor, and she appeared to slow up, when approaching the vicinity where the body had been observed. Those on the Penobscot, however, cannot determine whether the officers of the Lansdowne made any investigation or not.

It is thought hardly possible that Messrs. McGill, Doherty and Atchison are not drowned. The former was about twenty-eight years of age, a longshoreman, unmarried, the son of Henry McGill, of St. John's, and Charles Joseph Doherty is the father of the second victim, who was about thirty years of age, a longshoreman, and unmarried.

On Sunday afternoon last the three went for a sail in the bay, the boat being a commodious, well-built craft belonging to Pilot Doherty and his wife. The boat was a large sail, but no danger was anticipated for all three men were not strangers to sail boats. They were accompanied by Lower Cove by many of their friends, and left without acquainting any one as to the exact time of return. It was understood, however, that they returned before late in the evening. The time of their departure was 12:30, and their destination was Mahogany Island. They were accompanied by Charles Stanley and as far as could be seen, the first stage of the voyage was quite uneventful. They passed the island and headed down the bay.

The Finding of the Boat.

All that night the three families watched in vain for the return of the young men. No word as to their whereabouts was received the following day, and the first information of their whereabouts came in yesterday's Telegraph, when the finding of a boat by Joseph Steeves at Mispeac was announced.

Mr. Steeves came to the city yesterday. He said that on Sunday evening he had found an upturned boat near Cape Spencer. He further said that in company with his son, Charles, and another boy, he saw three young men in a boat off the wharfing buoy about 6 o'clock Sunday evening. They were heading for Mispeac.

Two hours later he found the floating boat. It is fifteen feet long, and painted white and green. The cent-board had fallen out. There was a small rope in the stern, and an oar floated near.

When Pilot Doherty heard this description he felt almost certain that it was the boat of the boys, and that his boy and the others on board had perished. Yesterday forenoon he left in a steam launch for Mispeac. He was accompanied by Edward Doherty, Patrick Hogan, Wm. Hurley, Fred Alexander and John Small. About noon they all returned. They had the upturned boat with them. Pilot Doherty identified it as his property.

Seen Heading for Mispeac.

Heading Sunday afternoon, John Miller, Fred Lahey and Daniel McDermott were sailing near Mahogany, and saw the three young men heading in the direction of Mispeac. The sea was rough at the time. It is understood that Doherty was the only one who could swim, but as he was wearing an artificial limb, it is felt that such would have been a serious embarrassment in the water.

It is claimed that the finders of the boat declined to hand it over unless \$50 was paid. The sum was given.

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RIVER CASE GOES INTO NEXT MONTH

Court Hears Matter of St. John River Piers and Booms

VIEW OF BOTH SIDES PRESENTED

Information of Attorney General Pugsley Followed by Affidavits Read by H. A. Powell, K. C.—Brief Remarks Supplementary by Counsel and Court.

Hon. Mr. Pugsley Tuesday began in the equity court, before Judge Barker, his fight for the removal of the piers and booms of the St. John Lumber Company, between St. Leonard's (N. B.) and Van Buren (Me.).

The matter engaged the court but a few minutes before recess for luncheon and was resumed in afternoon.

Dr. Pugsley, as before stated, applies for injunction for removal of the objectionable works, and H. A. Powell, K. C., for the company, had affidavits prepared declaring the booms necessary to their lumber business.

After hearing of both sides the case was postponed until next month. In court, Dr. Pugsley said he would apply for viva voce examination of some of Mr. Powell's deponents, particularly Mr. Brown, the company manager at Van Buren. He also would ask leave to submit one or two affidavits in reply to those of Mr. Powell's deponents. To this he said Mr. Powell had agreed.

His honor said that practically meant bringing the matter to a hearing and he suggested it would be more expeditious and less expensive to proceed to hearing at once if the witnesses could be readily secured.

His honor having expressed himself not clear on the points referred to hearing at night, Pugsley briefly pointed to the main one—that the company's sheer boom caught all logs running down river and diverted them into the company's rafting boom.

Mr. Powell said that the little sheer boom was the key to the whole situation. The attorney-general replied that it had been done by another company. At this point court adjourned until 2:15 o'clock.

The Afternoon.

Resuming in the afternoon A. P. Barnard read the information of Attorney General Pugsley setting out the claims that the works of the company were obstructions within the meaning of the Ashburton treaty. The piers were described as nine in number between the American shore and Reed's Island, sixteen feet above ordinary water level, and 40x26 feet in size, and the number farther up river. The construction of the booms was explained. The effect on the milling interests at St. John and Fredericton was stated. The statement of John E. Moore, given to the effect that in 1904 there were 8,000 y. s. White & Co. logs taken into the St. John Lumber Co.'s boom and converted there into lumber.

It was held that the works lessen the value of the crown lands. An injunction restraining the company from attaching its booms to the Canadian shore was moved from New Brunswick territory was asked for.

The Company's Side.

The application for an injunction was met by affidavits of Arthur W. Brown, manager of the St. John Lumber Co., Allan E. Hammond, manager of the Van Buren Co., James Poirer, foreman of the works, and the American James W. Parker, treasurer of the defendant company, Robert J. Potts, lumberman, and Holmes Morris, lumberman. The main affidavit was that of Mr. Brown. He stated there are a number of islands about the centre of the St. John river at the point of dispute and the boundary is between these islands and the main U. S. bank and much closer to the Canadian side than to the islands. The defendant's mill and storage booms are between one of these islands and the main U. S. bank and entirely in U. S. waters. The defendant's mill and sorting works are between another of these islands and the bank and also in United States waters. The only erection in the Canadian waters is part of a sheer boom which sheers all the loose logs coming down the river into the defendant's rafting works. Section four of Mr. Brown's affidavit states that the navigation of the St. John river where it forms a boundary is almost exclusively limited to floating logs, boats, canoes and bateaux used in connection with the driving of the logs. The logs coming down stream, he said, are driven without regard to ownership and the assorting works are for the purpose of taking the logs from the mass. The logs for down river, he said, are pushed to the New Brunswick side, and float down the channel into the main stream. Those owned by the company are pushed through the opening of the U. S. States side of the boom and assorting works and float down into the defendant's storage boom.

Mr. Brown states the method of assorting logs there that used elsewhere, including the Douglas boom, Fredericton. He further says that it is impossible to assort logs in any other way. No assorting takes place at night, and the logs they assorting are almost always assorted during the day following. The company intends to install a electric light plant and thereby be able to assort logs as fast as they come down stream, and thus cause no delay in their passage. Mr. Brown said the sheer works are assorting works in no sense an obstruction to a boundary portion of the St. John.

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St. Martins Man Injured.

St. Martins, Aug. 18.—While working this morning in the O'Neill Lumber Company's mill here, Joseph Black had the fingers and fore part of his right hand cut off. Black was working on the boiler of the lathe machine. A bolt lying on the table fell across the saw, carrying the hand with it. Dr. Gillmor dressed the hand.

knew of forty million feet of logs being assorted in the defendant's works and with less difficulty than in any other case with which he was acquainted. He says that it is not necessary for purpose of navigation to go out of the main channel. Not more than one craft of any description on an average goes up or down stream within a week.

As to the injunction. When Mr. Powell had completed reading the affidavits on the mandatory injunction case it is an attempt to take advantage of a technicality that does not exist. He further said that he considered that the attorney-general of New Brunswick was not the proper one to move in this suit, but it should come from the minister of justice or the attorney-general of Canada. Mr. Powell stated that he would argue that point later.

Dr. Pugsley in reply said that there was not only a violation of the treaty, but also an obstruction of river which is a public highway and provided for by the statutes. Mr. Powell said it was not a meritorious information for a mandatory injunction, and he did not think that his honor would grant a mandatory injunction in the face of the statutes of a foreign country. He suggested that the pleading be put in. Dr. Pugsley thought that he was entitled to a mandatory injunction on the undisputed facts of the case.

The court set forth that there didn't seem to be any great necessity for it but added, "I would like to see some one get a mandatory injunction for experiment sake."

The matter was then set down for hearing here on the third Tuesday in September. Attorney-general H. A. Powell, K. C., in support of the information; H. A. Powell, K. C., contra.

LOCAL NEWS.

The Body of Miss Annie May Hazen was Brought Here Tuesday Morning from Providence (R. I.) en route to Dorchester N. S.

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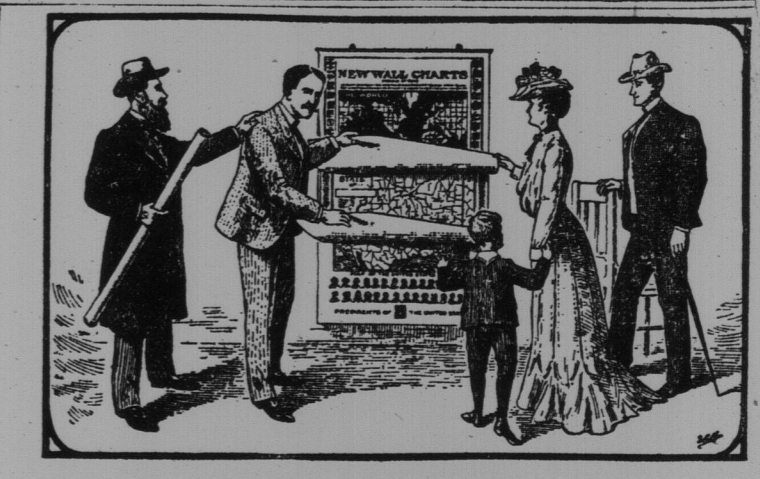
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CEDING OF SAKHALIN BONE OF CONTENTION

(Continued from page 5.) The Associated Press can state authoritatively that neither the question of making Vladivostok an "open port" or the Amur river an international waterway as some papers have stated, is included in the Japanese terms which, as developments have demonstrated, were given correctly by this Associated Press the day they were submitted by Japan. Japan will make a stiff fight for the possession of the interested Russian warships. Mr. Denison, the American legal adviser of the Japanese Mission, spent most of the day in his office looking up the precedents on the subject. Japan is exceedingly anxious to obtain these ships and in her argument will quote several international precedents in support of her

Great Fishing on Restigouche.

There is an attested fish story that comes from the north. John Porteous, of Norwich (Ct.), and Charles Brown—"C. B."—of New York, arrived Tuesday from the Restigouche, where they have been enjoying a three-weeks' paradise about the salmon ponds and streams owned by Fred W. Ayer, of Bangor (Me.), and Archibald Mitchell, of Norwich. The camp is on the Restigouche just above the Metapedia. Mr. Brown exhibited a piece of paper that recorded thirty-nine salmon and twelve grise as his own catch, and forty-two salmon and ten grise for his friend, Mr. Porteous. There were ten in the party and the aggregate is 221 salmon and twenty-eight grise, a total of 3,102 lbs. of fish. Many of the others fished only a portion of the time. One day says "C. B.," His Lordship Bishop Dunn, of Quebec, was received into camp and dined with two fellow clerical men—Rev. Mr. Coleman and Rev. Mr. Roy. The Bishop was surprised that day when he saw Mr. Brown's boatman bring home his three salmon and one grise from the forenoon's fishing. Mr. Brown has traveled over all Europe the day they were submitted by Japan.

Pressure on Japan.

There are persistent rumors about the hotel late tonight that several powers, including the Washington government, are bringing pressure to bear upon Japan to forgo "the cost of the war" and content herself with such other compensation as she can secure out of the railroad, the Russian property in Port Arthur and Dalian and the cost of the maintenance of Russian prisoners in Japan, this on the theory that Russia will eventually agree to cede Sakhalin which is now potentially conquered territory. This is undoubtedly the line of ultimate compromise, if compromise there is to be. The Associated Press can state authoritatively that neither the question of making Vladivostok an "open port" or the Amur river an international waterway as some papers have stated, is included in the Japanese terms which, as developments have demonstrated, were given correctly by this Associated Press the day they were submitted by Japan. Japan will make a stiff fight for the possession of the interested Russian warships. Mr. Denison, the American legal adviser of the Japanese Mission, spent most of the day in his office looking up the precedents on the subject. Japan is exceedingly anxious to obtain these ships and in her argument will quote several international precedents in support of her