

OUR COUNTRY CORRESPONDENCE.

FREDERICTON.

FREDERICTON, N. B., Aug. 2.—(Special)—The local government held a meeting to-night with Messrs. Tweedie, LaBrosse, Harris and Sawyer in attendance and received a large delegation of representatives from lumbermen who requested a reduction in the rate of mileage for timber licenses.

Those composing the delegation were Henry Hayward, Walter E. Godding, of St. John; Kileour Stevens, David Richards, of Campbellton; T. M. Barnes, Frank Curran, of Bathurst; W. B. Snowball, Allan Ritchie, Newcastle; J. D. Irving, Boisdouche; John H. Stevens, Edmundston; Hon. G. P. Burchill, Nelson; H. H. Gunter, Boisdouche; S. H. White, C. T. White, Sussex, and several others.

Messrs. Hayward and Godding spoke for the St. John lumbermen and, Messrs. Burchill and Snowball were spokesmen for the North Shore lumbering interests.

The government was asked to reduce the mileage from \$8 to \$4, the existing rate, in the lumber market being urged as the reason for the proposed reduction.

The argument advanced by the speakers were in line with those set forth in the memorial of the New Brunswick Lumbermen's Association presented to the government last winter.

The delegation was given a very attentive hearing and the government promised to consider the matter very carefully in a few days.

Several of the delegates interviewed by The Telegraph correspondent, expressed themselves as well pleased with the conference with the government and seemed to be quite certain that the government would accede to their wishes.

A party composed of E. Tiffin, traffic manager of the I. C. R., and wife; J. J. Wallace, general freight agent, and E. S. Smiley, arrived from Moncton yesterday. Mr. Tiffin's private car after completing a tour of inspection of the Canada Eastern Railway. They went over the road yesterday from Chatham to Longville and today made the run from Chatham to this city. Supt. Hoban accompanied the party.

It is understood that this is the final inspection prior to the inauguration of the road to the Dominion government. Mr. Tiffin and party will leave for Moncton tomorrow morning.

The directors of the Fredericton Trading Park Association last night elected A. B. Kitchin, president; T. H. Collier, secretary, and Hugh J. Calder, assistant secretary. They decided to hold a race meeting on September 5, and in the meantime to have the track put in first-class condition.

The steam yacht Dream arrived here at 11 o'clock this forenoon, and left at 1 p.m. for Grand Lake, with the following party: Mr. and Mrs. Simeon Jones, Jr., James G. Harrison, Miss Mamee Harrison, Alex. McMillan and Miss Lou McMillan.

Robert Humphreys has been appointed mate of the steamer Springfield in place of Theo. Vallis, who has resigned.

The late rains have caused quite a rise of water up river, and the construction drive is making very good progress. Contractor Morrison is making a clean up drive from Grand Falls; it is now a short distance above Woodville, and in the month reach the boom limits some time next week.

Contractor Pond, who was obliged to discontinue driving operations on the upper corporation some days ago, on account of severity of water, resumed work this morning. He has about 10,000 feet up in his hands, and if the water keeps up a reasonable length of time he should be able to get most of it out. The logs extend for a distance of fourteen miles above Edmuntston. About 8,000,000 feet belong to the VanBuren and St. John Lumber companies, and will be held at Edmuntston; the remainder will be handled by the Fredericton Boom Company.

Rev. George Howard, pastor of the Mac-

naque Baptist church, has accepted a call to Havlock, Kings county, and will remove to that place with his family next week. He will preach his farewell sermon at Macnaque next Sunday morning, and at Kingslear in the afternoon. Rev. Mr. Howard has been in charge of the churches at Kingslear and Macnaque for eight years, and has won the respect of the people.

Charles E. Babitt, of the Bank of B. N. A. staff in this city, has been compelled to resign his position on account of ill health.

HOPEWELL HILL.

HOPEWELL HILL, Aug. 1.—(Special)—The Rev. Mr. R. A. Robinson, who has been visiting in St. John, has returned home accompanied by his wife, who has been visiting Mrs. Rogers for the last two weeks.

Miss Lillian Everett, of Fredericton, and Miss Winifred Burt, of Westville, are visiting the Misses Jamieson.

DEER ISLAND.

DEER ISLAND, Charlotte Co., Aug. 1.—Miss Jennie Poland, of Leonardville, who has been visiting in St. John, has returned home accompanied by her friend, Miss Morton, who will visit her for a season.

A picnic was held by the young people of Leonardville on Saturday last. L. W. Franklin, of Grand Manan, who has been employed by the West Isles Telephone Company, returned home by steamer Aurora on Saturday last.

Mr. and Mrs. Albert Fountain and family, Mr. and Mrs. J. A. Thomson, of Eastport, are visiting friends here.

Mrs. Charles Spencer and Miss Alice Peck, of Medford (Mass.), who have been the guests of Mrs. Fountain, have returned to their homes.

ST. MARTIN'S.

ST. MARTIN'S, N. B., Aug. 3.—A large number of persons visiting our town feel deeply indebted to Captain Carson who took them last Saturday afternoon on the schooner Hex for a sail in the Bay of Fundy. All were delighted with the trip.

Miss Nellie Irving, of St. John, is in town visiting the Misses McKay.

Miss George Belyea, of St. John, is visiting Miss Mamee Spear.

Mr. and Mrs. J. V. Morrell, of St. John, are visiting their son, E. L. T. Morrell, of the Sussex Mercantile Company.

Miss Annie Spear left for Bathurst today.

GARDNER'S CREEK.

GARDNER'S CREEK, St. John Co., Aug. 2.—The people of this city are beginning to cut their hay, which they consider a fair crop.

The weather is very foggy here along a fair crop, which postpones the summer sports and excursions to a great extent.

Wilfrid Edgar Campbell, who was the guest of Mr. and Mrs. Williams, has returned to his home in St. John.

TRURO.

TRURO, Aug. 1.—A large forest fire has been raging to the southward of Truro for several days, and is doing considerable damage to the crops that are up, and to the timber on the hillsides. The fire is now in the town of Truro, and is doing considerable damage to the crops that are up, and to the timber on the hillsides.

Mr. and Mrs. Parsons, commander of the British forces in Canada, with some fifteen officers of the regiment, now in Halifax, came to Truro on the night train and will make Truro their headquarters for a couple of weeks while on their tour of inspection.

They have headquarters at Scribner's, and are in the residence of Mr. and Mrs. Oliver Cummings.

An unidentified tramp, while attempting to cross the river on the bridge, fell into the St. John river, and was killed. A coroner's jury this morning rendered a verdict in accordance with the facts and pronounced the railway officials and employees.

Harley Jones, of Jones Bros., is on his vacation, and went to St. John yesterday.

A base ball team has been lately formed by the boys of the town.

Having been suspended on account of the foggy weather.

Raspberries and blueberries are in abundance in this part of the country.

SUSSEX.

SUSSEX, Aug. 2.—The monthly meeting of Zion Lodge No. 21 F. & A. M. was held last evening. The third degree was conferred upon four candidates. Mr. Ed-wards, district deputy grand master, and W. J. Walker, past deputy grand master, of St. John, were present.

At the close of the lodge luncheon was served by the ladies.

Miss Edith Brown, of this place, died last night at 10 o'clock, at the age of 70 years. She had been ill since December last. Not long ago she suffered from a paralytic stroke. She is the last of a very large family and was widely known and highly respected. Her father was an Englishman and came to Canada when very young. She has been living of late years with her adopted daughter, Mrs. Howard Meade.

The funeral takes place on Thursday at 10 o'clock, at St. Nicholas. The Rev. J. B. Gough will conduct the services.

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PATROL OF FIERY FURNACE.

The Russians Sure to Suffer in the Red Sea.

One of the Hottest Places on Earth—P. & O. Steamships Frequently Go Out of Their Course to Catch Breeds—Water Some Times Goes Above 100 Degrees Fahrenheit and Humidity of the Air is Great—Aden Literally a Cinder A Great Shipping Point, But a Poor Summer Resort—Suez a Pretty Town and the People Are Contented—Port Said Like Our Western Boom Towns.

Washington, Aug. 2.—Russia's final abandonment of her patrol of the Red Sea in search of contraband goods carried under neutral flags, if brought to pass, would bring peculiar joy to the officers and men of the ships of the Russian navy. The Red Sea is about the hottest place on the face of the earth. To go through there had to be assigned to cruise there must be intolerable. Everybody who has passed through it has a story of hardship to tell. The coal stokers, who are usually sent from East coast India, and hence hardened to high temperatures, often give way under the terrible heat. Such of our own transports as go to the Philippines by the Suez route are compelled to proceed very slowly over this part of the journey on account of the stokers, who must be relieved at very short intervals. The heat of the Red Sea, in other words, is an economic factor of great importance. It may be equally a military one.

There is little difference in the seasons of the year on this side of water; it is so near the Equator that the winter and summer are told of its behavior by those who visit it in February as by the voyagers of August. A much greater difference in the seasons is made in the tropics by the relation of the prevailing winds; if the steamer is pushed squarely against the wind its passengers will be reasonably comfortable, but if the wind is against them, the long distance from everywhere and the lack of any means of entertainment or reasonable recreation. About the only relief comes in the arrival of the ships, and although it is not possible for them to "dock," the boatloads of passengers who come on shore make a little town constantly waiting for something to turn up.

The one great newspaper which the bootleggers of Aden sell is the Indian Mail, a weekly published in London of the news of special interest to the British colonial population in the East. It travels by mail to Brindisi, on the southeast coast of Italy, and thence several days start on the Peninsula of Oriz steamer to London, and then it continues its journey toward the morning sun on the regular mail lines, reaching every port where English is spoken or "American" understood, to quote the sign of the Venetian shop-keeper, who desires to attract patrons of both countries.

The Indian Mail does not contain much news that would ordinarily interest Americans. It might give a column to a Presidential assassination, and perhaps two paragraphs to a Presidential election, but for the most part it is full of news of interest to the colonial population in the East of officers and regiments, the tours in the East of the British army, and the news of the House of Commons on Chamberlain's fiscal policy are reproduced with exactness.

The population of Aden seem to live off the travellers; they are all merchants, selling their wares at ten cents each, and such as they are, they are all of the same kind. But their efforts to get cash out of the tourists are not confined to such things. They act as coachmen, with their great lions and camels, and the boys even go so far as to offer to fight for a few pennies. Rival sets of fighting teams vie with each other in exhibitions of acrobatics, and the "American" shows as evidence of the seriousness with which they accept the assignment. Few Americans are more popular. The civil authorities at Aden will not allow the natives to give into the ocean for coins, as they do at many points farther East, on account of the presence of dangerous sharks.

Suez, from which some of the recent Red Sea dispatches have come, is a rather pretty town, under irrigation from a canal which has been brought over from the Nile, a necessary part of the work of construction of the great ship canal, which is now open. Hotels and private establishments line the African bank of the canal, and for some distance very small groves of tropical trees on both sides of the fresh water canal, which is about ten feet deep. The great oil tanks which supply the material by which the canal is lighted, are the most conspicuous objects of interest as the town comes into sight from the Red Sea. The people all seem to be enjoying themselves sitting under the shade of the trees, sipping the pleasant viands which are there obtainable.

Port Said, at the northern end of the canal, and also prominent in the recent dispatches, is an altogether different place. It resembles more of our quick Western towns in the activity of its business and in general "kicklessness." It is one of the greatest coal markets in the world, for ships from the East like to come through the canal light, and fill their bunkers as they start out into the Mediterranean. The government derives a good share of its revenues from the coal taxes, which are quite large on the coal that is locally consumed, and although the amount seems to be some distance away from it, it amounts to considerable.

Port Said is perhaps the most cosmopolitan place in the world. The money of all nations circulate freely there. The banking houses are as ready to pay on a letter of credit in the coin of one country as in that of another. The languages not only of all Europe but of the races of Asia and North America, are understood. One young coal merchant, who was born in Portugal, said that seven languages were spoken in his family, while he was master of but four. His mother, who had to deal with Arabian and Greek vessels, learned

languages which it was not necessary for the men of the household to employ, and so on through the domestic establishment.

The long breakwater which extends into the Mediterranean from Port Said is surrounded at its extreme point by a magnificent statue of De Lesseps, one of the most striking monuments in the world. Few memorials have been placed where they would be beheld by so large a representation of all tribes and tongues of the globe. Each of the aggressive Powers of Europe maintains a steamship line to the East for political, quite as much as for commercial purposes. While these lines have different names, they are popularly known by the people along the way by the nation which they represent—the English line, the French line, the German line, the Austrian, the Russian and the Italian. The Japanese, from the East, also maintain a line which does a goodly share of passenger business. The old substantial system is the Peninsular & Oriental, which is one of the greatest institutions of England, dating back to the earlier days of her colonial conquests.

Russian General Holiday.

St. Petersburg, Aug. 4.—This being the saint day of the dowager empress, a general holiday was observed throughout Russia. St. Petersburg was gaily decorated. The streets were filled with holiday crowds intent upon pleasure and the tragic events reported from the seat of war seemed temporarily to be forgotten.

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It is understood that the Grand Republic will be thoroughly inspected by the department of the navy, and that it will be allowed to run again only after it has been found to be in a condition to do so.

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ern train to replace its loss by evaporation. The water which flows through the Suez Canal is so warm that it may be dis-regarded. The Red Sea naturally much saltier than the outside ocean, but the whole place would be a bed of salt were it not for undercurrents of salt water passing out to the ocean.

Aden as a Warning.

West bound passengers get a taste of what is before them in the way of temperature on the Red Sea, when they land at Aden, which is on the Arabian side near the Strait of Babel-Mandeb. This town is literally a cinder. If the ashes from a coal burning furnace were pounded down under steamrollers they would not make a dryer foundation upon which to build a city. The city's water is obtained by distilling ocean water with coal brought from England, although there are in the upper part of the town large ancient reservoirs for the storage of water conveyed for a distance "from natural springs." The only green things growing in Aden are three box-plants in front of the Government House, which have a soil of their own and are constantly moistened with fresh water. Even then, those plants are not alive with luxuriance. What Aden will never become a summer resort, it is a great transshipping point, the leading steamship companies maintain machine shops here to make the repairs sometimes necessary en route. The British navy maintains a branch workshop in a great place for the sale of ship supplies. The only green things growing in Aden are three box-plants in front of the Government House, which have a soil of their own and are constantly moistened with fresh water. Even then, those plants are not alive with luxuriance. What Aden will never become a summer resort, it is a great transshipping point, the leading steamship companies maintain machine shops here to make the repairs sometimes necessary en route. The British navy maintains a branch workshop in a great place for the sale of ship supplies.

When William H. Seward visited Aden in his trip around the world, he wrote in his memoirs that there were supposed to be submarines fired still burning beneath the town, to account for its intense heat. While the fires have never broken out on Aden since, yet, it is still warm.

The population consists of Arab, East Indians, Portuguese and various other groups of Europeans. The British flag floats over the town; its fortifications indicate that in time of hostilities the passage of these straits by ships at war with Great Britain would be attended with some difficulty. Young officers attached to the military service, who are stationed here, lead a rather dreary existence, and the intense heat, the long distance from everywhere and the lack of any means of entertainment or reasonable recreation. About the only relief comes in the arrival of the ships, and although it is not possible for them to "dock," the boatloads of passengers who come on shore make a little town constantly waiting for something to turn up.

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ILL-FATED SLOCUM'S SISTER SHIP NOTHING BUT A DEATH-TRAP

Inspector Finds Grand Republic's Life Preservers Rotten, and Fire Hose Worthless—Crew Ignorant of Fire Drill.

New York, Aug. 2.—An inspector who yesterday made a partial inspection of the excursion steamer Grand Republic, today told the federal commission which is investigating the General Slocum disaster, that the life saving and fire-fighting apparatus on the Grand Republic is practically worthless. This steamer is a sister ship to the General Slocum, which was burned in the East river several weeks ago, with the loss of nearly 1,000 lives. She is owned by the Knickerbocker Steamship Company, which also owned the Slocum. Several of the company's officials are now under indictment by the federal grand jury on a charge of manslaughter and criminal negligence, as a result of alleged failure to provide adequate fire-fighting and life-saving apparatus on the burned steamer.

The inspector who examined the Grand Republic told the commission that neither the captain nor crew knew what to do when a fire drill was ordered; that some of the fire hose burst when subjected to water pressure; that a large percentage of the life preservers were worthless, some of them having been made as long ago as 1877; that the boats were provided with broken oars, one badly rotted and another had a broken rudder; that one of the life rafts had no rowlocks, and that on some of the rafts what appeared to be rivets upon close inspection proved to be only plain heads; the rafts being soldered.

The steamer Bridgeport, before reported, sailed from New York, was delayed, and is expected to sail for this port today.

The average Japanese soldier is not more than five feet six inches high.

Foot-Elm Never Dies.

It cures under feet and takes walking easy. Right powder and takes walking easy.

NARROW ESCAPE OF NOVA SCOTIA COUPLE

Lightning Struck their House and Bolt Passed Between Man and Wife Standing at a Window.

Kentville, N. S., Aug. 2.—A terrific electrical storm, accompanied by heavy rain, passed over Kentville and vicinity between 6 and 7 o'clock this morning.

The lightning struck the Reid residence, now occupied by Fred, Kinsman, and tore away the chimney and part of the roof. It also struck a mirror on the wall, and knocked it through the window. The bolt passed between Mr. and Mrs. Kinsman, who were standing near the window, but did not touch them.

Mr. and Mrs. Lee Patterson left for Chipman, Queens county, yesterday morning.

Mrs. Arthur B. Gamster leaves tomorrow morning for his home in E. E. I. where he will spend his holidays.

Miss Gertrude Williams has returned from St. John where she has been spending a week with friends there.

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