

NEWSPAPER MEN VISIT THE FAIR.

Excursion by Special Car Over the C. P. R. and Wabash to St. Louis.

TEN DAYS PLEASURE.

Party Personally Conducted by Geo. H. Ham—A Delightful Journey—Four Days in St. Louis, One in Chicago and Two in Montreal—Countless Attractions—An Exposition Surpassing All Former Ones.

The happy family of fifteen newspaper men who went to the World's Fair at St. Louis, under the guidance of George H. Ham of the Canadian Pacific Railway, have returned home.

Thanks to the completeness of the arrangements made, and the manner in which Mr. Ham looked after every detail relating to the comfort and pleasure of the party, the excursion could not have been surpassed in the measure of enjoyment and the variety of pleasing and memorable experiences.

Out of ten days devoted to the trip, four were spent at St. Louis, one in Chicago, half a day in Detroit, and two days in Montreal. Nearly all the travelling was done at night, as from Montreal to St. Louis and return the party had a special sleeping car entirely to themselves.

Shawmut is the name of a service of lakes in the Okanagan country in British Columbia, but to those newspaper men the name will always recall the elegantly furnished C. P. R. sleeper in which their journey to and from the World's Fair was a continuous delight.

So well did the officials of the C. P. R. and Wabash railways carry out their arrangements that the tour was made without a hitch. Special orders had of course to be issued for the movements of the special car, but it was always at the right place at the right time. Mr. Ham had but to state his wishes, and the Wabash officials extended every possible assistance with courteous promptitude.

His arrangement for travelling chiefly at night gave the party greater facilities for seeing the great centres which were the chief object of interest.

The trip to St. Louis. The Halifax and St. John men went through to Montreal on Wednesday night, May 14th, and spent all day Thursday in that city, calling on the various points of Mount Royal, and walking and riding about the town. John Scott, of the Gazette, and Messrs. McKinley, Hannay and Wabsh, of the Herald, all formerly of the St. John press, were among those who welcomed the lower province men. Six Montreal newspaper men joined the party, and at night they left for the Canadian Shawmut for the west. At St. John's Falls they were joined by an Ottawa man, and at Toronto by a man from Port Arthur, and at London by a man from the Journal.

The following made up the press party: J. W. Power, Recorder, Halifax; W. McCurdy, Herald, Montreal; C. Col. MacKinnon, Sun, St. John; F. B. Ellis, Globe, St. John; A. M. Belding, Telegraph, St. John; Senator White, Gazette, Montreal; P. Arthur Cole, La Presse, Montreal; C. B. Allardice, Weekly Star, Montreal.

Arthur Laroche, Le Journal, Montreal; Burnside Robinson, Star, Montreal; Ch. Robillard, La Patrie, Montreal; Capt. E. W. B. Morrison, Citizen, Ottawa; Frank Adams, Advertiser, London; D. F. Miller, Free Press, London; D. F. Burke, Port Arthur.

With Geo. H. Ham on the journey outward went Robert H. Morris, general baggage agent of the C. P. R., and two more delightful and resourceful attendants and companions it would be hard to find. It was plain from the start that this was to be a family party out for a holiday. Happily it was a party of congenial fellows who fell into each other's ways with the abandon of hearty comradeship; and it ever fell to a moment there was a suspicion of dullness. Mr. Ham had a new story or a fresh joke, or a suggestion to stir the fountains of mirth.

The train passed through Toronto early Friday morning and crossed from Windsor to Detroit just after dinner. After nearly an hour in Detroit, during which the party strolled down to the Canadian office, and saw the office of one portion of the city, the journey direct to St. Louis was resumed, and on Saturday morning that city was reached.

At the fair was not complete in all its details when the party were there, but work was progressing with great rapidity, and each day showed a great change. When every exhibit is in place, and every attraction in full working order, the Louisiana Purchase Exposition will surpass all others that have been held, both in magnitude and beauty. The electrical illuminations surpasses that at Buffalo, and is undeniably beautiful. The scene at night, looking up the broad Plaza of St. Louis, across the basin to the Cascades and Eastern Hall, with the great masses of architectural beauty on either side and in front outlined in countless gleaming lights, is one never to be forgotten. To sit and watch the lights develop from faint glow to intense brilliancy, while thousands through the Plaza and music adds its charm, is a delight only to be enjoyed at the World's Fair. Not a light is visible. Nearly 120,000 incandescent lamps shed their light on buildings and grounds, and from some points as many as 80,000 are visible. At the Cascades, 20,000 are used to illuminate the scene.

But description fails. The official guide book to the exposition contains 200 pages, and columns might be written about feature after feature of a show which has cost \$50,000,000, and has gathered attractions from the ends of the earth. The Canadians were proud of the fact that their country was splendidly represented, and that practically every exhibit in half a dozen departments, was in its place, advertising most effectively the resources and products of Canada.

The Canadian Ticket Agents' Association had a smoker at the Inn last one night while the press party were there, and the strains of the National Anthem ringing through the vast dining room, which seats 2,500 people, was a welcome sound to Canadian ears. Indeed Canada was well represented at the fair last week. Among others who were present were Judge Graham and Mrs. Graham and daughter of Halifax, who will also return via Chicago.

There were many badges visible at the Inside Inn and on the grounds, the most elaborate being worn by members of professional associations from the western states. The C. P. R. party wore no emblems, and the only one seen was that of the American League. But when three lower province men appeared for dinner one evening among the many hundreds thronging the Inn and were very large cardboard tags bearing an inscription in big black letters, it was admitted that they were amply protected. The inscription, which was surmounted by a picture of a mule, the emblem of Missouri, read as follows: "When I am full and get lost in St. Louis, send me home to mother."

Homeward Bound. At 11.55 on Tuesday night the party, with the exception of Mr. Burke, of Port Arthur, who remained at the fair, and Mr. Wabsh, of the Herald, who had gone to New York, left St. Louis; and on Friday morning took breakfast in Chicago. They remained there until late at night, seeing as much as possible of the city in that time. For an hour and a half they toured the streets and parks of the south end in an automobile, and were so well pleased that they did not complain when told that the north end, on the lake front, was much finer. Through the courtesy of Bolling Johnson, of the American Lumbarman, they were for half an hour guests of the Chicago Press Club, which has a splendid suite of rooms and a membership of four hundred. Such names as Eugene Field, Bill Nye, George Ade, Opie Reed, and many others, well known as names on the roll of membership, and Demill and Sisson Thompson, are especially well remembered in this province. The board of the club is that its doors have never been locked, day or night. "This club," said Mr. Johnson, "has been my home for eighteen years."

Before the party left Chicago they had an opportunity, close to the railway station, to see without leaving the sidewalk something of the dark side of Chicago. They were told that it is not nearly so bad now as it was a few years ago, but it is quite bad enough.

While in Chicago the party visited the stock yards, and saw the whole process of the killing and dressing animals on the immense scale in which it is done there. It was not an appetizing experience, although everything was done in the most possible manner, but the party saw men calmly eating lunch in the room where cattle were killed, and heard a young woman, when she saw the rapidly moving with which the hogs were being killed in another room, exclaim: "Oh! Isn't it fine!"

Brothers Meet. While the party were in St. Louis, F. B. Ellis, of the Globe telegraphed his brother, J. V. Ellis, Jr., to meet him in Chicago. Jack replied that he was unable to do so, and there was therefore no expectation of meeting him. But on Wednesday afternoon at 6 o'clock, just as the party came out of the C. P. R. offices on Clarke street to visit the Press Club, the two brothers came face to face. Jack had been able to get away from Milwaukee, where he is on the staff of the Journal, and had come to Chicago. He had no idea where he would meet Frank, but thought he could at least catch the party at the railway station late at night. It was an odd incident that on the streets of the great city, without previous arrangement, the two brothers should thus have met by chance. Mr. Ellis is looking extremely well, and remained with the party until they left the city.

The weather was cold in Chicago. Indeed it was warmer in St. John than before they left it even in St. Louis. Leaving Chicago at night the party spent half of Thursday in Detroit, and the evening half an hour in Toronto, giving them an opportunity to see the ruins of the recent disastrous fire.

A Day in Montreal. All day Friday was spent in Montreal. Smeaton White, of the Montreal Gazette, entertained the lower province men, with Mr. Wyle of Sydney, Australia, and Geo. H. Ham of the C. P. R. at luncheon at the Montreal Club, and extended other courtesies. In the afternoon four of the party called on Mr. Robillard of La Patrie, and were shown over the building, where 250 people are employed, the paper having

ing its own engraving plant, color presses, and other equipment of an up-to-date newspaper. La Patrie is Mr. Tarte's paper, and the party were introduced to him and listened for a few minutes with great interest while he met them in view of the need of better transportation facilities and a higher tariff wall in Canada.

After a very pleasant day in Montreal the maritime men, except Col. Markham, who remained over on the train, George McAvity, George V. McInerney, L. A. Gurey, and James Mowin, Arthur Patton, of St. John, and B. F. Pearson, of Halifax, Geo. H. Ham and C. E. E. Usher, of the C. P. R., were at the depot to see them off. David Russell, Dr. Quigley, and several others, well known in St. John, were also there when the train pulled out of Windsor station. The party left at 10.30, and J. P. Gleason while in Montreal.

Mr. Power, of the Halifax Recorder, received a sad message just as the train left Montreal, in the form of a telegram stating that Mrs. Power's brother, James J. Wallace, had died in Boston. Mr. Power was very much relieved then to remember that he had declined the urgent invitation of Toronto friends who met him in Detroit and urged him to spend a day or two with them. He had almost yielded to the invitation.

A Presentation. Just after the car Shawmut had crossed from Detroit to Canadian soil the press men gathered around George H. Ham, and Col. Markham, on their behalf, presented him with a handsome clock, as a souvenir of the trip.

There was another interesting presentation, prefaced by a Talmudic Tale of the adventures of the Scribes, related by the Telegraph representative, and Mr. Ham was presented with a handsome clock, as a souvenir of the trip.

The members of the party had become a band of brothers in the pleasures of the tour, and they realized that it was Mr. Ham's excellent arrangements, his great tact, and his personal and resourceful god humor which had made those pleasures so entirely free from the slightest suggestion of a hitch.

Many lower province people will no doubt visit the great fair. The route taken by the press party may be taken by all who wish to see the World's Fair at St. Louis and the Pacific and Wabash will route the tour either direct or via Chicago. A passenger leaving St. John at night may go straight from Montreal to St. Louis, returning there early on the third day. Returning he can, if he desires it, take in Chicago and see something of Detroit and Montreal.

It has been published that exorbitant prices have been charged for rooms and board and everything else at St. Louis. This is wholly false. The man who goes to St. Louis to spend money, but he need not pay high prices if he does not desire to do so. He may pay a dollar for a meal if he wishes, but he should not expect to get a quarter. One restaurant in St. Louis had this sign out: "Good dinner with soup, 10 cents." The press men did not sample it, but they are sure that getting meals anywhere at reasonable rates.

This story would not be complete without a reference to A. H. Norman, of the C. P. R., who went with the party from Montreal to Toronto and met them later at the fair. Quite a number of other C. P. R. men accompanied the party, and they all contributed to the pleasure of the company, whether in Montreal, Detroit, St. Louis or Chicago.

LOCAL NEWS. Correspondents will please send their names, in confidence, with all communications. Otherwise what they send will not be published.

At Chubb's corner Saturday Auctioneer George sold to Geo. Chubb for \$800 a property at Hampton Station belonging to Hanford Langstroth, to satisfy a mortgage of J. E. White.

Munroe Archibald, of Truro, has received word that he, in conjunction with two others, will share in the proceeds of a mining property in the Rossland district (B. C.), which was recently sold for \$75,000. Mr. Archibald is a mining engineer.

The recent difficulty in the market over selling the P. B. Dunn Co.'s pork products has been settled for the present under an order from Director Wisely. Dunn's goods are therefore for sale in the market.

James A. Boves, of Coldbrook, in connection with the purchase of a property in the parish of Simonds, the vacancy being made by death of Councillor Hogan.

Auctioneer Laptimus sold the Brayden property at Litchford, subject to a mortgage of \$200. The property was sold to R. G. Murray for \$1,300. The Rutledge and British records were withdrawn.

FAMOUS LONDON PREACHER HERE

Rev. Mark Guy Pearse Spoke in Two Churches Sunday.

A POWERFUL SPEAKER.

His Address in Portland Methodist Church on the Day of Pentecost—Also Preached in Centenary—Large Congregations Attended.

The expounding of the gospel here yesterday by Rev. Mark Guy Pearse of London (Eng.), was from the very point of view of the average layman, a departure in delivery from the sermons preached to local congregations. Mr. Pearse is a noted speaker. He has long been regarded as one of the most eminent members of the Methodist clergy. His greatest work has been done in London, where, for fifteen years, he was associated with the late Rev. Hugh Price Hughes and he is in Canada in the interests of the London mission.

His coming to this city was keenly anticipated, and public interest in the man and his work was, if anything, magnified after he had addressed an overflow congregation yesterday morning in Portland Methodist church, and his auditors were representative of more than one denomination.

Mr. Pearse possesses a most imposing presence, but he is quite devoid of rigid pulpity. Smooth shaven, and devoid of features at once suggest the church. His ardent, broad minded utterances are infectious. In all that he says, you feel the power of his direct, forceful personality. There is no disposition to cloak the emotions. Frequently, he is dramatic.

President J. T. G. Carr was not well enough to leave his home and the chair was occupied by Rev. D. Fiske, later by Rev. W. J. Fowler. Miss Addie Calder and Mrs. M. H. Tidwell, as secretaries, were in their places.

Some of the parish secretary reports were model summaries of conditions and of work done in a definite and satisfactory manner. The series of conventions by the field secretary, the Rev. D. Fiske had been engaged for a month as county Sunday school missionary, doing much good work. The people expressed great profit from the instructive addresses of Alfred Day.

In the afternoon the day school trustees and teachers, recognizing the relation of day and Sunday school, permitted the school to come in a body and suitable songs and addresses occupied part of the session. There was a fine display of pastors and Rev. J. C. Berrie gave an address in the evening. There were many regrets expressed that Rev. A. Lucas was unable to attend. His superior addresses are doing the greater good. They were an excellent combination toward success.

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JACK WARD OF CARLETON BRAVELY RESCUES LAD FROM DROWNING.

Bobby Laskey Fell from Ferry Boat and Was Going Down for Third Time When Ward Sprang in and Seized Him—Another Argument for Better Protection of Life on the Ferry.

"Bobby" Laskey, a parcel boy for the Canadian Drug Company, has John Ward, of the West End, to thank for his life, while Ward's heroic action was witnessed by quite a number of citizens and he justly deserved the praise given him. Laskey fell overboard from the ferry boat and Ward jumped in after him, rescuing him as he was going down for the last time.

Laskey had taken down some parcels for Carleton and left them on the boat. When Captain McCaffrey gave the bell to Engineer Lewis to start the 5.29 o'clock trip Young Laskey was placing the parcels inside the stoke hold door. He hurried to get off the boat, which was then leaving the dock.

Deckhand Casey saw the boy, and cried to him to stop. Laskey saw the boat was too far away to jump and tried to stop himself by falling to the dock, but his speed carried him over head foremost into the water in the dock.

There was excitement and orders were shouted. Captain McCaffrey had the boat stopped and turned into the dock, a couple of persons who ran down the floats took the small ladder hanging to the railing and held it into the water.

Meantime Young Laskey had disappeared on the surface amid the foam churned up by the ferry's paddlewheels, and was splashing about, but he was not long with out aid, for John Ward, of football, tag of war and hammer-throwing fame, was with the boy. Ward seeing the lad go over, quickly slipped off his coat and shoes and jumped into the water and caught hold of the boy as he was going down for the third time. He then grasped the ladder and amid the applause of the spectators reached the ferry floats in safety. Ward's act was most heroic. The boy was frightened, but was revived and soon fastened home in his wet garments, while the man who risked his life for another sought a warm place in the fire hold of the steamer away from the gaze of an admiring crowd.

His task in saving the boy was not easy, for while they were together in the water Laskey caught hold of Ward's suspender and placed the bows of the ferry steamer and that passengers should not be allowed to go on the floats when the boat is leaving. It is an old complaint, but there are many narrow escapes.

The patrons of the ferry are now of the opinion more than ever that gates should be placed on the bows of the ferry steamer and that passengers should not be allowed to go on the floats when the boat is leaving. It is an old complaint, but there are many narrow escapes.

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IMPROVEMENTS IN STREET CAR SEATS.

Great improvement in the seating arrangement of street cars has been made recently. St. John has the cars with the double seats shown but there is room for cars with rows of individual seats along each side. The Montreal Witness tells of their adoption in Montreal and their many advantages.

A new type of street car has been introduced by the Montreal Street Railway. The features which mark it for distinction are: Individual seat, revolving seats,

thousand dollars. They are being built at the local shops of the company. The first specimen was taken for a run yesterday from Gode street to the Back Bay. The car is handsome to look at, and with the interior features, which constitute a radical departure from the types which have hitherto been employed, will, there is little doubt, find favor with the public.

To signalize the introduction of the new type, a little party was got up, consisting of W. J. Rose, managing director of the

company. Mr. Duncan MacDonald, manager, J. F. Trickett, superintendent, Patrick Doherty, secretary, James Green, of the Imperial Oil Company; Mr. T. Quinn, of the Lumber Trust, and a number of newspaper men were present.

Luncheon was served at Pequin's Hotel. After this had been discussed, there were several speeches. First, there was one from the king, after which Messrs. Rose, MacDonald, Trickett and Doherty spoke of the work of the company. Each of the gentlemen welcomed the criticism of the street car, and the company's determination to profit by it. Absolute perfection was

not claimed by the management, but it was sure if the services of the English of them are recognized certainly the brave work rendered by the boat's crew will not be overlooked.

Another strange coincidence has occurred in connection with the matter; and from the great interest shown by the public I feel sure that it will interest many of our readers to learn that the wreck was again sighted by the very same steamer that I was in when I encountered her in mid-Atlantic on her following voyage home from Jamaica to Avonmouth.

It does seem a pity the derelict has not been disposed of by one of our men-of-war on the station before this. She was first reported about March 10, and she has moved but little since. A timber-laden, water-logged vessel of this description is more dangerous than a sunken rock, and she is right in the track of vessels to and from the West Indies, Gulf, and Southern States.—London Times, May 9.

Gipsies are supposed to have come originally from India, and not from Egypt, as their name implies.

WRECKED MARY A. TROOP A DANGEROUS DERELICT.

Agent General Duff Writes of This to London Times, and Also About Recognition for the Rescuers of the Crew of the St. John Vessel.

The following letter signed by C. A. Duff, agent general for New Brunswick in London, appears in the London Times of May 9th.

May I venture to trespass again on your valuable space to say in reply to your correspondent "G. I." that it will certainly transmit to the New Brunswick government the names of the four seamen, being foreigners, who bravely went to the rescue of the distressed crew of the Mary A. Troop, under command of Mr. James Smith, the first officer of the Cairnias. Being as they are foreigners does not in

THE NEWEST PLAN--Single seats.

which can be placed two abreast or against the sides of the car; increased spaciousness all over; wider passage in centre and greater freedom of entrance and exit at both ends of the car.

The woodwork of the car is of fine ash; the roof is handsomely veneered; the electric lights are brilliant, and the passenger, when he wishes the car to stop, pushes an electric button close at hand.

A most desirable feature is the increased light which floods the car, owing to the absence of all woodwork at the sides except the strips which hold the window in place. These are larger and deeper

than upon the ordinary car, and in the hot weather, when the windows are removed the car will practically be open at both sides. The seats at back and front of the cars are ranged against the sides, which gives, at these points, more room for passengers. The motor man stands at his post inside a brass rail; outside this there is room for passengers and seats at the side. There are inside the car, thirty four seats, but a greater number than this can be accommodated on the car.

The company is putting fifty of these cars into service. Each will cost six

times the cost of the ordinary car, but it is not claimed by the management, but it is the difficulty of the situation were considered—the physical conditions of the streets, and the severity of the winter, it would be found that the company had done well towards the public, regardless of cost; Mr. MacDonald pointed out that it sometimes happened that instructions were not carried out through the fault of the human instrument, but the desire was to give the best service possible; while Mr. Doherty contrasted the systems in the United States with that in Montreal, to the great advantage of the latter.

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