

Soap, Soap.

classify soap, thing. There is, grades, quality, that word stamped on every cake of finest quality hard soap. Buy Surprise brand.

A CAKE.

It was a great day, who for the first time a success up to. Even then the Wellington was, excuse the government the whole blame on the. He asserts that had not pointed out the necessity of paying these than the rest of the not have made the making the number of the total box, and in place where it was insufficient ballots seem to have been borrowed from some other both where they were not required for fraudulent purposes. For instance, in one booth directly across the street from that at which Farr presided, 21 ballots were missing. It happened that exactly 21 ballots were found in Farr's box different from those supplied to Farr, of which the stubs are now in evidence. Apparently the ballots required for stuffing Farr's box were borrowed from No. 2. It will be remembered that Farr told one of the witnesses that he voted 22 times. Allowing for his one legitimate vote, this accounts for the 21 ballots fraudulently used by Mr. Holmes' friend.

Mr. Britton thought he would have some fun with Mr. Stahlecker, a witness who knows he voted for Mr. Lean and thinks he remembered what kind of mark he made. Mr. Britton asked Mr. Stahlecker to make a similar mark on a piece of paper, and Stahlecker made one composed of a straight line with a slightly incurved mark across it. Then Mr. Britton suggested, ironically of course, that he would like to see the bundle of ballots returned from that poll and see if he could find his own. The witness made examination and failed to identify it. Mr. Britton admitted that he had the laugh on the witness by giving it as his opinion that this was one of the ballots that had been stolen out of the box.

Before this letter is printed Mr. Holmes will probably have made a statement. If one may judge by the government organs, he will have resigned his seat, thus admitting that he was fraudulently elected. If he should do so, it would only be a partial act of justice. If Mr. Holmes was not elected, Mr. McLean was, and Mr. McLean is the man who should be here. But the worst of it is that the gang of thieves who stole the constituency are left free to go on with their work. It is not enough for Mr. Holmes to give up the seat. The government in whose behalf this machine is operated, and in whose interests other by-elections had been carried in the same way, is the responsible party.

There is no doubt that the Brockville election was carried in the same way as the Huron election and the West Elgin election. There is no doubt that the same gang which has been travelling about the place has operated in the same way in all parts of the country. The frivolous talk of the government organs about the gang "fastening itself on the liberal party" does not get to the root of the matter. These people do not seek the liberal party for nothing. They fasten themselves on the party because they were paid to do it. They fasten themselves there because of the reward that is offered for this kind of service. Who furnished Mr. Preston with the \$3,000 office after he had organized the West Elgin campaign? Who furnished the money to send Farr out of the way? Who employed the government servants to steal the seat in Brockville? Who stole the notorious Cap. Sullivan and sent him across the border? Who appointed wood rangers and timber inspectors from among the members of the machine, in order that they will be supported when they are off election duty? The gentlemen who have conspired to the treasures at Ottawa and Toronto are responsible for the whole business, and if the real criminal signs, several important vacancies will be made in the ranks of more than one government.

As much. If Ottawa can make its claim on the basis of exemption, St. John of Halifax could ask for \$50,000 a year on the same basis, while every town that contains a post office or a custom house could send in a bill.

Mr. Fielding sees the point of this, and bases his measure on other grounds, namely, that there is only one Ottawa, and that the capital of the dominion ought to be made an attractive place. On this ground he got his bill through, but not by a unanimous vote, and not until after he had reduced the period for which the grant is payable from twenty years to ten. That however is a small concession, for the departure once taken can never be recalled. The country is in for this \$50,000 a year for all time to come.

We are now reaching the end of the West Huron enquiry for this year. It is really only beginning, for the whole investigation has practically been confined to two stalls, and there has been nothing exceptional in these two places. But the house is to rise this week and the efforts of Sir Louis Davies and Mr. Russell have been so far successful that the committee has not been able to make any further progress.

It was proved on Saturday that from ten to twenty more ballots had been furnished to each booth than the deputy returning officers had been charged with by the returning officer. This margin was available for the total box, and in place where it was insufficient ballots seem to have been borrowed from some other both where they were not required for fraudulent purposes. For instance, in one booth directly across the street from that at which Farr presided, 21 ballots were missing. It happened that exactly 21 ballots were found in Farr's box different from those supplied to Farr, of which the stubs are now in evidence. Apparently the ballots required for stuffing Farr's box were borrowed from No. 2. It will be remembered that Farr told one of the witnesses that he voted 22 times. Allowing for his one legitimate vote, this accounts for the 21 ballots fraudulently used by Mr. Holmes' friend.

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SUNK BY A WARSHIP.

BORQUAY, Eng., Aug. 8.—The British warship Scorpion, while returning from the man-of-war's boat, struck a submerged mine and was sunk. One man was drowned. The warship communicated the news to the other ships of the fleet by wireless telegraphy. The vessel sunk by the Scorpion is the British ship East Lothian, Captain McFarlane, of 1,939 tons, which left Mayla, February 9th, for Nantes, France, where she arrived July 21.

MIXED RELATIONSHIP.

(The Post-Register.) Over the line in Ohio county a man named Miller married a widow who had a grown-up daughter. His wife was the daughter of the father. The father became the son's mother. Recently the son's wife had a child. The child was Miller's father's brother-in-law and Miller's own mother, for the son who was Miller's stepdaughter, Miller's wife's stepmother also had a daughter. Miller's wife's stepmother also had a daughter. Miller's wife's stepmother also had a daughter. Miller's wife's stepmother also had a daughter.

ANNUAL SESSION.

Of the Summer School of Science at Campbellton.

Visit to Carleton P. O., and its Handsome Church—An Evening Devoted to Canadian Literature.

CAMPBELLTON, N. B., Aug. 4.—There were no classes held at the Summer School of Science today, the whole school having accepted the invitation of a number of citizens to take a water trip on the steamer Admiral down the Restigouche river and, after taking up a small party at Dalhousie, on down the Bay Chaleur to the little French village of Carleton, P. Q. A stop of two hours was made at Carleton, which the majority of the party devoted to visiting the Roman Catholic church, the interior decorations of which surpass in beauty those of any church in New Brunswick. The church is a wooden building, not large, and on the outside very plain, but its interior is very well worth a visit. There are two beautiful paintings in oil at the altars, while the walls and ceilings are panelled with pictures of scriptural scenes and persons, the work of a celebrated French artist. Then there were the tall backs, and the party reached Campbellton about 6 o'clock. While the voyage itself was a pleasant outing, it was made far more so by the rugged and picturesque beauty of the river and bay. There were many who said that they had never seen more beautiful scenery, and even those who heretofore considered that no river could equal the St. John, were ready to admit that although the scenery of the Restigouche was of a very different type, it was no less beautiful. Then again, there was another element which added interest in the eyes of the visitors. Since coming north they had heard, many of them for the first time, much of the French fortifications which existed on the river in the middle of the eighteenth century and of the great naval battle of the Restigouche, and all were anxious to have pointed out to them the former sites of the French batteries which had to surrender to the British fleet.

In the evening Hon. C. H. Lablache, commissioner of agriculture, presided over a meeting devoted to "Agricultural Education," which was of interest, particularly to the teachers from the country districts. W. W. Hubbard, agent, was the principal speaker, but short addresses were also delivered by Hon. L. J. Tweedie, Prof. Bailey of the U. N. B., W. A. Hickman, the new local government immigration agent; Dr. J. E. Hall of the Truro normal school; James Yrwood, principal of the St. Stephen schools; Dr. G. U. Hay of St. John; Alexander McKay, supervisor of the Halifax schools; and G. J. Oulton of Moncton. Both Messrs. Tweedie and Lablache asked the school to make recommendations on the subject of agricultural education to the Board of Education, and promised that any recommendations made would be favorably and carefully considered. The meeting closed with the singing of two verses of the school ode, which is as follows:

A SUMMER SCHOOL OF SCIENCE ODE. (To be sung to the tune of the "Maple Leaf.") Dedicated to Former Summer School Poets. On towns asleep in summer haze, Unconscious of the dangers that surround them, Comes thundering down through endless hours. A warning host of strangers, They penetrate to every nook. They read the truth from Nature's book, The Summer School of Science.

Through all of Canada's fair East, On every plain and mountain top, Our feet have trod, we've analyzed The soil and its resources, and to rain We've studied weather, and to rain At last we've had defiance. We've come home wet from head to feet, The Summer School of Science.

We've chased the Rhamphorhynchus down From broad Atlantic bluffs, To where the Plesiosaurs sat, While the Acadia willows We've caught the Megalodon, And learned his true affiliation. And now we'll be the leading bus, The Summer School of Science.

We've left St. Lawrence breezes blow From Fundy's fog we wonder how We've smelt the pine and felt the glow, A mountain temple thundered. We've heard on mountain tops and there Quaint tales of fays and giants, And now we come to Campbellton, The Summer School of Science.

We climbed the Sugar Loaf, and dodged High trees and mighty bonfires, By Gloucester and his myriads, Hurled down on rash beholders; We found a guide on mountain top In whom we'd firm reliance; He taught us legends in an hour, The Summer School of Science.

But now our task has just begun; We're still to trace the story, Of French and English cannon roar, And past Acadia's glory. We'll learn to climb the Squaw Cap peak, To the sky that bites in Campbellton, The Summer School of Science.

CAMPBELLTON, Aug. 6.—Today the Summer School of Science again settled down to routine class work in the forenoon, while in the afternoon both pupils and teachers followed the bent of their own inclinations, some putting in their time in the laboratory, others pursuing their geographical investigations, some engaged in botanical research and others seeking out new bits of scenery, to view or sketch. The evening was devoted to Canadian Literature, and must have been as profitable as it was interesting to the students and large number of citizens present. Great regret was expressed at the unavoidable absence of Dr. A. Stockton, who was to have been one of the speakers. The paper which he presented was listened to with great pleasure. Attorney General Longley of Halifax, the principal speaker, pointed out the defects and merits of Canadian writers, and drew upon the requirements of a good national literature. G. U. Hay read the paper prepared by Dr. Stockton. Prof. Bailey read a poem on the Gaspé cliffs, written some years ago by an old colleague

friend of his who is now rector of Trinity Church, New York.

CAMPBELLTON, N. B., Aug. 7.—Some of the more energetic members of the Summer School of Science started at an early hour this morning and drove to the Upsalquitch River and climbed the Squaw Cap, to obtain a view of the headwaters of the Restigouche and St. John and the mountains of Maine. They returned this evening, feeling that they had been well repaid for their exertions.

For the others, regular school work went on in the forenoon, and in the afternoon sun-bathers scattered themselves along the river bank in the woods and fields and on the mountain side, to study nature. In the evening an excellent concert program, with the following programme: "Make Sweet Love, Awake (Hatton), S. S. Quartette; solo, vocal, Beside Me, Miss Gilker; recitation, The Honor of the Woods (R. W. W. Murray), Miss Ina S. Brown; solo, vocal, The Cavaliers (Cavaliers Britannica), (Mascagni), Mrs. Wm. Gillchrist; solo, violin, Duo Brilliant sur Moise de Rossini (Chas. Deque), Miss Salie A. Benedict; solo, soprano, The Island of Dreams (Adams), Miss Ryan; solo, tenor, Because (Love You Deserve), (C. B. Hawley), P. F. Matheson; recitation, Moriah's Mourning (Ruth Henry Stewart), Miss Ina S. Brown; solo, recitation, Mon Coueur Sauvage (Tavolr (Sanson), Mrs. Wm. Gillchrist; Miss May Wright; solo, violin, L'Invitation (Singslet), Miss Salie Benedict; solo, contralto, The Lost Chord, Mrs. Wm. Gillchrist; comedietta, A Party for Mill Street, from which (Cau), Misses Brown and Scammell.

CAMPBELLTON, N. B., Aug. 8.—This was the last day of the thirteenth annual session of the Summer School of Science, and very little class work was carried out, both pupils and teachers being very anxious to have an other-day's outing before returning to their homes. A large party, taking a walk with them, left on an early train for Mill Street, from which place they paddled down the Metopedia and Restigouche to Campbellton. Another party enjoyed a drive up the river as far as Metopedia, and others went for a morning's pleasure in this vicinity. In the evening a public meeting was held, at which members of the school faculty spoke highly of the welcome given them, and of the mountains and river scenery. A number of citizens, interested in the pleasure trip, visited the school and invited it to return again. Miss Ina S. Brown, Miss Scammell and Mrs. Gilchrist, contributed recitations and songs.

ANECDOTES OF INGERSOLL.

Referring to the fact that Ingersoll entered the war as colonel of the Eleventh Illinois cavalry, Mr. Grady recalled an incident of the judicial campaign after the war, when Ingersoll was working to secure the nomination of his friend, Judge Puterbaugh, in the convention at Princeton. A storm came up. The hotel where he addressed Ingersoll.

"They say, colonel," the man said, "that when you enlisted there was a lot of greenbacks in it for you. Is that so?" "No, you think it's better, my friend," replied Ingersoll, "to be a decent man for money than to be a fool for nothing."

One of Ingersoll's conspicuous traits was his utter contempt for money. "I believe the term applies for—money," says a Chicago man who was intimate with him. "He told me that he received over \$35,000 in 1872 for his services as a lawyer. Yet he left Peoria a poor man. He gave the rest of everything to eat, drink and wear, and gave his wife and daughters money without taking any account of the amounts."

A story has been told to indicate Col. Ingersoll's lack of fear. The scene is laid at Virginia Beach, when a storm came up. The hotel where Col. Ingersoll was staying was rocking in the hurricane, and the other guests had gathered in the lobby at midnight. Some were praying audibly. "What the devil of a place is this!" said Ingersoll to the guests who were gathered around him. "It is a damned nuisance. Col. Ingersoll came down. He wore only his night shirt. "Are you going to pray?" asked a frightened woman.

"No, I came down to see if breakfast was ready."

One of the stories of how Col. Ingersoll failed to be nominated for governor of Illinois, accounts that a friend entered his office in the judicial campaign one day and looked over his book shelves. "How much did this cost you?" he asked twice by a copy of Paine's The Age of Reason. "The governorship of Illinois," was the reply.

MARRIED IN THE WEST.

F. L. Christie of Sandoz, and Miss Margaret H. of Fredericton, N. B., were married on Tuesday last at Vancouver by Rev. E. B. Scott, M. R. Christie left for Southern California on an extended honeymoon tour. Mr. Christie has a rapidly growing practice as a barrister and is well known all over the province. W. J. Sparks of Vancouver, B. C., and Miss George W. Sherwood of St. John, were married at Vancouver on July 10. Miss Sherwood is the daughter of the St. John agent of the Masonry-Harris Co., Ltd. The bride was organist of the People's Mission here.

K. OF P EXCURSION.

Delightful Trip Up River and to Rothesay.

Fredericton Wins in the Competitive Drill—Good Cheer at the Bellevue.

A letter conducted or more enjoyable excursion has gone out of St. John than that of the Knights of Pythias up river to Rothesay Tuesday afternoon. It was composed of members of the order and representatives of the press, but there were over three hundred men in the party, including the uniform rank and knights in plain dress.

About two o'clock the members of the Uniform Rank began to form up at the hall on German street, for a perfect drill to Rothesay. They were accompanied by the St. George and 52nd bands. Leading the procession were Lt. Col. W. C. H. Grimmer, Adj. R. W. Grimmer and Rev. R. J. Haughton, chaplain of the 1st Maine regiment, mounted on the 1st Maine regiment, mounted on the 1st Maine regiment, mounted on the 1st Maine regiment.

The band headed the procession, and the St. George and 52nd bands followed. The route of procession was along German to Duke street, up Duke street to Charlotte street, down Charlotte to King, down King to Doct. street, along Doct. Mill and Main streets to the Star line wharf.

The knights in their handsome uniforms presented a fine appearance and their marching was the subject of universal praise from the crowds along the route. Seen from the upper deck of the Victoria as they marched down the hill through Indianapolis to the wharf, the procession was a moving mass of color marching as one man. There were close to a hundred and fifty men in the ranks.

The whole party were soon on board the Victoria, with the 52nd band and a happy party before the wharf. The Victoria moved out from the wharf, which was crowded with people. The Victoria ran up the main river past Woodman's Point, then returned and steamed up the lovely Kennebecasis to Rothesay. The weather was delightful and the excursionists enjoyed every minute of the time. Those unfamiliar with the scenic beauties of the river were in raptures over it, and a happy party before the wharf.

At Rothesay the Victoria cast anchor in the stream, and the Aberdeen, which had been sent up to serve as a tender, came out and took the party ashore. The border contingent, who had to take an early train back to the city, were dined on the Victoria before the party moved on. The 52nd band, debarked, marched up the village and around the square, and drew up in line in front of the Bellevue. They broke ranks for a time, and when the Frontier company had come ashore the competitive drill took place in the excellent grounds of the hotel.

Only two companies competed, The Frontier Co., Capt. Wry in command, and the 52nd band. The Frontier company moved in a manner that evoked hearty applause from the large crowd assembled. They did their work remarkably well, and deserve great credit for it, but they did not attempt any fancy drill.

The Fowler Co. of Fredericton came next and not only executed the ordinary marching movements but performed the fancy drill which is a part of the work of the 52nd band in a manner that placed them easily in the lead. Their work was exceptionally good, and showed great proficiency and careful training. The No. 2 John company entered the competition. The judges, Col. Moulton, Lt. Col. J. R. Armstrong and Major A. J. Armstrong, awarded the palm to the Frontier company, who thus secure the \$25 given by Grand Lodge and the Fowler silver cup. The judges remarked that the Fredericton march performed the ordinary marching movements as well as the St. Stephen men, and as the fancy drill must also be taken into account, they must be declared the winners of the trophy.

FIVE KILLED.

And a Number More or Less Seriously Injured.

By an Accident on the Canada Atlantic Between Montreal and Ottawa.

ALEXANDRIA, Ont., Aug. 8.—The fast train No. 2 on the Canada Atlantic, which left Montreal for Ottawa this morning, jumped the track at the switch just east of St. Poly-carp station. The locomotive was derailed and the baggage and second-class car smashed. The killed and injured are: DEAD. Joseph Rocheteau, Champlain street, Montreal. Miss Rocheteau, Champlain street, Montreal. FLEMING McCUSIG, Magdalene street, Montreal. Ed. Stearns, Ottawa. Wilson O'Connor, Ottawa.

WILL USE COKE.

Boston and Maine Railway Will Adopt It Entirely.

Locomotives Being Changed to Meet Requirements—Will Consume Five Hundred Thousand Tons Yearly.

BOSTON, Aug. 5.—The advantages of coke as a fuel for railroad locomotives are forcibly presented in a statement by President Lucius Tuttle of the Boston and Maine road, published by the Boston News Bureau yesterday. Regarding the introduction of coke as a fuel on the railroad system of which he is the head, he says: "Coke, as produced by the New England Gas and Coke company, is a perfect locomotive fuel, and we are changing over our locomotive equipment so as to adapt the same to the burning of coke as rapidly as we can get engines into the shops. The process is naturally slow at this season of the year, when every engine is in constant use. We already have about a dozen changed over, and are using most of them in our suburban service between Boston, Gloucester and Marblehead. We have one on our through Portland route, and it is fulfilling our expectations.

"It costs about \$50 to change over an engine by placing in water gates, which we find best adapted for the purpose. The coke creates such an intense heat that cast iron graters are not serviceable. "By building up our engine tenders we are able to run our engines from 100 to 150 miles without re-fueling, and we cannot do better than this with coal.

"Of course, the great advantage in the use of coke is that it is dustless and smokeless. On the run from Boston to Portland there will hardly remain a handful of ashes, whereas in the burning of coal almost three bushels of ashes would remain. "The cost of coke is just about the same as bituminous coal, while the advantages are innumerable. Through the oiling of our roadbed and the burning of coke we will be able to give a passenger service as clear as electric roads.

"We estimate that the Boston and Maine will effect a saving of at least \$100,000 a year that it now pays in damages, by reason of fires from sparks. "Coke as a locomotive fuel is only made possible through Mr. Whitehead, for he sells coke as a by-product. If coal was turned into coke simply for the coke the cost would make its use prohibitive.

"The use of coke is just as economical for freight engines as for passenger engines. The engineers and firemen much prefer it to coal, and understand its use. Bituminous coal requires constant firing, whereas coke only requires refilling about every 12 miles."

When President Tuttle was asked if, in his opinion, other New England roads would not be obliged to adopt coke as a locomotive fuel, he said: "Yes, if they can get the coke, but as the Boston and Maine has the first and best coke at the rate of \$6.00 to \$6.50 a ton a year, there will not be much left for the other roads unless the coke works are enlarged."

THE DRY DOCK.

George Robertson, M. P. P., is in receipt of a letter from Engineer Knipple, who is coming to select the site of the dry dock and to prepare the plans. He will be accompanied by his wife, and they expect to be here from England about the 27th and to remain until after the 31st of October. Mr. Robertson will likely have borings made at the proposed sites, the Carleton mill pond, Navy Island and the Strait Shore, so as to be able to furnish Mr. Knipple with the necessary data and thus avoid unnecessary delay after his arrival.—Globe.

TRANSVAAL AFFAIRS.

CAPET TOWN, Aug. 8.—A despatch from Pretoria says the volksraad has declined to agree to the suggestion of Joseph Chamberlain, British secretary of state for the colonies, that the effect which the Transvaal franchise reforms will have on the 1899 election should be inquired into by a joint commission. The volksraad, however, consents to receive friendly suggestions.

Children Cry for CASTORIA.

A woman who was clinging to a capsized yacht in New York harbor, managed to be saved until her rescuers pulled her out of the water. It isn't likely that they would have been left to drown if they had rowed ashore after getting the dog.

BRITISH FLAG HAILED DOWN.

Irish-Americans of Boston Do Not Want It Above Them. (Boston Herald.) Opposition to any Anglo-Saxon alliance was strongly expressed in action on Sunday by Irish-American citizens of Boston. The episode took place on the steamer Putnam, the witnesses were about 400 members of the Irish-American Club, and the chief actor was F. A. Foley, president of the club. The occasion was the annual outing to Gloucester of the Irish-American Club, a South Boston organization, with a membership of Irishmen and their descendants in this state numbering nearly 1,000.

THE JURY'S VERDICT.

Coroner's Enquiry Into the Mount Desert Ferry Accident Concluded. BAR HARBOR, Aug. 8.—The coroner's jury, which began its session yesterday, to determine responsibility for the death of twenty persons at Mount Desert Ferry on Sunday, rendered its verdict this noon, after examining the names of the twenty victims, etc., says they came to their death by drowning, and in conclusion says: "And the jury further say that the said drowning was caused by the breaking of the slip in said wharf, which slip was imperfectly and defectively constructed."

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