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POOR DOCUMENT

THE PAPER The Times THE PEOPLE READ

The Evening Times.

THE WEATHER.
West to northwest winds, clearing. Friday, fresh north winds and cool.

VOL IV., NO. 227. | ST. JOHN, N. B., THURSDAY, JUNE 25, 1908. | EIGHT PAGES—ONE CENT.

DR. GRAHAM BELL TALKS OF THE FLYING MACHINE

He Predicts That These Machines Will be Used for Sport and Also for Carrying the Mails.

Toronto, Ont., June 25—(Special).—"Actually the flying machine is here now and there remains only the problem of improving and learning to operate it," declared Dr. Alexander Graham Bell during a conversation on the subject of his experiments in aerodromics. He said that there were now 12 successful flying machines in existence, of these the Aerial Experiment Association, of which Mr. Bell is chairman, and the Wright Brothers have produced the only types built in America. Dr. Bell pointed to the fact that Wright Brothers had in 1905 travelled 24 miles in a machine heavier than air. The Englishman, Farman, had flown two miles, Dela Grange, the French aeronaut, had gone ten kilometres. "We can certainly predict that these machines will be used for sport and very likely may be used for carrying mails. Now we get a speed of 40 miles an hour, and there is no reason why we should not get 60 miles," added Dr. Bell, in speaking of the possibilities of the machines.

WILL NAME JUDGE IN CASSELS PLACE

Government Will Appoint Judge to Exchequer Court While Judge Cassels Handles Marine Enquiry.

Ottawa, June 25, 1908—(Special).—In the house today Sir Wilfrid Laurier announced that a judge would be appointed to the exchequer court oe enbale Judge Cassels to resume the marine enquiry. Mr. Turriffe raised a tempest by protesting against the circulation in his constituency of speeches by Mr. Foster, accusing him of wrong doing. He said it was a tissue of falsehoods. After considerable discussion on a point of order, the speaker ruled out Mr. Turiffe. Mr. Borden asked if it was true that Judge Cassels had stated publicly that the reason he was not proceeding with the marine inquiry was because the government had not exercised the powers conferred by the act to appoint a substitute.

Sir Wilfrid Laurier replied that the inquiry had been adjourned till September 2nd. The government was prepared to supply a judge.

Mr. Fisher then moved the second reading of the civil service bill and spoke till one o'clock.

BANK OF ENGLAND

London, June 25.—The rate of discount of the Bank of England remained unchanged today at 2½ per cent.

The weekly statement of the Bank of England shows the following changes:

Total reserve increased £335,000; circulation increased £25,000; bullion increased £340,441; other securities increased £44,000; other deposits increased £135,000; public deposits increased £394,000; notes reserve increased £352,000; Government securities increased £156,000.

The proportion of the banks reserve to liability this week is 51.17 per cent., compared with 51.06 per cent. a week ago.

The ferry steamer Maggie Miller was towed to the wharf at Milledgeville yesterday in a disabled condition. In the meantime, some some gasoline boats are reaping a harvest by taking passengers across at 25 cents a head.

CASE THROWN OUT OF COURT

City Business Firm Sues to Collect Note of $2.60

Going to law for the collection of debt has proved rather expensive for a well known city business house, in spite of the effort made to save expense by the non employment of counsel. The suit was for payment of a note of $2.60 and as the expense attendant so far has been $2.00, but 60 cents of the amount is left. The case in which a non suit was granted, created a lot of interest and no little amusement this morning in the police court. The counsel for defendant J. A. Barry and the plaintiff had a number of sharp passages, Mr. Barry intimating that the plaintiff was unduly harsh as the defendant's wife was in a dying condition and he was being harrassed by constables. The note was sued for last Thursday but as the plaintiff did not appear and there was no one to represent him, Mr. Barry had it struck off the record which cost the plaintiff 50 cents. The amount was sued for again this morning, Mr. Barry again appearing for defendant. Particulars were made out on a bill head of the plaintiff company which was not the name of the plaintiff. Mr. Barry pointed out the error and also that it didn't show that the rate had been presented or that it had matured or was unpaid and asked for judgment by nonsuit. He said that he had taken these steps because the defendant was not in a position to pay the debt, as his wife was in a dying condition at home. He had endeavored to effect settlement but plaintiff was to his mind harrassing his client as constables were running to his home.

The plaintiff here asked Mr. Barry what settlement he would make in the matter and the latter retorted sharply that he was present to have the plaintiffs bill of particulars thrown out of court.

Judge Ritchie said that as particulars were defective he would grant non suit and also Mr. Barry's request for the usual counsel fee of $1.00 and this with the cost of judgment today made a sum total of $2.00.

Mr. Barry drew attention to the fact that men who came into court without a lawyer and endeavored to make out their own particulars did so at the risk of having the same thrown out of court.

POLICE COURT

Mary Ann Reid, drunk on Westmorland road, pleaded guilty and was remanded.

Peter Yapp, Chas. Johnson, William Cummings, and James Ryan were mulcted of four dollars with the option of spending ten days in jail for a similar offence.

Jesse Vincent and Antone Fogara arrested at one o'clock this morning on Walker's wharf, were unable to satisfactorily account for their appearance at this unseemly hour and were respectively fined four dollars and released.

Chas. Beckman, a Finnish sailor, was fined four dollars for drunkenness on St. John street.

A controversy between Peter Petropolis and John Sperdakes, two Greeks, was allowed to stand until Monday morning, likewise the case against Sperdakes of harboring minors in his pool rooms on the 30th ult.

Frank McManus preferred a charge against a young son of Thos. Clark, whom he claimed broke several windows in the McManus dwelling with varied missles. The matter was postponed until Monday morning.

Peter Petropolis was given the custody of a Greek youth whose father had given him into the guardianship of Petropolis. The boy had proved refractory and on complaint from Petropolis, Officer Marshall brought him to court this morning.

The Suspension bridge will be closed for traffic again tonight.

A COMPARISON OF LAWS COVERING QUESTION OF EMPLOYER'S LIABILITY

How the Legislation in the United States and New Brunswick Compares---Text of the Provisions of the Act in Both Places.

To the Editor of the Times:

Sir,—The underwritten comparison of U. S. and N. B. legislation respecting employers' liability may be useful and interesting to some of your readers.

1 an 2. Every common carrier by railroad shall be liable in damages to any person suffering injury while he is employed by such carrier, or in case of the death of such employe, to his or her personal representative for such injury or death resulting in whole or in part from the negligence of any of the officers, agents or employes of such carrier, or by reason of any defect or insufficiency due to its negligence in its gear, engines, appliances, machinery, track, road bed, works, boats, wharves or other equipment.

3. That in all actions hereafter brought against any such common carrier by railroad under or by virtue of any of the provisions of this act to recover damages for personal injuries to an employe, or where such injuries have resulted in his death, the fact that the employe may have been guilty of contributory negligence shall not bar a recovery, but the damages shall be diminished by the jury in proportion to the amount of negligence attributable to such employe: Provided, that no such employe who may be injured or killed shall be held to have been guilty of contributory negligence in any case where the violation by such common carrier of any statute enacted for the safety of employes contributed to the injury or death of such employe.

4. That in any action brought against any common carrier under or by virtue of any of the provisions of this act to recover damages for injuries to, or the death of, any of its employes, such employe shall not be held to have assumed the risks of his employment in any case where the violation by such common carrier of any statute enacted for the safety of employes contributed to the injury or death of such employe.

5. That any contract, rule, regulation, or device whatsover, the purpose or intent of which shall be to enable any common carrier to exempt itself from any liability created by this act, shall to that extent be void: Provided, that in any action brought against such common carrier under or by virtue of any of the provisions of this act, such common carrier may set off therein any sum it has contributed or paid to any insurance, relief, benefit, or indemnity that may have been paid to the injured employe of the person entitled thereto on account of the injury or death for which said action was brought.

6. That no action shall be maintained under this act unless commenced within two years from the day the cause of action accrued.

The above is a copy of the United States statute approved of by congress of the 22nd of April, nineteen hundred and eight, and applies to railroads in the district of Columbia, the Panama Canal zone, the territories of other possessions of the United States, and while engaged in commerce between any of the several states and territories or between them and any foreign country.

It will be observed that the first section does away with fellow servant doctrine. The third section provides that in regard to negligence and contributory negligence, the comparative negligence rule estimating damages is to be followed in all cases. The fourth section shuts out the defence of assumption of risks in certain cases. The fifth section makes void any agreement, etc., to protect the railroad company from the effects of the act.

The principal argument against the passage of the Workman's Compensation Act by the legislature of New Brunswick, was that it would handicap the Canadian Pacific Railway in doing business through this province and in the City of Saint John.

The N. B. statute contains the following provisions: "3. Where personal injury is caused to a workman;

"(a) By reason of any defect in the conditions or arrangement of the ways, works, machinery, gear, appliances, plant, scow, boat, vessel, building or premises connected with, intended for, or used in the business of the employer; or

"(b) By reason of the negligence of the employer or any person in the service of the employer; or

"(c) By reason of the act or omission of any person in the service of the employer, done or made in obedience to the rules or by-laws of the employer, or in obedience to the particular instructions given by the employer, or by any person delegated with the authority of the employer in that behalf.

"The workman, or in any case the injury results in death, the legal representatives of the workman, or any person entitled in case of death, shall have the same right of compensation and remedies against the employer, as if the workman had not been a workman of nor in the service of the employer, nor engaged in his work. . . . .

"4-b. By reason of any defect in the condition or arrangement of such ways, works, machinery, gear, appliances, plant, scow, boat, vessel, building or premises, personal injury is caused to any workman employed by the contractor, or by any sub-contractor; the person for whom the work or any part of the work is done, shall be liable to pay compensation for the injury as if the workman had been employed by him for that purpose be deemed to be the employer of the workman within the meaning of this act; Provided, always, that any such contractor or sub-contractor shall be liable to pay compensation for the injury as if this section had not been enacted; and also provided that double compensation shall not be recoverable for the same injury."

Under our Provincial Act there are causes limiting the employer's liability in various ways, as well as in the amount payable. These are: "5-a. Where personal injury is caused to such person by reason of his own wilful act with intent to cause personal injury, or by reason of his own neglect or carelessness, or by reason of disobedience of rules, or-

(Continued on Page 5.)

A PRESENTATION

Members of Carleton Union Lodge F. and A. M. Present Locket to Departing Brother.

An emergency convocation of Carleton Union Lodge F. and A. M. was held last night when J. R. Gilliland, who has lately been appointed terminal agent at Montreal, was presented with a gold Masnoic locket suitably engraved. The presentation was made by E. R. W. Ingraham, who expressed the regret of all at Mr. Gilliland's departure. The recipient replied feelingly. He leaves for Montreal Monday.

THIS EVENING

"Caprice" at the Opera House by St. John Dramatic Club.

Moving pictures and illustrated songs at the Nickel.

Baseball on E.D.C. grounds between Exmouths and Clippers; on Shamrock grounds between St. Rose's and St. Josephs.

Moving pictures and illustrated songs at the Princess.

Band concert at Rockwood Park.

Division No. 1 A.O.H. meets in St. Malachi's Hall at 8 o'clock.

Uniform Rank K. of P. meet in hall at 8 o'clock for drill.

CENTRAL RAILWAY COMMISSION WAS OPENED THIS MORNING

Fredericton, June 25.—(Special.)—The Royal Commission appointed under the act of asembly to investigate all the matters in connection with the Central Railway and the New Brunswick Coal and Railway Company, held a session this morning in the opposition caucus room of the parliament building. All the commissioners were present and also H. A. Powell, government counsel, and T. C. L. Ketchum, official stenographer.

Chairman Landry laid down the principle that commission should adopt such methods as would make its work absolutely clear to the public. He wanted to know if Mr. Powell had mapped out any particular course and the latter replied that he had decided to first ascertain the legal status of the company.

He said that an act incorporating the Central Railway Company had been passed in 1871 and there had been acts relating to it passed at intervals down to 1903 when the government took over the property. Mr. Powell then produced copies of all the acts having to do with the Central Railway and the New Brunswick Coal and Railway Company and with the assistance of Judge Landry dictated a synopsis of each to the stenographer for future reference. It was shown that the original act passed in 1871 was amended in 1874 and in 1882 a subsidy was voted the company under the Lobster Act.

The following year another act was passed changing the route of the proposed line and in 1887 the company was given permission to build from Newcastle to Doaktown on the line of the Northern and Western. Other acts concerning the company were passed in 1888, 1893, 1897, 1901, and 1904.

The act of 1901 authorized the government to guarantee the bonds of a company building a road from Chipman to Gibson and the act of 1905 gave the government power to acquire the property of the N. B. Coal and Railway Company.

In commenting on the section of the act authorizing the issue of bonds on progress estimates Mr. Powell said that so far as he could see there was nothing to hinder the company from applying the entire guarantee of $250,000 to ten or fifteen miles of road and as matter of fact it was applied to fifteen miles of road between Chipman and Minto.

Deputy Provincial Secretary Tibbitts, J. H. Dickson, clerk of an executive council and Deputy Receiver General Babbitt were called and swore that every document in their custody relating to the Central Railway and the New Brunswick Coal and Railway Company had been placed at disposal of commission. At one o'clock commission adjourned until two thirty.

HOT WEATHER AT THE MILITARY CAMP

Soldiers at Sussex Sweltered in the Heat Today--Troops at the Ranges This Morning.

Sussex, N. B., June 25 (Special).—To-day is sweltering hot and the soldiers are finding it hard to keep cool on the grounds at Camp Sussex. The left half battalion of the 67th regiment spent the morning at the ranges and some good scores were made. The improved Ross rifle was in use for the first time and officers say that for a new rifle they are proving very unsatisfactory. Some were proven to be absolutely useless and had to be laid aside. Only a portion of the troops in camp are supplied with the Ross rifle and the others will be obliged to borrow from the regiments who have them. This morning the 8th Hussars the time in squadron drill. The infantry were drilled in musketry at the marquees. Col. White and staff made an inspection of the linen this morning with the object of detecting any neglect of sanitary precautions. Col. Jones, D. G. M. S., from Ottawa, will arrive to-day for the purpose of inspecting No. 8 field ambulance corps.

INSPECTOR McMULKIN'S TRIP.

Factory Inspector John McMulkin returned today from an inspection trip in Charlotte county. He visited the pulp mill at St. George, the mill of J. A. Gregory at Point Lepreaux and Inglewood Pulp and Paper Company's mills at Musquash. He reports having found conditions very satisfactory. The workers at St. George are still out on strike, Mr. McMulkin says, and all the works, with the sole exception of the Utopia works, are down. At the latter apprentices are working.

CHANGES IN BRITISH CABINET.

London, June 25.—There was a rumor last night that the resignation of Lord Tweedmouth, president of the council, and Lord Loreburn, Lord High Chancellor, were imminent and that Mr. Haldane, secretary for war, and Winston Spencer Churchill, president of the board of trade, would be appointed Lord Chancellor and Secretary for War, respectively.

The Victoria street North End United Baptist church are holding their picnic today at Day's landing. The steamer Hampton left her dock, Indiantown, this morning at 8.30 and again this afternoon at 1.30.

YALE WINS FOUR OAR RACE FROM HARVARD

Varsity Race Won by Yale by Three Quarters of a Length in Quick Time--Race was Good One.

New London, Conn., June 25.—The river conditions at the Navy Yard at 10 a.m. were fairly good for the start of the morning races on this, the annual race day, of the Harvard and Yale crews. The northerly breeze had subsided somewhat, and the water was just ruffled. Referees boat took up her position about 9.30 o'clock. Yale won the 'varsity four-oared race with Harvard, distance two miles, on the Thames river today. Time unofficial, 10 mins. 33 1-5 seconds. Yale won by three quarters of a length. Both crews appeared to be in good condition at the finish.

Harvard won the freshman eights by a length and a half.

The distance was two miles and the unofficial time 9 mins. 38 2-5 seconds.

New London, Conn., June 25.—With honors evenly divided the Harvard-Yale boat races were ushered in today. Yale winning the four oared varsity race and Harvard finishing ahead in the Freshmen eight oarded event. Secretary of War Taft did not come down from New Haven for the early races, reserving his visit for the versity eight oared race late this afternoon.

The presidental yacht was anchored near the finish and Mrs. Roosevelt and the Roosevelt children stood on the deck waving their greetings to the trimphant crews. There was never a doubt as to the result of either race from the start to the finish. In the four oared varsity race Yale forged ahead soon after the start and steadily maintained her lead crossing the line an easy winner. The eight oared freshman race followed immediately and this too was a procession with Harvard this time in the van. The first twenty strokes sent the nose of the Harvard shell well to the front and there it stayed. Harvard crossed the line well in the lead amid the noisy tribute of the assembled fleet and the multitude lining the shores. The time of the races follow, official time—four oared 10.33 1-2; Harvard 10.46 1-2. Official time Freshmen—Harvard 9.38 1-2 Yale 9.47 1-2.

PROVINCIAL INSTITUTE

Teachers Institute Opened in Fredericton This Morning--Teachers Displeased With C. P. R.

Fredericton, N. B., June 25 (Special).—The Provincial Teachers' Institute met in the assembly hall of the Normal School building this morning with a record breaking attendance of four hundred teachers. The president, Dr. Inch, presided and Dr. D. W. Hamilton acted as secretary. After the enrollment had been completed the president delivered the opening address, which was listened to with marked attention. He spoke words of welcome to the teachers and expressed a hope that the meeting would be pleasant and profitable. He devoted considerable time to the educational congress in London last year, which he attended, and gave his impressions of the same in an entertaining manner. He thought that in regard to educational matters New Brunswick was not behind other sections of the Empire. Indeed, the position this province occupied was a most enviable one. The president's address was closely listened to and heartily applauded. Dr. Hamilton presented the report of the executive, which strongly censured the Canadian Pacific Railway authorities for the poor travelling accommodation provided to the teachers in attendance at the Institute.

Mr. Estabrooks, of Woodstock, stated that but for the kindness of officials in charge of the Coles circus advertising car which was atached to the Woodstock train the teachers who travelled to Fredericton by that route last evening would have been compelled to stand.

On motion of Mr. Estabrooks, seconded by Dr. Bridges, a resolution expressing dissatisfaction with the accommodation provided by the C. P. R. was adopted.

The suggestion that the Intercolonial be included in a resolution was not entertained by the institute.

Dr. Hamilton was elected secretary of the institute and Miss McNally, of St. John, assistant secretary. Professor H. C. Henderson, a former Fredericton teacher, now located in the West, was made an honorary member and made a short address.

Prof. Locke, of the MacDonald College, also made a few remarks, after which the institute adjourned for luncheon.

The weather is fine and cool and visiting teachers are sure to enjoy their sojourn here among old friends.

HOLLAND AFTER VENEZUELA NOW

She Claims Redress for the Seizure of Dutch Ships and Mails.

London, June 25.—The Daily Telegraph correspondent at The Hague learns that Holland has made a claim against Venezuela for the seizure of Dutch ships and mails.

A recent despatch from Willemstad stated that two Dutch sloops, the Marion and the Carmita, plying between Aruba, a Dutch Island, near the coast of Venezuela and Curacao, were detained by a Venezuelan guard vessel on the seas off Laval de Coro, off Venezuela. The sloops were stopped by shots from the Venezuela and forced to go to Curacao, where there were detained for two days. All letters, the despatch stated, except thise in mail bags on board the sloops, were retained by the Venezuelan boats.

ANOTHER MAN HANGS HIMSELF.

Calais, Me., June 25 (Special).—Frank Trott, aged 23, committed suicide by hanging in his grandfather's farm at Pembroke, during Wednesday night, the body being found Thursday morning. Despondency on account of inability to secure work is given as the cause.

A powerful pump will be used to pump out the partly submerged tug G. D. Hunter, this afternoon; the tug Neptune will also assist in the operation. No. 5 engine was tried yesterday afternoon but it was found it was not powerful enough. The Hunter has been raised pretty well above water.

Chicago, June 25.—Several persons are reported to have been killed in an explosion and fire at Ontario and North Franklin streets.

WARM WEATHER IN BOSTON

Boston, June 25.—With to-day's sessions of the ninth biennial convention of the General Federation of Women's Clubs in Symphony Hall, the extent to which the aims and ideas of the Federation in its efforts to aid in uplifting and contributing to the welfare of humanity was shown in addresses by club women and others who have made the various problems matters of special study. After two or three days of such addresses the delegates believe it will be possible to outline the general policy to be pursued by the Federation and its workers during the two years which must elapse before the next opportunity to judge of the success of the Federation's efforts.

A RUNAWAY ACCIDENT.

A ban runaway accident occurred on Wall street about 2 o'clock this afternoon, resulting in Mrs. George E. Withers, of 105 Hazen street and two children who accompanied her, being thrown from a carriage. Mrs. Withers being severely cut and bruised. The horse became unmanageable when near St. Paul's church and bolted. The carriage struck a telegraph pole, throwing all three to the ground. Mrs. Withers striking on her head. She was carried into Wade's drug store and Dr. T. H. Lunney rendered the necessary attention. Mrs. Withers was later taken to her home in the ambulance.

RACING RUMOR DENIED.

London, June 25.—The rumor that King Edward, disappointed at the form displayed by his race horses, intended to sell his stud and abandon the turf, is authoritatively denied from Buckingham Palace.

QUIET IN TEHERAN TO-DAY.

Teheran, Persia, June 25.—The city is quiet to-day. All the bazaars have been reopened, the people and troops are more orderly and the situation seems to be well in hand. Many arrests were made yesterday.

AWFUL MARINE DISASTER OFF SPANISH COAST

Steamer Larache Sunk and many People Perished-Number of Victims may Reach Eighty Five.

Corunna, Spain, June 24.—The Spanish steamer Larache, from Buenos Ayres, has been wrecked on the coast in the vicinity of Muros. Forty of her passengers have arrived at that port. Details of the disaster are still lacking.

The Larache was owned by the Compania Trans Atlantica of Barcelona and was of 1,050 tons register.

Paris, June 24.—Special despatches received here from Corunna state that the Spanish steamer Larache went on the rocks near Muros and sank immediately. It is impossible to obtain complete details, but the latest reports state that 17 women were drowned. It is known that 47 survivors were landed at Muros, but that two of them have since died. Fifteen others were landed at other places. According to the official lists the Larache carried a crew of 98 and 97 passengers.

London, June 25.—Special despatches received here from Corunna indicate that the sinking of the steamer Larache may prove a very serious disaster. The reports received here are very conflicting, but apparently there were nearly 100 pasengers aboard the steamship in addition to a large crew. The vessel was wrecked near Muros and sank within eight minutes. There was a terrible panic and the rough seas made the launching of the boats a hard task. Some of them were smashed against the side of the sinking ship.

The fishermen's boats in the vicinity went to the rescue and succeeded in landing 17 at Muros and 15 at other places nearby. As far as is known no others were rescued.

A special despatch to a news agency here, which is very brief, says it is reported that the crew numbering 53 and 54 of the passengers are safe.

Corunna, Spain, June 25.—Latest reports show that 151 persons are missing as a result of the sinking of the steamship Larache. The rescued number 61. The captain sank with his ship.

Corunna, Spain, June 25.—Most of the passengers of the Larache were residents of the Argentine Republic. The Larache was little more than an old tub and she proved a veritable death trap when she struck on the rocks near Muros. She sank in a few minutes, leaving the passengers and crew struggling and screaming in the water. The small boats on the Larache were either smashed or capsized. There was a fleet of fishing boats in the neighborhood and these rushed to the rescue, but the heavy fog prevailing seriously iterfered with their work.

The fisherman succeeded in rescuing sixty-one persons. In addition to the captain, the ship's doctor and the first officer were drowned. The disaster occurred at 5 o'clock in the morning and most of those who were saved are without clothing.

It has been ascertained that the number of passengers and crew of the Larache totalled 150.

Sixty-five persons are known to have been saved, but the fate of the other eighty-five is not known, and it is feared that most of them perished.

PROMINENT CANADIANS PICTURED IN CARTOONS

(By the Canadian Newspaper Cartoonist Association.)

r Louis Jette Governor of the Province of Quebec Who Will be an Important Figure in the Tercentary Ce ation.

THE TIMES NEW REPORTER

WASTING TIME.

Mr. Hiram Hornbeam is somewhat mystified by the report of the debate in Ottawa yesterday on the question of wharves on the St. John river. Hiram had believed that this whole matter was settled, and that Col. McLean had been armed with full authority to have a wharf erected opposite every man's farm. Indeed, he is still of that opinion, and after thinking over the whole matter has come to the conclusion that yesterday's talk in the house of commons was mere obstruction and waste of time. He proposes to ask Col. McLean about it the first time they meet.

* * *

MR. BINKS APPROVES.

Mr. Peter Binks varied his usual evening custom and went last evening to the Opera House. When a young man, Mr. Binks was some himself in amateur theatricals, and could recite the meeting of Marmion and Douglas in a manner to curdle the blood of the groundlings. Mr. Binks informed the Times new reporter this morning that he was delighted with the manner in which the young people performed. He is going again tonight, and tomorrow night he wants to be behind the scenes. Mr. Binks is a sly old dog.

GOOD NEWS FOR ST. JOHN.

The New York board of health ordered that all stray dogs found unmuzzled in the streets be killed. The result of this order will be an immediate exodus of many thousands of dogs from that city, and as St. John has an international reputation as an asylum for unmuzzled dogs we may expect the next fleet of schooners arriving here from New York to be loaded down to the Plimsoll mark with canine fugitives. In addition to the public squares it may be necessary to divert the children's playgrounds to the use of these visitors, but the children are really a nuisance, and we need more dogs. There are only eleven thousand six hundred and four in the city at present.