

HON. GEO. GRAHAM MAY SUCCEED HON. MR. HYMAN

Appointments are Likely to be Made on Monday — Still Some Doubt as to Who Will be Chosen Minister of Railways

THE PRINCESS SLIPPED AND HURT HER LEG

WILHELMSHOE, Germany, Aug. 22.—The Empress Augusta Victoria while walking in the park here yesterday slipped and fell, injuring a vein in her left leg and making it necessary for her to remain in bed for some weeks. Her majesty's travelling engagements have been cancelled.

OTTAWA, Aug. 22.—Sir Wilfrid Laurier returns to Ottawa tomorrow. Earl Grey will return on Sunday. On Monday the prime minister will call upon the governor general. This will be their first meeting since Sir Wilfrid left Ottawa before the close of the last session of parliament. The prime minister will undoubtedly lay before the governor general on Monday Hon. Mr. Hyman's resignation of the portfolio of public works. It is understood that the health of Mr. Hyman, who is now in the far east, has shown no improvement and that his enforced retirement from public life is beyond a doubt. It is not unlikely that on Monday Sir Wilfrid will also submit for Earl Grey's approval the names of the gentlemen who will fill the vacancies in the government made by the resignation of Hon. Mr. Hyman and Hon. Mr. Emmerson.

Opinion at Ottawa is that Hon. Geo. Graham, at present leader of the local opposition in Ontario will be named as Mr. Hyman's successor. It is conceded that in point of capacity and character he is the best selection that could be made. The only drawback is the reluctance of Ontario Liberals to lose Mr. Graham's services from the local field. It is thought here that Mr. Graham can perform greater services for the country and for the Liberal party as a member of the Dominion government than in the local field, and that Sir Wilfrid Laurier will adopt this view in choosing his colleague from Ontario. If it should be finally decided not to extend the invitation to Mr. Graham, or should he decline the choice will be between Mr. Pardee, speaker of the Ontario assembly, and Mr. Sutherland, member of the Dominion House. Mr. Emmerson's successor will either be Ex-Premier Pugsley, of N. B., or Frank Carvell, M. P. for Carleton, N. B. Both are well fitted to administer a portfolio and it is believed here that Sir Wilfrid has not yet made up his mind as to which he will invite to become his associate.

BIG GUN FIRING ON BOARD BRITAIN'S GREATEST WARSHIP

At 5.30 in the morning H.M.S. Dreadnought, writes a special correspondent, silently stole out of Portsmouth harbor in weather of the usual type we have been enduring lately—cold, drizzling rain, with heavy mist; nothing less propitious for our proposed firing exercises could hardly be imagined, and no doubt the men left behind in the rest of the fleet felt relieved to think that it was the flag-ship's show, and not theirs.

However, as the ship glided along in her usual noiseless fashion at a steady twelve knots, with only one boiler room working, I had a grand opportunity for inspecting under the best conditions the interior of the Babcock and Wilcox boilers. So I descended by the electric ash-hoist into the stokehold, which was in full working order, for it needed considerable strength to push the door open against the immense rush of air.

I went prepared to find the same terrible conditions of labor obtaining that I have noted in other battleships, and I was not disappointed. For I could have stayed down there all day with scarcely any personal discomfort. The heat was nothing to speak of, and the reduced air to a minimum. In fact, I did my whole tour this morning without any uneasiness from anything but the heat. I did not get into the bunkers, I just looked in and found that they, too, came up to the best ideals of our great merchant-ship—enough room and not unbearable heat.

THE NEW STOKING.
Then I was taken over the boiler-room, which was not in use, where a busy gang were engaged in sweeping the very slightly-encrusted water-tubes and cleaning the many hundreds of small square water-light doors, which must needs be screwed into the ends of those tubes. And I thought of all the cure necessary in order that no one of all these thousands of intricate details may fail in its duty and spread general disaster. No wonder that the stoker class in the navy is beginning to assert itself. They are no longer mere coal-shovelers, but responsible mechanics, whose failure to perform their multifarious duties faithfully may easily mean the disablement of the whole ship.

Thence to the workshop, a large apartment fitted with all kinds of machinery for effecting small repairs, and even turning out quite important new work. They were turning a piston-rod four feet long and three inches in diameter at one lathe while I was there. By a series of perpendicular ladders we then descended to the tiller-room, a huge space filled with most massive machinery for moving the two rudders under the control of the delicate gear operated by the little wheel on the bridge 400 feet away. This place, too, in direct opposition to the character of all similar spots that I have been in, was both noiseless and cool, the huge engines, large enough to drive a

3,000-ton ship, doing their spitting as gently as a perfect gas engine. This deep chamber also contained a series of torpedo tubes ready to be ejected from the stern tube when the weather was such to reach this place we passed through the mess-deck, which is also in accordance with the prevailing note of the ship—order and comfort before that of any other warship that I have ever known. And it must be under working conditions. Nothing was or could be prepared for me. But by this time I was weary both in body and mind. One needs an Alpine training for the continuous negotiation of those steep steel ladders down shafts of large enough to admit the average man and branching off at all sorts of unexpected angles, while the highly polished information poured into me concerning lighting, lubricating, ash ejection, oil, fuel and precautions against breakdown as well as emergency repairs, made me dizzy.

WHEN THE BIG GUNS FIRE.

So I was not sorry to return on deck, where the preparations had been afoot for the big-gun exercise. The rain had cleared away, the sun was shining at intervals, and the two pairs of targets at about 2,000 yards distance. We were then right off the Nab Lightship. The reason for our coming out was then explained to me to be the continuation of a progressive series of trials of the firing of which I cannot disclose, but all these trials now are for the purpose not of wasting a certain amount of ammunition, but of making the best use of the weapons provided that is humanly possible. It sounds almost puerile to say such an obvious thing as this, but many will understand by it that the new navy is at work.

Presently, to the sound of the bugle, the firing began from the two after-turrets, upon the top of the foremost one of which I had been invited to take my stand, and with my ears duly fitted with cotton plugs in common with the other men around me. A roar, a wide cloud of flame followed by the sound of an express train at full speed. Right in line with the target, but just behind, rose a fifty-foot fan, four-fifths of a mile farther on in the air. Right in line with the target, but just behind, rose a fifty-foot fan, four-fifths of a mile farther on in the air. Right in line with the target, but just behind, rose a fifty-foot fan, four-fifths of a mile farther on in the air.

other end, it runs fore and aft, opening into a thwartship passage at the after end and into the ward-room forward.

WEDDINGS

FRANCES EIDER.

An interesting wedding took place yesterday afternoon in the Methodist parsonage, Fairville, when Miss Annie Florence, the youngest daughter of Samuel Eider, of Oliville, Queens County, was united in marriage by Rev. J. J. Deland, to Charles Clarence Frances, of the same place. The bride was supported by her sister, Mrs. E. Eider, and the best man was O. E. Eider, brother of the bride. The bride's gown was of white organdie, with baby Irish lace trimmings and hat to match. The bridesmaid was attired in white organdie, valencienne trimmings and flower hat. The bride is most popular at Oliville, and for some time has been organist in the Methodist Church at that place. The bride leaves on Saturday for Portland, Maine, to reside. The bride was presented with a purse of gold by her mother and family.

AMONG THE BOROROS

Trip to Savage Tribe in the Interior of Brazil
Indians Who Find It Easier to Move Than to Clean House—Weird Scenes at a Funeral—Prophecies Made to Come True.

WASHINGTON, Aug. 22.—A trip among the so-called Indians of South Africa by W. A. Cook partly in the interests of the Bureau of American Ethnology is described in a recent publication of the Smithsonian Institution, entitled "The Bororo Indians of Mato Grosso, Brazil." Mr. Cook, who is a company with Antonio Candido de Carvalho, a Brazilian explorer of large experience, and with him collected many native implements, ornaments and other objects which have been placed in the United States National Museum.

Mr. Cook describes his journey through the wilderness to a rough ranch belonging to Senhor de Carvalho, near a Bororo village. He gives the following account of the Indians:

"The long, straight, coarse black hair of both males and females hangs in a tangled mass about their shoulders, except above the forehead where it is kept chopped off to form bangs. Nearly all the single young plaster their faces with a sort of red putty made from the small yellowish red fruit of the buriti palm and dirt, and the native paste is used to paint the entire body."

"Boys and girls who are esteemed by the parents also have the forehead arranged in this way, and a few of the latter who are regarded with special favor have it painted with a layer of bearded feathers. One woman was covered with white feathers from head to foot, with a brilliant plume in the hair."

"All young men and boys wear suspended from a hole in the lip, bored during infancy, a kind of chain called dogradu, about six inches long, made of flat oval shaped bits of shell, teeming with the noise of rattles. The object of this hole, for if left open it causes difficulty in drinking. "There were thirty huts in the village that entailed in a very irregular way, facing in every direction, a very large hut that stood in the centre and was called baehutu. The name of this hut was the ordinary family hut. "This baehutu is the bachelor's hall, the headquarters of all the unmarried men, the workshop where the men make weapons and ornaments and instruments, the dining room, the town hall where most public functions occur, and the club where visitors are

RECEIVED AND ENTERTAINED.

The baehutu is entered through an opening at each end like a hole in a haystack, and within is always damp, gloomy and foul smelling. "The family huts are mostly like a roof resting on the ground and strongly resembling an old haystack with a hole at each end, though occasionally the hut is raised a little and woven palm branch tongues form a basketlike wall. Deep gourd rings within these huts. They are made dark that they may be free from flies, and are dens of filth and dirt."

"The occupants of this human lair are sprawled on a palm-leaf rug, with a log of wood four inches in diameter for a pillow, and sleeping or gnawing an ear of corn, a bit of fish or vegetables, or sitting tailor fashion making beads, or moving about in a basketlike wall."

"A day or so after our arrival a child of eight years belonging to one of the leading families died. This gave us an opportunity to witness a strange ceremony. Usually the corpse is carried to a new place some distance away. A day or so after our arrival a child of eight years belonging to one of the leading families died. This gave us an opportunity to witness a strange ceremony. Usually the corpse is carried to a new place some distance away."

"The Bororo are expert swimmers and are fishermen of the highest order. One mode of fishing is to swim out into the river three or four miles above the village with a net called buke, like a great bag, its mouth secured to two parallel rods nine to twelve feet long, bound together at their ends. "When one or more fish are seen the mouth of the sack is opened by springing the rods apart and with wonderful dexterity the fish are bagged and heading there is quickly closed by allowing the rods to spring together. The fisherman then plays the game, especially if it be large, gradually rolls the net over the rods till the fish cannot move, brings it to the surface and kills it with a club, which he trails by a cord from his neck. The fish is now taken from the net, strung on a cord and floated along with the club."

"Sometimes two or more fish of twelve or fifteen pounds will be taken at one catch or maybe one weighing as much as the man himself will be sagged in this way. A Bororo will remain in the water an hour or two continuously and return ashore with six or eight large fish."

"The Bororo are the tallest of any South American Indians I have seen. I do not remember one man under five feet seven inches and they are sometimes six feet three or four inches tall. They are full faced, the nose well shaped and not large or particularly flat nor are the cheek bones especially prominent. Many of the children and some of the young men are quite handsome."

"The tribe is supposed to number between five and ten thousand souls. We visited eight villages and settlements."

NORWICH, Conn., Aug. 22.—The Frustro woolen mill, a branch plant for spinning, carding and weaving of the Reliance Woolen Company, was burned this afternoon. The loss is \$30,000. About fifty persons were employed in this mill.

Last evening one of Oak Hall's show windows was the centre of attraction of large numbers of people. The near approach of the opening of the public schools was taken by Thor F. Drummond of Oak Hall staff as an opportunity for advertising. The window was dressed to represent a school room with teacher's desk, black-board, wall-maps, desks, and lastly, teacher and pupils. The advertising part came in when the pupils were called one by one to go to the black-board and write sentences telling of the position that Oak Hall occupied in the way of supplying boys' clothing.

THE S. J. ST. JOHN N. B., FRIDAY, AUGUST 23 1907



New Fur Designs.

NEW DESIGNS IN COATS

We are showing a number of new and attractive designs in coats, in Ermine, Mink, Broadtail, Persian Lamb, etc.

SEALSKIN GARMENTS

Stunning styles in Sealskin this year. This attractive and becoming fur lends itself to the designer's best form.

ALTERATIONS AND REPAIRS

Should reach us now, as our labor increases one-third more after the busy season opens.

THE SKINS

Are the biggest item—here we receive them from first hands in the world's big Sealskin market, London, and buy them in big quantities for our five big Sealskin fur stores at Boston, St. John, Halifax, Amherst and Winnipeg.

WE WANT OLD SEAL COATS

We can use a number of old Sealskin garments for repairs. If you would like to have yours replaced in exchange, it will pay you to see us now.

THE DUNLAP COOKE CO., of Canada, Limited.

Manufacturing Furriers

Boston, Mass., 187 Tremont Street.
Halifax, N. S., The Marble Block, 78-80 Barrington Street.
St. John, N. B., 54 King Street.
Amherst, N. S., 20 Victoria Street.
Winnipeg, Man., 49 Main Street.

\$250,000 STOLEN FROM U. S. MAILS

Biggest Robbery of the Kind Ever Pulled Off.

Money Was en Route From Denver to Chicago and Omaha on the Burlington Railway.

OMAHA, Neb., Aug. 22.—The biggest robbery of the United States mails ever pulled off occurred between Denver and Omaha last Thursday night, when three through registered pouches, two stolen from the Burlington Railroad fast mail train between Denver and Chicago. Although the robbery occurred on Thursday night, the news of it only leaked out today.

Today every postal inspector and secret service man in the entire West is working on the case.

Thursday night seven through registered pouches were sent from the Denver post-office to the depot for the Burlington fast mail train. These pouches were handled by the night clerk. When the train reached Cook, Neb., it was found that three of the pouches were missing. One of the missing pouches was destined to Omaha, another to Chicago, and the third was an empty for Lincoln. The shipment is said to aggregate more than \$250,000.

As soon as the loss was discovered the inspectors were notified and a search begun. Yesterday a dozen Secret Service men, who were in Omaha, were working on the case. The mail crew handling the missing pouches were examined but exonerated themselves.

It is the opinion of the inspectors that the mail employees in collusion with the thieves simply dropped the missing sacks when they were being transferred to the wagons to the train, that the thieves were beneath the car, and pulling the sacks beneath the train, got on the opposite side and sneaked away with the mail sacks.

The Burlington fast train leaves Denver at night and in the darkness they could easily escape with their booty. It is the biggest robbery the United States mail has ever sustained.

AN EFFORT TO SETTLE
THE SPRINGHILL STRIKE
Meeting Will be Held at Which Prominent Men Will Discuss the Situation.

SPRINGHILL, N. S., Aug. 22.—At a largely attended meeting of Plunkett Lodge of the P. W. A. held here last evening, a move was made which is likely to prove a long step in the direction of peace between the miners and management.

It was decided that in view of the misunderstanding of strike, a public meeting be held outside public to invite Premier Murray, Attorney General Phipps, C. H. Chisholm, Commissioner of Works and Mines, W. L. Long, Deputy Minister of Labor, President and Secretary of the Cumberland Railway, and Coal Co., and H. J. Long, Deputy Minister of Labor, as soon as possible to discuss the situation.

The intention is to hold a public meeting at which the whole matter is to be put up for consideration. This is considered to be a very important step and one in the right direction. It is felt here that such a meeting may bring about an amicable settlement of the trouble and the outcome of this move means much to the community of Springhill.

MARCHING DOUKHOBORS.

Another Party of Thirty on the Road—Several Little Children in the Company.

MINOTONAS, Man., Aug. 22.—Another party of thirty Doukhobor pilgrims, seeking a country where nature supplies food without labor, reached here last evening en route east. They were not accorded as much sympathy as the previous party, as people begin to think they are imposing on good nature and have been advised as to the route and how to go about obtaining aims.

There are a number of little children in the party. They came from Thunder Hill village, and are under the leadership of a man who has always been agitating and creating unrest among his people. He is trying to induce the Doukhobors engaged with farmers to join the pilgrims, but with no success. Two young people have already deserted and returned to their homes.

Among the newspaper men who have been in the city attending the sessions of the Maritime Board of Trade were the public schools was taken by Thor F. Drummond of Oak Hall staff as an opportunity for advertising. The window was dressed to represent a school room with teacher's desk, black-board, wall-maps, desks, and lastly, teacher and pupils. The advertising part came in when the pupils were called one by one to go to the black-board and write sentences telling of the position that Oak Hall occupied in the way of supplying boys' clothing.

RAILROADS.

CANADIAN PACIFIC

TORONTO EXHIBITION

Aug. 26 to Sept. 9.

EXCURSION FARES

From St. John, N. B.

Going August 22, 24, 26, 27, 28, 29, 31, and September 3, 4 and 5

Going on August 23rd and 25th only.

ALL Good for Return leaving Toronto up to and including SEPT. 17TH, 1907.

Purchase your Tickets to read via

The Canadian Pacific Railway Short Line

Only One Night On The Road

LABOR DAY, SEPT. 2, 1907

ONE FARE FOR ROUND TRIP

Between All Stations

Good Going Aug. 21st and Sept. 1st and 2nd. Good for Return Sept. 3rd, 1907.

For Tickets and full particulars apply to W. H. C. Mackay, Agent, St. John, N. B., or write W. B. Howard, D.P.A., C.P.R., St. John, N. B.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 16th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 2—Express for Pt. du Chene

Montreal, Campbellton and

Truro..... 7.15

No. 4—Express for Montreal, Pt. du

Chene connecting with Ocean

Limited at Montreal for Hal-

ifax, Quebec and Montreal..... 11.00

No. 26—Express for Point du

Chene, Halifax and Pictou..... 12.00

No. 135—Suburban for Hampton..... 1.45

No. 8—Express for Sussex..... 17.15

No. 133—Suburban for Hampton..... 18.15

No. 134—Express for Quebec and

Montreal..... 19.00

No. 136—Suburban for Hampton..... 20.15

No. 10—Express for Montreal, Syd-

ney, and Halifax and Pictou..... 23.35

TRAINS ARRIVE AT ST. JOHN.

No. 9—From Halifax, Sydney and

Pictou..... 6.35

No. 135—Suburban from Hampton..... 7.45

No. 7—Express from Sussex..... 9.00

No. 133—Express from Montreal

and Quebec..... 12.50

No. 137—Suburban from Hampton..... 15.50

No. 5—Mixed from Montreal..... 16.15

No. 3—Express from Montreal and

Point du Chene..... 17.30

No. 25—Express from Halifax, Pic-

ton, Point du Chene and Camp-

bellton..... 18.15

No. 135—Suburban from Hampton..... 20.15

No. 1—Express from Montreal and

Truro..... 21.35

No. 81—Express from Sydney,

Halifax, Pictou and Pictou

(Sunday only)..... 2.40

A through sleeper is now running on

the Ocean Limited from St. John

Montreal. The through sleeper on the

Maritime Express has been discon-

tinued.

All trains run by Atlantic Standard

Time. 24.00 o'clock is midnight.

CITY TICKET OFFICE, 5 King

street, St. John, N. B. Telephone 271.

Montreal, N. B., June 12th, 1907.

STEAMERS

C.P.R. ATLANTIC STEAMSHIPS

A ROYAL MAIL SERVICE

EMPRESES

Montreal, Quebec and Liver-

pool Service

LAKE CHAMPLAIN - Aug. 17th

EMPRESE OF BRITAIN - Aug. 23rd

LAKE ERIE - Aug. 29th

EMPRESE OF IRELAND - Sept. 5th

S. S. LAKE CHAMPLAIN and

LAKE ERIE carry one class of Cabin

passengers (2nd Class) to whom is

given accommodation situated in

best part of Steamer \$42.50 and

\$45.00.

First Cabin—EMPRESE Boats,

\$50.00 and upwards. LAKE MANI-

toba, \$65.00 and upwards.

Second Cabin—\$40.00, \$45.00 and

\$47.50.

Third Cabin—\$28.50 and \$37.50 to

Liverpool.

Artwork Service via London

MONTROSE - Aug. 18th

LAKE MICHIGAN - Sept. 2nd

"Carrying 2nd Class only. Carrying 3rd

Class only. Carrying 1st Class; also limited

number Second.

\$35.00 to Antwerp—via all routes.

W. B. HOWARD, District Pass. Agt.

St. John, N. B.

EASTERN STEAMSHIP COMPANY

INTERNATIONAL DIVISION

Coast-Wise Service

Steamers leave St. John at 8.00 a.m., Mon-

days, Wednesdays and

Fridays for Lubec,

Eastport, Portland and

Boston.

DIRECT SERVICE

Commencing Tuesday, July 2nd, the

New Empress Turbine Steamship YALE

leaves St. John Tuesdays and Satur-

days at 7.00 p.m. for Boston.

RETURNING—Coast-Wise Service

Steamers leave Union Wharf, Boston,

at 8.00 a.m. Mondays, Wednesdays and

Fridays, Portland same days at 5.30 p.

m. for Eastport, Lubec and St. John.

DIRECT SERVICE.

Commencing July 1st the new Em-

press Turbine Steamship YALE leaves

Union Wharf, Boston, at 12.00 m., Mon-

days and Thursdays for St. John.

All freight, except live stock, is in-

sured against fire and marine risk.

W. G. LEE, Agent, St. John, N. B.