

New Brunswick Has Been Orangeman Since 1862

HE'S BEEN 62 YEARS AN ORANGEMAN

A. L. Duplisea, of Fredericton Junction, Has a Notable Record.

ST. JOHN INTEREST

He and His Life Partner Have Been Married for 57 Years.

If you happen to be in Fredericton Junction with a little spare time some day this summer and you happen to see a hale and hearty old fellow swinging a 10-pound sledge hammer with right good will and you ask him his age, he'll reply "79 years young."

If he tells you that his name is A. L. Duplisea, you can congratulate him on the fact that you are talking to a man who when 17 years of age, joined the Loyal Orange Order in a private dwelling at Hoyt Station, for when this fine old man received the Orange passport for this year, it marked the 62nd time that this veteran had been sent the annual constitution. Sixty-two years in the order and still going strong! This is a record few in the order can equal let alone better.

Is Sole Survivor.

The building in which the initiation ceremony took place in 1862, was owned by Orlo Hoyt and still is standing. The authority was derived from a borrowed warrant No. 11, but later on the lodge was known afterwards as Star of the Boyne Lodge No. 86. When he moved to Fredericton Junction 20 years later, Mr. Duplisea transferred to Sunbury L. O. No. 146, of which he has been a member since then. He is the only one of the several who joined on that night back in 1862. He recalls that among those who entered the order or were members when he joined were John Fitzgerald, Archibald McFadden, John McFadden, Orlo Hoyt, Ezekiah Hoyt, Andrew Patterson, James Kirkpatrick, George Kirkpatrick, John Kirkpatrick, John Eastwood, Barker Hoyt, Abner Hoyt, Basil Webb, Orlo Webb, Thomas Hart and Thomas Merseaux. These have gone to their final reward, leaving Mr. Duplisea the sole survivor of a brave company of pioneers who broke ground and tilled the soil half a century ago in the wilds of New Brunswick.

Learned 3 R's in Log Hut.

Mr. Duplisea was born at Hoyt station, Sunbury County, in 1862, his father being John Duplisea—some preserve the original spelling of Duplisea and his mother was Susannah Parsons. The latter was born at Hoyt Station and the former on the Miramichi. In a log hut, Mr. Duplisea recalls he learned the three R's under Levi Sharpe. He first learned the shoe-making trade and in this was greatly helped by his well-loved wife, Mrs. Duplisea, who was born at Kewick, York county, in 1840, making her junior to her husband by four years. Five years after he joined the Orange order, Mr. Duplisea had married Miss Allen as she was then, the ceremony taking place at Hoyt Station.

Mr. Duplisea worked at the shoe-making trade for several years, the wife manufacturing the ladies' leather boots and he doing the work for the men. He also worked for a while as millwright at Enfield. In 1874, he accepted a position as brakeman on the European & North American R. R., running from St. John to Mattawamkeag. This was later known as the St. John & Maine Railway, still later as the New Brunswick Railway and as such was taken over by the Canadian Pacific. That year he was caught between two defective box cars and as a result of the accident had several ribs broken. He was compelled to quit work for two years.

To St. John After Fire

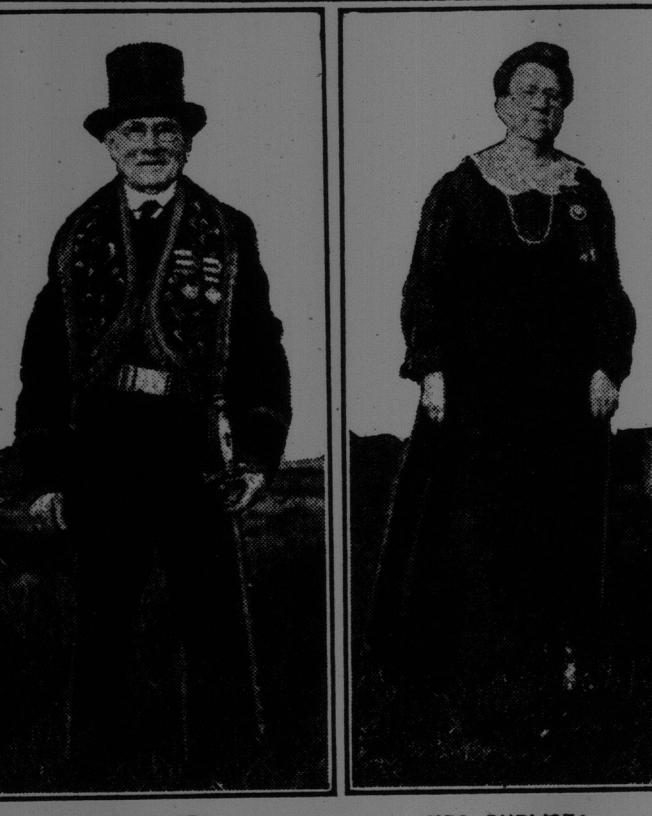
After the great fire in St. John in 1877, he came to this port and had charge of the building operations for the structure now occupied by the W. H. Haywood & Co., Ltd., Princess street. In 1882 he settled permanently at Fredericton Junction where since then he has conducted a wagon-building and blacksmith business. He is very active despite his advancing years and it is unusual not to see him at work daily.

Mrs. Duplisea has been an active member of the L. O. B. A. at Fredericton Junction and has the distinction of being one of the best-posted members on the workings of the various degrees. Mr. Duplisea was county master for Sunbury County for seven years and Worshipful Master of Sunbury Lodge, L. O. B. A. No. 145 for 14 years. He has attended more than 30 annual meetings of the grand lodge and has not missed a primary lodge meeting in 41 years.

In the picture herewith Mr. Duplisea is wearing a 50-year service medal presented to him by the Grand Lodge of New Brunswick. Only recently he was made a recipient of a pipe and tobacco pouch by the Junction lodge in appreciation of his long service in the order and the wish expressed at the time of the presentation that he may be spared to attend many more annual conventions and receive many more annual awards.

Mr. Duplisea's wife, Mrs. Duplisea, is 83 years of age and is a sister of Mr. Duplisea's eldest brother, Andrew, who will be 83 years of age next Christmas Day. He is a remarkable old fellow in perfect possession of all his faculties and now resides with his daughter at Providence, R. I.

They've Been 57 Years Married



A. L. DUPLISEA.

MRS. DUPLISEA.

Famous Men and Women in Programme of Women's Clubs

Los Angeles, Cal., May 31.—(United Press.)—Princess Cantacuzene, Secretary of Commerce Herbert Hoover, Gene Stratton Porter, Rupert Hughes, and Mrs. Carrie Chapman Catt are among celebrated people who will appear on the programme to be carried out here by clubwomen of America at the biennial convention of the General Federation of Women's Clubs, June 3 to 10.

The Princess, whose writings are known to readers of magazines, will feature the evening press programme, which will include the reading of the address by Mrs. C. C. Cantacuzene, presiding over the second.

"Every Clubwoman a Reporter," "The Woman's News Service," "Standardizing and Financing the 48 State Club Organs," "Publicity and How to Get It," "By Those Who Have Gotten It," "Co-operation of Press Association and Syndicates," "The Woman's Page," "Divorce the Society News From the Club Page," "Clippings," and "Little Lessons in Journalism" are topics assigned experts in the publicity and newspaper field for discussion on the press programmes.

Mabel Walker Willebrandt, Deputy Attorney-General of the United States, Washington, will be an important speaker on the legislative sessions.

An address by Mrs. John D. Sherman of Estes Park, Colo., chairman of education, will open the morning programme of June 6, Education Day.

Secretary Hoover and Dr. Hugh S. Magill will be evening speakers on this day.

Mrs. Hoover's subject is "The American Home." That of Dr. Magill is "Strengthening the Moral Forces of the Nation."

Three educational luncheons will be held simultaneously at noon. Cora Wilson Stewart, Frankfort, Ky.; Mrs. Maggie W. Barry, College Station, Texas, national head of the Federation's division of Home Economics.

Extension Service, and Mrs. Joseph S. Leach, Walpole, Mass., will preside.

In the general session of the education session Mrs. Stewart will present her plan for the eradication of illiteracy in the United States with motto, "No illiteracy in 1930." Edith McClure, Patterson, Dayton, O., daughter of the inventor of the cash-register, and known in the Federation as "the Thrift Lady," will speak on "Woman, the Buyer." Mrs. Frances E. Whitley, Webster City, Ia., will speak on "Conservation of Natural Resources." Charles Keeler, naturalist, will discuss "Trees—Their Place in the Home and National Life." Gene Stratton Porter, novelist-naturalist, will talk on "Nature Lore—a Spiritual Force."

"Getting Out the Woman Vote" is not only to be the topic, but the work between now and the national election of Mrs. William Harrison Cade, Chicago. On the same citizenship conference, Mrs. Henry M. Youmans, Waukegan, Wis., will speak on "Citizenship Politics." Mrs. Edith V. Alvord, Detroit, chairman of Citizenship Training, will talk on "Every Club a Training Camp for Woman Citizens."

Mrs. Carrie Chapman Catt, pioneer suffragist and president of the International Suffrage Alliance, will speak on the evening programme of Citizenship Day, June 12. Other suffrage and citizenship speakers will include Mrs. Percy V. Pennybacker, Austin, Texas; Mrs. C. M. Mich, president, Rhode Island Federation; Grace Morrison Poole, president of the Massachusetts Federation; Mrs. J. C. Pearson, Marshall, Okla., chairman of Americanization; Mrs. George W. Plummer, Chicago; Judge A. E. Graupner, San Francisco; Albion Fellows Bacon, Indiana.

These day's sessions will be devoted to discussions of health, child care and public welfare under chairmanship of Mrs. Elmer Blair, New York.

Strong action against narcotics is expected to be taken by the convention. While no place has been given on the programme to birth control, the Federation at its Chattanooga meeting endorsed a study of the birth control movement and it is possible that a resolution drafted by the Voluntary Parenthood League will be offered to the resolution committee.

When traveling with a baby, put everything you will need for him where it is easily accessible and you can get it on a moment's notice.

Orange order but by many others as well.

Brother Is 93.

Nine children of Mr. and Mrs. Duplisea are living. There are five sons, David A., in partnership with his father at Fredericton Junction; Charles L., blacksmith, Clarence street, West St. John; John A., with the C. P. R. at Sherbrooke, P. Q.; Frank E., train dispatcher for the Bangor & Aroostook, national head of the Federation; commercial traveler, 6 Peters street, St. John; Mrs. John A. Nason, Fredericton Junction; Mrs. B. B. Jordan, McAdam Junction; Mrs. Frederick Toner, and Mrs. W. F. Blair, both of Fredericton, are daughters. Mrs. Frederick Duplisea, of Blissville, Sunbury county, is a sister.

Mr. Duplisea's eldest brother, Andrew, will be 83 years of age next Christmas Day. He is a remarkable old fellow in perfect possession of all his faculties and now resides with his daughter at Providence, R. I.

DESTROYED FOR REVENGE.

Berlin, May 31.—(United Press.)—Dyhernfurth, a small, ancient town on the River Oder, has lost its distinguishing mark—a beautiful avenue of venerable maple trees. Count Saurma-Hoym, member of one of the oldest Silesian noble families, had lost in a suit the city brought against him, and the verdict had given the city the right to incorporate into its boundaries the estate of the Count. The verdict filled the Count with such rage that he had the marvelous avenue of maples chopped down.

Baby's Things.

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AIRMEN PLAN TO BRING LONDON WITHIN FOUR DAYS OF JAP CAPITAL

French Pilot's Work Draws Comment—News Topics in London Letter.

(Correspondence of Times-Star.)

London, May 16.—There has been a lot of comment among airmen on the showing-up of our own and the American world-fighters have received from the French pilot. This is unquestionably not a matter of superior piloting, but entirely of superior mechanism. Airmen think that it is up to our makers to demonstrate what British engines can really accomplish under the best conditions regardless of expense and trouble. Now that the Germans are up aloft again and seriously developing their airways, competition will be very keen. According to the latest German plans, London is to be brought within four days of Tokyo. This is by coupling up the Crodon aerodrome with Berlin's new airway to Japan, to be served by giant aeroplanes on a non-stop day-and-night run, intermediate passengers being dropped by motorless gliders. This miracle may be achieved within a year.

Royal Guests.

We have been in fete all this week at the West End and in the city to honor the royal guests at Buckingham Palace, the first who have visited Their Majesties' town house since it was re-fronted. London's interest in the King and Queen of Roumania is probably due mainly to their romantic history and picturesque appearance. Queen Marie is not only one of the most attractive personalities, but one of the greatest beauties who have ever worn a queen's diadem. Though she now has a beautiful daughter who is herself a stately royal consort, and she wears a toothbrush moustache, she is still truly handsome and commanding in presence. And in her Roumanian cavalry uniform King Ferdinand looks as if he just stepped out of one of Anthony Hope's Ruritanian romances without stopping to change his attire. He is a burly, well-heeled monarch, with a genuinely eagle glance under strong brows.

Important Outposts.

To official diplomats and serious political students the royal visitors are interesting—and important—for other reasons. They are now, since the war, the upheaval and the toppling of so many old dynasties, the occupants of the only throne left between the Baltic and the Black Sea. Each of them played a gallant part in the dramatic history of the war, in the early months of which King Ferdinand succeeded his uncle. As the daughter of the late Duke of Edinburgh, and Queen Victoria's granddaughter, Queen Marie's sympathies were strongly pro-Entente, and her influence counted for much at the Roumanian Court. Her royal consort has reaped the reward of the sacrifice made by himself and his country, because today Roumania is a vastity greater geographical and political entity than before the war, and may play a momentous part in future Russo-Balkan movements.

"Order! Order!"

The most intriguing thing about the parliamentary golf handicap at Walton Heath, which is the spectacle of "Disobey Braid keeping our N. P.'s in order of the first tee. Attired in waterproof boots, in a mackintosh reaching to his

feet, he stood for hours in the rain starting politicians off in their proper order. Once he sternly admonished a new and too enthusiastic player of the royal and ancient game. "You, sir," he said in broad Scotch, "will you please leave off playing practice shots while people are driving off the first tee." The culprit, a statesman of international renown, crept away crestfallen and abashed. If the House of Commons needs a new Speaker, Mr. Kirkwood and the Glasgow Communists in hand. He would do the job admirably, though he might insist on having a niblick on the table, in substitution for the historic mace.

Three Royal Owners.

I hear that it was his vivacious duchess who persuaded the Duke of York to register his racing colors, and his conclusions on the turf with the King and his elder brother. Sporting folk are genuinely delighted, and look forward to exciting rivalry among the three royal owners, and especially later on between the Prince of Wales and the Duke. Though the "sport of kings" must have had its origin long before B. C. 900, when the Greek Olympiads included horse races, it did not become popular in this country until the twelfth century. In Henry II's reign horses were held in the highest esteem. The royal patronage waxed and waned, but James I. was a great enthusiast, and acted as a clerk of the course. Charles II. was devoted to the sport, but it was Queen Anne who founded Ascot's glories. Queen Victoria's interest was purely ceremonial, but King Edward was the racing man par excellence.

In Hyde Park.

This is the very witching hour of May in London's Hyde Park. Those magic-magicians, the L. C. gardeners, have waved their magic wands, and the smooth green lawns are sparkling out into gorgeous spring flowerbeds. At the favorite corner just before the Serpentine, and just after the velvet dell where the Hyde Park rabbit lords sit over creation, there is now a wonderful show of beauty. Amongst the flowers are violets, of palest lavender and deep delphinium blue; purple Aubretia; white stocks; Alpine wallflowers; yellow pansies, not least enchanting of all, a sweet bed of fine old English gilly-flowers. The fashionable loiterers stroll past these wonders, they promenade down the Row, and watch the riders; and most of them are magnificently arrayed. But the head gardener, as he surveys the scene of his handiwork, smiles complacently. What was true in ancient days of Solomon in all his glory is still true today. The Hyde Park flowers quite outshine the Hyde Park equities.

Ladies Who Take the Biscuit.

The Wembley crowds troop into the Palace of Beauty, where ten ladies, divinely tall and most divinely fair, in quietly dignified behind plate glass impersonations of some of the most famous wenches in history. Helen of Troy, Cleopatra, Nell Gwynn, and Mrs. Siddons are of the company, which is as exclusive as physical perfection can make it. But without the least disparage to these beautiful dames, visitors may find charms to match theirs elsewhere. A famous firm of Reading biscuit manufacturers has a gallery all to itself, in which is shown the delicate and intricate business of making an article in which, thanks originally to the dumped foreign sugar, we still lead the whole world. You may see the paste pass into machines, like paper into a

SAY LIQUOR SHIPS CUT OCEAN CABLES

Companies Protest That Dragging Anchors Cause Great Damage.

New York, May 31.—Rum ships, dragging their anchors in storms to prevent themselves being blown inshore where capture awaits, have done so much damage to the trans-Atlantic cables that protests have been sent to the Treasury Department. That department replied that complaint should be lodged with the Coast Guard and the French Cable Company did so.

The latest interruption of service occurred on May 9 when the Western Union failed to receive signals over what is known as the Hammel Canso Southern cable. This cable, connecting with one from Ireland, runs from Cape Canso Nova Scotia, to Hammel, L. I. Because it passes over the Sable Islands, where the water is shallow and damage often is caused by icebergs, the cable is made particularly heavy to resist damage. Nearly all of it is three inches thick, a solid mass of copper strands set in gutta-percha and bound with wire, much of it as thick as a man's thumb.

The Robert C. Clowry was then in Halifax and it was some time before she could undertake to go out in the interruption, however, was only in one cable, and as two others were undamaged, communication could be sustained, although it resulted to some extent in congestion and delay.

Liquor Ships Near the Break.

Sailing out of Halifax last Saturday, the Clowry proceeded to a point about fifteen miles off Hammel. By means of a special arrangement it is possible to locate a break in a submarine cable, and the Clowry was dispatched to the exact spot. She made the repair in about nine hours, and her master, Captain H. Schmidt, upon his arrival yesterday, reported to the cable department of the Western Union that three rum ships were at anchor only a quarter of a mile distant from the break. His report, given out yesterday by officials of the company, definitely blames rum ships for the break.

HAMMEL CAN SO SOUTHERN. Name of ship: Robert W. Clowry. Ship left (date and time): 10 a.m. May 24. Arrived at cable ground: 3 p.m. May 27. Cut in: 3 p.m. May 27. Final splice slipped: 12:20 a.m. May 28.

Cause of interruption: Rum runners' anchor.

Army as a Career.

Evidently parents have been scared off the Army as a professional career for their sons. Normally, the yearly output of cadets from Sandhurst and Woolwich used to be 670, and before the war came, there was keen competition to get in. At the present moment the total is barely 500, and this leaves a shortage that must be made up somehow. Under Lord Haldane's committee's recommendations this will be done by offering 100 cadetships annually to the English and Scottish universities, besides another 65 reserved for eligible members of the Territorial Army. Quite possibly this may effect an improvement in the intellectual standard of the army, because even in these times there is something to be said for a career, which, apart from its healthy and interesting nature and the possibilities of distinction, starts a young gentleman, at the age of twenty, at slightly more than £200 a year.

ERRAND BOY NOW MEMBER OF CABINET

J. H. Thomas Gets Freedom of Newport, His Native Town.

WIFE HONORED

Colonial Secretary Lauds Constitution That Permits Humble to Climb.

Newport Wales, May 31.—Standing within a few yards of the spot where many years ago he was a little errand boy, J. H. Thomas, the British Colonial Secretary, at Newport, his native town, received the freedom of the borough. This honor he now enjoys with but three other persons. In place of the customary casket he was given a silver centrepiece, consisting of three fruit bowls, one of which bears the borough arms.

Mr. Thomas, who was accompanied by his wife, had an enthusiastic reception from thousands of people.

Later Mr. Thomas received from the old pupils of St. Paul's School, which he attended, an illuminated address, while Mrs. Thomas, who was a scholar at a local common school, received a beautiful diamond pendant from her old schoolmates and teachers.

Mr. Thomas said the British Constitution which enabled him, once a little errand boy, to find himself entered into the responsibility and charge of one-fourth of the globe, was a constitution of which they should be proud, and which they should be jealous to preserve.

He wished that the spirit of the great war sacrifice could be applied to the problems of today, for, in one word, it meant confidence, confidence in the rope as between the nations would bring about peace; confidence between capital and labor would solve that problem.

He would say to them: "Fight as hard as you like for the things you believe to be right, but don't deny to those who disagree with you the same honesty of purpose and the same ardor to do the right thing as yourselves."

Once a Stowaway, Now M. P.

Liverpool, May 31.—Thomas White, who was Conservative candidate for West coast of Liverpool, started life at sea as a boy stowaway and became a ship's steward.

He delights to tell how on one occasion he was dozing in his bunk on a stormy night, when his master, against the sides of the ship, when a great weight fell on his chest.

Wide awake in an instant, he found himself pinned down by a heavy iron safe. To his horror he was looking into a fearsome face with staring yellow eyes, and his hair rose as he saw he had horns. He was so terrified that it was a goat which had broken loose.

WOULD LIKE TO TRY NOVA SCOTIA COAL

Ontario Premier Tells Delegation His Government's Sympathetic

Toronto, May 30.—Delegates representing the province of Nova Scotia held a brief conference with Premier Ferguson at Queen's Park today, urging that Nova Scotia fuel be given a trial in Ontario.

Nova Scotia coal, they estimated, could be laid down in Toronto at a price of \$7 or \$7.50 per ton, in carload lots, and including freight charges. It is blumious fuel.

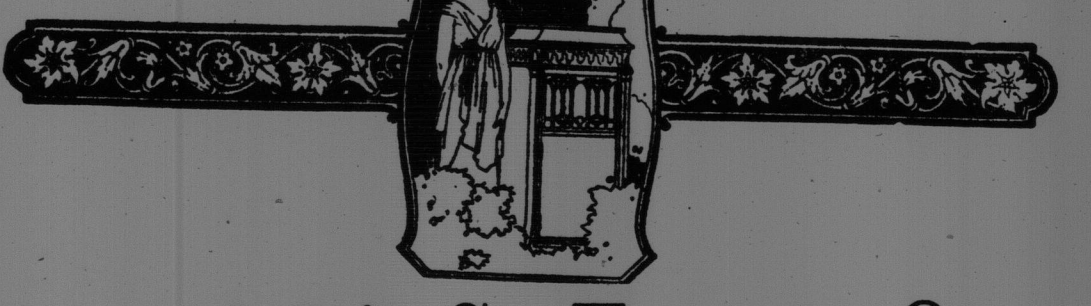
Premier Ferguson's reply was that the Ontario Government was not, in itself, in a position to purchase coal, but was sympathetic to the project of trying out Nova Scotia fuel. Conferences with Board of Trade officials will probably be held on the same subject tomorrow.

CANADA SHOWS WELL AT YALE

New Haven, Conn., May 30.—Six Canadian students, among the 100 students who have been awarded fellowships and scholarships, amounting to \$37,000, in the Yale University Graduate School for the next academic year. The students receiving these awards hold degrees from 72 universities and colleges and represent 31 states and six foreign countries, including China, which has two, and Norway, New Zealand, England and Germany, which have one each.

Three of the six Canadian students awarded fellowships are graduates of Acadia University, Wolfville, N. S. The others hold degrees from the Universities of Manitoba, Toronto and British Columbia.

Fellowships have been awarded to Ludlow Jackson Weeks, B. S. Acadia University 1922, M. A. 1923, of Wolfville, N. S.; Theodore Kierstead Cleveland, B. S., Acadia University 1922, of Alma, N. B.; and Joseph Harris Dexter, Acadia University 1924, of Wolfville, N. S.



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