POSSE OF ARMED FARMERS SEARCHING ALBERT COUNTY

County Aroused by Bold Attempt at Burglary—Two Men Entered House of Aged Woman and Stole Three Hundred Dollars Worth of Jewelry.

posse of armed farmers is searching wearing dark clothes. It was well afthe country in the vicinity of Port Elgin for two men who last night entered the home of Mrs. Harris Chapman | help. Immediately on the sound of at that place, ransacked the place, and her voice the two burglars dashed for stole three hundred dollars worth of the door of her bedroom and fled from jewellery. The two burglars, driven the house. A few minutes later the from the house by Mrs. Chapman, left alarm was given throughout the vilbehind them their boots and caps as lage and a posse organized. The burwell as a large quantity of cigars which glars gained entrance to the house by had evidently been stolen earlier in the cutting away a screen in one of the night. The whole neighborhood of lower windows after which they made Port Eigin, usually a quiet and peace—a systematic search of the residence, ful district, has been alarmed by the the stolen articles being principally bold burgiary and every effort is being | jewellery. put forth to capture the two criminals. Mrs. Chapman, who early this merly of Hampton, was presented with morning was aroused by a noise in her an address and purse of gold from the room, awakened to find two men plun- ladies auxiliary of the A. O. H. The dering the dresser, is able to give fair | presentation marked the anniversary description of the pair, one being a tall of his first in the priesthood.

ter midnight when Mrs. Chapman, who is an aged lady, was aroused, and without hesitation she screamed for

Last evening Rev. Fr. Conway, for

CZAR'S GOVERNMENT EGG-SHAPED BOAT AVERSE TO TRUSTS

Would Not Reduce Tax for Unique Norwegian.

Public Interests | Proves Successful—The French Governin Dealing With Similar Corporations,

ST. PETERSBURG, June 27 .- Having found it impracticable to discuss before the summer recess the interpellation brought up by a group of Octoberists, reagrding the big metallurgical trust now in course of formation, deputation of the Douma, headed by M. Guchkoff, the Octoberist leader, today visited Premier Stolypin and explained their objections to such industrial and commercial combinations. The deputies asked the Premier to refuse to sanction this or similar syndicates until Parliament has brought the corporation laws of Russia up-to- of resisting rough seas, sold weather

In reply, Premier Stolypin said that abandoned their project because government, which has it in its discretion to impose a high or low corporation tax on corporations, had declined to grant a reduction. All similar projects, M. Stolypin declared. would have to pass the cabinet, which assuredly would look carefully to the public interest and give due weight

to the objections of the Douma, The statement presented by M. Guchkoff is signed by 110 deputies re- | 8 presenting all political parties. It declares that the proposed metallurgical trust is masquerading in the guise of an ordinary stock company and is seeking to evade the law with monopolistic ends in view. The signers ask the government to introduce into Parliament as speedily as possible legislation providing for complete reform of the existing corporation laws and the legislation of industrial combinations. Premier Stolypin promised to con-

FIRE IN AMHERST

sider the desired legislation.

Building and Contents Entirely Destroyed -Popular Pastor Married to

Fort Lawrence Girl. AMHERST, N. S., June 30-About

8.30 this morning a bad fire broke out in a barn belonging to David Smith. on Lapance street, completely destroying it with all contents. A horse belonging to F. C. Cain, of the Globe Laundry, with a laundry wagon and several valuable pieces of machinery. were also destroyed. Mr. Smith had hurricane becomes almost a delightful \$100 insurance, which covers his loss. experience. Mr. Cain's loss is partly covered by \$300 insurance. Another barn in the the test of experts appointed by the rear belonging to W. E. Doyle was Board of Trade and no doubt the re might appear to a landlubber. Captain by T. E. McNair and E. T. Chapman caught fire several times, but were and The Hague and thence to Paris, in nine days before he could put a hawser tramp seldom sees her home port insaved without much damage to either. The marriage of Rev. Wilfrid Gates the last pastor of Trinity Methodist church, takes place this afternoon at 3 o'clock, to Miss Lillian Kate Trenholm, daughter of Mr. and Mrs. Ritchie Tenholm, of Fort Lawrence. Rev. Mr. Aitken, of Halifax, will perform the ceremony, asiested by Rev. Dr. Chapman. The happy couple will leave for the west on an extended visit to relatives of the bride.

HEAVY EXPENSE ON ...

KINGSTON, Ont., June 30.-It cost \$30,000 to get the steamer City of Montreal off the rocks on the St. Lawrence, and another \$15,000 will be needed for repairs. An outside sheeting of four inch rock elm planking bolted to the hull saved her from pounding o pieces. Six plates were pierced and will be renewed, other dents will have to be straightened. Six of the stern plates will be replaced as well as the stern rudder shoe and part of the

THAT CANNOT SINK

LONDON, June 29 .- A peculiar eggshaped craft, resembling somewhat a submarine vessel, and flying the Norwegion flag, was the centre of attracion yesterday along the Thames, when she was slowly towed from London docks to Wsetminster Bridge, and moored outside St. Thomas' Hospital.
The strange vessel is the invention of Captain Brude, a young Norwegian, who claims to have solved the problem of constructing a life-saving boat for passenger and cargo vessels, capable and hurricanes with equal ease. A fortnight age Captain Brude left

the promoters of this enterprise had Norway for-London in the Uraed (the Norwegian or earless) and he arrived at Gravesend on Monday night with his crew of two a sailor and a Norwegian journalist-in the best of

STEERED FROM INSIDE.

The living compartment is quite roomy, and fitted with a table in the centre and two upholstered sofas run- his ship after she had run out of coal ning along the oval-shaped walls. The steering and running gears and all the ropes are manipulated from within, as it would be utterly out of the question for the crew to venture outside in

"We have had a fine crossing from craft. .The boat is absolutely water-

tight, and is capable of weathering any storm with any number of possengers according to her size. "Our company at Bergen, Norway, are now prepared to deliver the same type of boat to hold forty passengers,

"Supposing a vessel is sinking, all famished wretches. the passengers have to do is to slip through the openings at both ends and a few yards by the suction of the inking vessel, but it will rise again triumphantly in a few seconds, and no

one will be the worse for the experi-COMFORT IN STORMS.

"As for sailing about on the high seas in this poat it is as comfortable as a railway carriage. The longer and heavier the waves are, the less we which had been stored in the barn, feel the motion. The most terrific

> "I am going to submit the Uraed to "From London we go to Amsterdam

LONDON, June 30-Lord Curzon, of rary of University College, London, of student. The ceremony will take place | plead ignorance. on July 1. A replica of the Medallion is to be sent to America, Mrs. Craigles birth

place.



STORIES OF TRAMP STEAMERS SAILING THE SEVEN SEAS

Don't laugh at the battered appear- iences. They are a profitable investance of the crazy looking old tramp ment, and, contrary to popular opinion, with curious interest may have bee twenty thousand miles since she weighed anchor from her home port. A clos-MONCTON, N. B., June 30. - A | man, the other shorter, and both were | er inspection would reveal a battered funnel, staved bulwarks and a smashed bridge, mute witnesses to a more or less unequal struggle with furious

If the captain of the vessel is communicative, he may decipher the long string of code flage fluttering from the reighter-the only bright spots, by the way, in the picture: "Condenser out of order. Report me disabled, but making repairs. Will not require assistance. And he will add that a tramp will never take a tow line so long as a plank remains affoat.

THE TRAMP STANDS ALONE.

Passenger steamships will come and go, sensationally heralded occasionally in the daily papers telling graphically of a broken shaft mended in heavy seas or of a fire in the hold of which the passengers were kept in ignorance until it was subdued, but it remains for the old tramp to stand as the exponent of all that is daring, combative, and energetic in the entire category of human resourcefulness.

All wondered when ten years ago the Umbria's engines broke down, and it was learned that though nine days overdue she still limped safely into port; but, apart from the owners, consignees, and crew, who remembers that the Spanish tramp Eolo, ran out of coal when nearing the Deleware breakwater n December, 1900, on a voyage from Hamburg for Philadelphia, and how Captain Egorodo burned the very woodwork of the ship before he would consume as fuel under nis boilers the cargo of Christmas tops which meant so much to the little children of the Quaker City.

HEROISM OF CAPTAIN.

The annals of shipping circles are replete with such stories woven about these roustabouts of the ocean, and all f them would be well worth the tellg. No greater heroism or devotion duty was ever displayed than that f Captain Cremonini of the Italian teamer Jupiter, which, like the Eolo. ran out of coal. It seems that this unenviable condition is frequently the portion of ocean tramps. Always, from viewpoint of doubtful economy, they start on their voyages with a meagre supply in their bunkers. This is taking the chance that all will go well and the run will not be unduly prolonged; but frequently obstacles intervene. For instance, the Jupiter sailed from Girgenti, Italy, on February 3, 1901, for k, loaded with brimsto sulphur. She was one of the largest freight carriers, and her cargo was worth at least five hundred thousand dollars. For the sole reason that the salvage claim, due to whoever might be so fortunate as to pick her up disabled, would reach tremendous figures, Captain Chemonini would not abandon his hip after she had run out of coal

DID HIS DUTY.

With his chief engineer and steward he remained for forty fearful days and nights, deserted by his crew, with-The captain is a typical Norwegian out fuel and practically without food, sailor, 28 years old, explained the ves- facing death in every wave, heartsick sel and the object of his visit to Lon- and despairing, yet thrice refusing succor when succor meant the abandonment of the staunch but stricken ves-Norway," he said, "and I never feel | sel in his trust. The coincidence is safer ashore than I do on this little singular from a mythological viewpoint, that the tramp steamer Juno. bound from West Hartlepool for finally to pick up the Jupiter and tow

her safely into Barbadoes. "Why did you not leave your ship when your crew were taken off by the which will probably suit the require- Citta di Messina on February 11?" ments of passenger and cargo steam- asked the astonished skipper of the Juno, when he discovered the three

"Because," replied Cremonini, "you should know that the mere presence wait for the ship to go down. The of the captain on board the Jupiter lifeboat may also be draggel down when taken in tow cuts the salvage ever, he at once becomes the all perclaim one-half. I did not want to tow vading personality. Previous to this sand similar testimonials and your then; I thought I could get into port, I has signed doucments acknowledging money back if you are not benefited. owe this duty to my owners."

DON'T TALK MUCH.

Tramp steamer Captains, irrespective of duty, do things; they seldom talk of them. One might sit for hours in one of their cabins, and, unless he had previously been posted on some novel experience in which the vessel had figured, her master would never volunteer the story. A rough entry in the log and verbal mention to his consignees suffices for the Captain to dismiss the in-John Davis of the steamer West Point stood by the disabled La Flandre for tramp can finally weigh anchor. As a aboard her, and, after an incredible side of three years, it is hardly to be French government to demonstrate the struggle in the face of every conceived that the sailors will remain right dismissed with costs. able adverse condition, towed her safe- content with her wandering lot during ly into port; but nevertheless failed to that entire period. On reaching the first suppliant for two hundred and fifty mention the circumstance to the ship port, some of them drop out, and more news reporters who boarded his vessel at the next, so that after a year only

at Philadelphia. How ocean freighting by steam is remain. In consequence it is not at all successfully and profitably carried on unusual to see a tramp manned entireis an interesting matter of which the public knows very little.

THE ENGLISH TRAMP.

A tramp steamer is a singular vehicle of transportation. To begin, the class it represents carries seventy per

cent. of the world's cargoes. America has not a single one in the foreign in the knowledge of the power that trade; but the English tramp sails they have a right to exercise was never every sea. Its flag will be found in better illustrated than in the case of every part of the world.

steamer which wallows clumsily in the the running expenses are not heavy. wake of the speeding ocean liner. To Those engaged in the grain trade pay do so would be to confess ignorance of their owners at least eight per cent. a stirring business of the sea—that of ocean freighting by steam. The dila-oldated hulk on which one always looks per cent.

WHY THEY ARE BUILT.

uilt in England. When a new one is to be constructed the company owning others takes in additional stockholders. This is done so that in case the new ship should incur damages, the other vessels of the line would not be tied up Although really belonging to the same owners, she is said to be operated by her own company. After going into commission, if she is of three thousand tons net—a large size—she will have a crew of about forty-five men, and i hen ready for the vicissitudes of business. Necessarily the latter will be of a somewhat uncertain character. In the matter of securing this business three parties figure. First, there is the skipper, who may be in any quarter of the world; second, the owners, represented by one person; then the broker, who is the middle man between the two. For instance. John Smith has twenty thousand quarters which means one hundred and sixty thousand bushels of grain, somewhere in America, which he has sold in England, for which he desires transportation. He writes to a ship broker and asks if he can be supplied with a ves-A BOR

THE TRANSACTION. The broker is daily in touch with the owners of tramp steamers abroad, through means of a list showing those at present disengaged. When he receives Smith's order he consults this list, and finds that the steamers Black moor, Redmond and Clearwater are available. He then endeavors to get the lowest freight rate for his client, with the knowledge that the ruling freight quotation at that time is, say, dollar for eight bushels. He cables the owners of these vessels, and finds that their rates are slightly at variance. Often a spirited bidding ensues: but finally the Redmond is secured at perhaps a little more than the dollar. If this vessel is in the leading port at

the time the charter is made, she is called 'on spot;" if abroad, a clause specifies the date on which she must be loaded and cleared (between December 1 and 15"). This is all that Smith has to do with the transaction. His freight bill is not due until the cargo is delivered on the

other side. The ship broker does not make anything out of Smith, and he is only too glad to get his order. The owners from whom he secured the ship pay him about ninety or a hundred dollars and he is out of W. Offers are then sent to the captain of the Redmond to proceed to the loading port as quickly as possible, and circumstances often are such that he must hustle to do this. If he should come under the spouts of the grain elevator too late to load within the limits, the skipper could insist on a cancellation of the charter.

- 1 2 2 2 2 2 1 2 CAPTAIN'S PERSONALITY.

One hundred and sixty thousand bushels of grain can be loaded in a fifteen-hour day. A cargo of one hundred and thirty-six thousand bushels was put aboard once in Philadelphia in seven hours. Sometimes as many as eight spouts are used from the elevator to the vessel, and the grain thun- by lightning and burned before anyders into the hold with the speed and noise of an avalanche, the ship visibly sinking in the water during the pro-

Meantime the captain and his agents ensacola, should have been the one are attending to the various clearance requirements of the ship. The custom house officials watch the grain going in, and when all is stored and the for Catarrh." F. G. Fadden. hatches closed, they return a manifest to their department.
Up to the time the captain of the

> these transactions, except to bring his | Brief extracts only, but convincing. he receives his clearance papers, how- people want before spending their been reported that the mill was closthe receipt of, so much grain in "apparent good condition," and others in which he has obliged himself to deliver it in the same condition, barring "collison, fire, shipwreck, piracy, or stranding," etc. He has also bills of GOVERNMENT WINS lading and innumerable certificate from weighers and inspectors, not the least important of which relates to the seaworthy condition of the ship itself to undertake the voyage.

PROBLEM OF THE CREW. The question of the crew often becomes a serious problem before the Court of Canada.

captain has been obliged to ship in the far East. It is a sourse of wonder to the lay- A. McKeown, K.C., appeared for Barmen that the officers so comparatively rett, W. A. Mott and L. A. Currey, One hears and reads much regarding few in number will trust themselves K. C., represented Chambelin Fowler Keddlestone, has accepted the invita-schooners, brigs, barques, ships, and at sea with these often desperate Asia- and Jonah appeared for Colpitts. E. tion to unveil the Medallion of "John in a general way can discuss them and tics; but they do not so regard it. The H. McAlpine, K. C., represented the Oliver Hobbes" (Mrs. Craigie), which their business; but when it comes to captain is absolute and supreme on his Crown. has been placed in the General Lib- the craft popularly known as the ship while on the high seas, and the "tramp," many of those whose inter- English maritime laws is such that it which the late Mrs. Craigle was a ests are centred in shipping circles practically gives him the right to take human life to quell a mutiny.

MUTINOUS CREW.

That the captains feel full security the Jane Burrell, whose story has been The method of operating such a ves- permanently identified with the annals sel, from a business viewpoint, be of Philadelphia's shipping. In this case comes of as much interest as the rela- Captain Robertson was practically tion of their inevitable perilous exper- alone at the head of a mutinous crew;

but his supreme self-confidence allowed him to start on a six thousand mile voyage to the Argentine Republic, when through the refusal of the men to vork he actually was obliged to have is ship towed into deep water. The Jane Burrell had been a long

ime from her home port, and the crew magined that they would return there rom Philadelphia. There were general murmurings of discontent when it was earned that she had cleared for South America with a cargo of coal with the prospects of going thence to Java for mgar. At the Delagrade Capes they refused duty on the ground that the ship was leaking and unseaworthy. This being a recognized complaint, the captain was obliged to a range for a survey, with the result that no such condition were found to exist.

"ONLY ONE BOSS."

The majority of tramp steamers are In the morning he ordered the ship to sea, but no response was given. The engine-room force were loyal and at heir posts, but the coal passers and firemen were numbered among the malcontents, and there was no steam. Captain Robertson then thoroughly illustrated his inborn ability to cope with a situation that, to say the least, was unpleasant. He signalled the tug Ivanhoe, which was at the capes after having towed a vessel down the river, to put a hawser aboard the Jane Burrell. As the sailors would not lend a hand to make this fast, it became necessary for the captain and his officers to attend to the duty. He then whistled for the Ivanhoe to tow the Jane to sea beyond the three-mile limit over which the United States claims jurisdiction

"Make it seven miles," he shouted to the skipper of the tug, "and then cut me adrift! I know how to deal with these fellows!

When this was done and the Jane lay rolling aimlessly, with Cape Henlopen light far astern, Captain Robertson, revolver in hand, addressed the men gathered forward in characteristic fashion: "My lads, you have been on the sea long enough to know that country," indicating with a wave of his hand the sand dunes of the Jersey BUSINESS OUTLOOK coast, "hasn't anything to do with this matter now. I've got you where I want you, on the high seas, where there is only one boss, and that is myself. I will give you three minutes by this watch, and every man that has C. P. R. Has Ordered 2,000 Box Cars and not returned to his appointed duty in due time will be filled full of lead as a mutineer, "Go!" -- W. Brillia . mid

ROUGH LIFE. There was a moment's hesitation and the crew slowly dispersed. A short while later the Captain of the Ivanhoe, who still lingered curiously in that vicinity, saw the smoke belching from the funnel of the Jane while she swung lazily into her southern course. About three weeks later shipping circles were relieved to learn that she had arrived safely at her destination, with no untoward occurrence to report.

When the tramp finally terminates her voyage and has been discharged, she is thoroughly "out of a job." Her future is uncertain. She may be sent to China, Calcutta, the west coast of South America, or anywhere else in rew is rough, because the bellishments, and those on whom it every day. might be well conferred, never having known comfort, don't miss it. The average life of the tramp is thirty years, and in this time she pays for herself many times over.

WAS BURNED TO DEATH

KINGSTON, June 29 .- The infant children of Ernest Bauder of Ardonch, small hamlet in North Addington were burned to death a few nights ago in their father house, which was struck ng could be saved.

ONLY ONE CURE FOR CATARRH

Redmond has had little to do with all the world for Catarrh." Thos. Cox. money. We can supply over two thousizes: 25c., 50c., \$1.00, the latter being

THREE IMPORTANT SUITS

OTTAWA, June 27.-The following judgments have been delivered by Mr. Justice Cassels, of the Exchequer Barrett vs. the King-Petition of right dismissed with costs. Chambelin vs. the King-Petition of Colpitts vs. the King-Judgment for

dollars and costs. The above cases wer tried here in the officers of the original complement | May last before Judge Cassels, save that the evidence in the Chambelin case was taken before Judge Burly by Malays and Lascars, which the bidge in October last, but he was unable (through illness) to hear the arguments of counsel, J. J. Porter and H.

> The suits involved against the government aggregating \$22,000. As the outcomes the government pays \$250.

PANAMA. June 29.-With few excepions whereever a free vote was allowed the partisans of Senor Obaldio won in the municipal elections held yester-



THIS advertise-ment will bring to your attention estreadyroofing on the market. Here is how we prove it

Amatike is made n one standard thickness, whereas other ready roofings range from a to a three-ply thickness. The three-ply

In the first place

thickness (which by the way is only one sheet of felt) i the only kind that can be compared with Amatite.

coofing material, and weighs more per square foot than the three-pl grade of other makes, and costs much

lite is better made, has better water

These facts make Amatite the most desirable roofing made.

material and manufacture. Amatite stand out above all others. It has a real mineral surface.

It is hardly necessary to state the advantages of such a mineral surface, the freedom from painting or coating, the perfect protection against all kinds of weather, the great durability.

This mineral surface is embedded in a layer of Pitch, the greatest known in turn are two lavers of the best grade of wool felt - cemented together by more Pitch, making the whole a roofing that is absolutely

No other ready roofing can compare with this mineral surfaced, waterproof, weather-proof, durable roof. That's why we say—Don't buy your roofing until you have seen Amatite.

But right here is the point. Ama Free Sample & Booklet

Send for Free Booklet and Sample to-day. It will pay you to get acquainted with Amatite. Address nearest office.

THE CARRITTE-PATERSON M'F'G CO., Ltd., Halifax, N. S.

RAPIDLY IMPROVING

20 Locomotives to Cope With Increasing Business.

MONTREAL, Que, June 30-Today is the end of the half-year and the out- direction of President Roosevelt, look compared with the beginning of cretary of War Taft, has issued orders on receipt of good news of the crops partment of Texas, at San Antonio, to have ordered 2,000 box cars, and this send a sufficient number of troo has started the Angus shops in full Del Rio, El Paso and other points in blast, twenty locomotives have also Texas to aid the civil authorities in been ordered and the locomotive works preserving order. This action was de are also full strength, and following them the Montreal steel works have opened up full again. The banks have United States do its utmost to prevent lecreased the rate and altogether the outlook is bright. The customs for the last two months have fallen off a milthe navigable world. The life of the lion and a quarter, but this is due to the lack of orders in January and Feb-

CHATHAM PULP MILLS

Miramichi Mill for Indefinite Period, the region where the two small bands Dominion for a Week Only for Repairs.

CHATHAM, June 30 .- The two pulp mills closed down today, one for an indefinite period and the other for one ROYAN, Que.-"I have tried a great | week during which repairs will be cienda Matamoras. many remedies for Catarrh, but none made. Manager Spaulding of the Mirof them ever helped me. In my opin- amichi Pulp Mill in answer to your ion Catarrhozone is the only real cure correspondent stated that his mill HIGH OFFICES HELD would close down today for an indefin-MINDEN, Ont .- "I am delighted with lite period. Manager Stephen of the Dothe results from the use of Catarrh- minion Pulp Mill said that the Dominozone. I think it is the best remedy in | ion mill would close down for a week commencing with the holiday tomorrow for the purpose of making repairs. vessel safely into port to load. When Not claims but proof. That's what the "Make that plain," he added. It has ing down because of financial conditions, That is entirely erroneous. The Dominion is only stopping for a week Catarrhozone is sold by all dealers, 3 in order that repairs may be made. All the men will be kept employed.

TAFT VACATES OFFICE OF SECRETARY OF WAR

After Many Years of Distinguished Service | ROOSEVELT PLANNING Becomes a Private Citizen Again to Fight for Presidency.

WASHINGTON, June 30-This was William Howard Taft's last day as secretary of war. After many years of distinguished service to his government, as a justice several delicate and important diplo- before any plans would be announced matic missions, he practically relinquished tonight the performance for a MR. AND MRS. ASTOR time at least, of duties as an official of the United States. The formal trans-

fer of the war department from the ad-

ministration of Secretary Taft to that

of Secretary Luke E. Wright, his suc-

cessor, will not take place until tomorrow. The last duty to be performed by

PRESERVE NEUTRALITY ON THE TEXAN BORDER

Troops Will Guard the Border Line-Mexican Conditions Better-Troops

Surrounding Insurgents, WASHINGTON, D. C., June 29.-By the year is very bright. The C. P. R. to the commanding general of the decided upon as a result of the request

from the Mexican government that the any violation of the neutrality laws The request of the Mexican government was referred to the attorney general by the state department and the owners with few exceptions, don't care ruary, and not now. Business is pick-ence to the laws. The federal troops about spending money on useless em- ing up fast and more money is in sight will act under the direction of the Un-

ited States marshal and the United States district attorney. CITY OF MEXICO. Mex June 29 Up to this evening no news of any sort has been received at the capitol that would indicate that there has been a repetition of the disorders similar to those which occurred at the towns of

Viesca and Las Vacas. On the contrary at the departments of interior, war and state comes the report that absolute quiet prevailed in of malcontents had been operating. BEL PASO, Tex., June 29.-According to information from a reliable source, official advices have been received in Jaurez across the Rio Grande from this city to the effect that the 2,500 federal troops sent to Torreon, have taken the field in an effort to surround the parties believed to be responsible for the attacks on Vieca and Ha-

BY MONTREAL MEN

MONTREAL, June 30-There are five presidencies of American Associations now held in Montreal and there will be a sixth before long, Wm. McNab, G.T. R., is president of the Railway Engieering and Maintenance of Ways Association; H. H. Vaughan, of the C.P. R., president American Association of Master Mechanics; W. J. Camp, of the C.P.R. Telegraph Association, President of Telegraph Superintendents; J. H. Callaghan, of the C. P. R., president Association of Railway Storekeepers; C.H.Gould, of McGill, president of America Library Association. In a short time G. H. Bell, of G.T.R., will be president of the American Association of

General Passenger and Ticket Agents.

WASHINGTON, June 29-President Roosevelt talked with Caspar Whitney today regarding his proposed hunting trip in Africa and told his visitor of his efforts to secure all information possible regarding the British and German possessions in which he intends to of the United States courts, as gov- hunt when he goes to the dark continernor general of the Philippines, as ent. The President said, however, that secretary of war and as the special no definite arrangements had yet been representative of the government on made and that it would be some time

AFRICAN TRIP

LONDON, June 30-The Duchess of Connaught and Princess Patricia spent Secretary Taft will be the formal pres- the week end at Clivde as guests of entation of his successor to Assistant Mr. and Mrs. William Waldorf Astor, Secretary Oliver, and to the bureau who yesterday gave a brilliant garden and division of the war department. party in aid of the Barnado Homes. From that moment until the fateful The Bishop of Virginia, who presided, day of the election, next November, and the Duke of Connaught, who came he will devote himself assiduously to specially for the occasion, mada symhis campaign for the presidency of the pathetic speeches in favor of the Barnardo movement.

CIVIL . STAND

Good Progr

Bill Enla Amend Length sioners

OTTAWA, June put the civil serv stage by hard wo stands for third r made with the Ne and river estimate adjourned at mi In the House the ing the commission considered most o Hon. Mr. Graha present bill, which powers of the rails the place for ame the liability of rai dents. He stated, the session closed to put an end to to which the railw jected by reason the railway act There was no res men should be t anyone else in this their being subjec bility had arouse ousness and anxie

Mr. Borden rais the railway passer that the board of ers undertake an f ascertaining wh charged on stand should be reduced two cents per mile

Canada. He move

that effect. W. F. Maclean, with the object of not agree with th achieving it. He question of rates for legislation by House should foll legislatures and pe two dents a mile Hon. Mr. Grahan uestion of a two er rate was a lar pointed out that s for an inq ed could not be many years had th onths. The stati he Canadian railw afford to make on in passenger i mething to freig nxious to get a two ly as possible, but vith the rates in help the people in t well as cheap trav then dealt with the tion and emphasize aitions in Canada countries where por er. As a matter of vays in Canada w cents a mile for including people car that the rates rece passenger in Canad

C. P. R., 1,844 cen cents; C. N. R., 2. cents per mile A law on the stati railways must not two cents per mile r a great deal of riven really lower free. He referred i lean's arguments to ulation between O the states of the had been quoted sho ber of passengers ca more than the pas all the railways in This enabled the I ways giving cheape was entirely in sy thing that could p secure cheaper trans desired and what t country desired th do was to deal with from the standpoi both as to passenger Nothing could be by the passage of

ution was defeated Hon, Mr. Ayleswo amendment moved make clear that th diction to the bo carrying an existing helow a railway. ways then and still the act continued su the amendment had had been a distin upon the subject b the railway board. under the act as it require a line of rai where it crossed streets in the city of natter might clear, however, Ayl amendment in the tion of the act pr board should have to direct the highw depressed, but also of railway raised was carried.

railway board was

matter along lines of

of all the people o

The Civil Service A In committee on Act Hon, Mr. Fisher ment fixing the sale ministers at \$5,000 included the clerk of the senate and whom have the ran

The bill was then

and passed.

Hon. Mr. Foster, w matter a delicate or