

## The Daily Telegraph.

VOL. XXXVII.

ST. JOHN, N. B., SATURDAY AUGUST 12, 1899.

NO. 81.

## PYTHIANS IN SESSION.

## ANNUAL MEETING OF GRAND LODGE OF THE MAJ. TIME PROVINCE.

Opened Tuesday Morning at Oat Hall—Something of the Year's Work—A Most Enjoyable Outing Tuesday—Fredericton Company, U. E., Wins in Drill.

The pretty uniforms of the Knights of Pythias, uniform rank, were prominent Tuesday for a time on the streets, for the annual session of the Grand Lodge, K. of P., of the Maritime Provinces. The meetings are being held in Castle hall, Germain street. The first gathering was at 10 o'clock Tuesday morning.

Grand Chancellor Dr. F. A. Godwin called grand lodge to order and welcomed the delegates. In an address to the grand lodge, he expressed his pleasure at being able to say that the order is in good sound condition, with membership steadily increasing. Negotiations were in progress for the formation of new lodges in several towns in New Brunswick, Nova Scotia and P. E. Island. He pointed out the necessity of an organizer for the order. He said the uniform rank, under Lieut. Col. Grimmer, is advancing steadily, whilst the Endowment Rank is rapidly gaining favor. The grand chancellor recommended that the grand lodge take into consideration the advisability of appointing a brother to be known as "grand lecturer" or "organizer," whose duty it will be to disseminate Pythian principles throughout the domain, visit lodges, see that the work is properly performed, and give an address at the functions, and look to the instituting of lodges in towns capable of sustaining a lodge; the remuneration for such services to be determined by the grand lodge; that the incoming committee on law and supervision be authorized to compare the constitution with the supreme statutes and make such alterations in the constitution as is necessary; that an official seal be adopted for the use of the grand chancellor.

Mr. J. C. Henry, grand keeper of records and seals, in his report showed a slight gain during the year ending June 30 last. There were 66 additions to membership and 65 suspensions, principally for non-payment of dues, a matter which required attention. There were eight deaths. For the relief of brothers during the year \$3,068.81 was paid out, \$907.08 being for burials. The grand assets of lodges was \$23,089.88, an increase of \$238.34. This was made up of \$22,463.54, the amount of assets at June 30, 1898, with the year's cash receipts, \$6,736.51, and an increase of \$786.83. The value of lodge property, a total credit account of \$29,980.88, against this were payments of \$6,990.70 for current expenses, funeral, and other benefits, leaving the balance of \$23,089.88. Grand lodge finances show a balance of \$667.23, a substantial increase. The total assets of grand lodge is \$1,138.75.

The afternoon session was opened and Grand Lodge immediately adjourned until this morning at 10 o'clock to allow the members to enjoy the excursion up river.

Frontier Company of the uniform rank arrived by special train from St. Stephen with a number of friends and knights from Calais. The several companies assembled about 1.30 at the Castle hall and were marshalled into line by Col. W. C. E. Grimmer. The Grand Master, W. C. E. Grimmer, and Chap. Rev. R. J. Houghton, of Maine, mounted, then Superior Priests Col. Moulton, Major Led. Wilson and Capt. E. A. Godwin, followed by the several companies: Olynx and Victoria, of St. John; Moulton, of Moncton; Frontier, of St. Stephen and Calais knights, headed by the St. George Brass Band, and Fowler, of Fredericton.

They marched from the hall along Germain to Duke, thence to Charlotte, along to King, down to Market Square, through Dock, Mill and Main to Indian-down where the steamer "Victoria" was in waiting. The procession was a very pretty sight and the attractive uniforms and excellent marching won favorable comments on all hands.

The Victoria left her wharf at 3.30 o'clock with a party of 350 knights and guests of the grand lodge, bound for a trip up river and dinner at Robb's. The party was exclusively composed of members of the order, the only exception being that a representative of each of the city newspapers was invited. The Victoria steamed up as far as Woodman's point, the trip being greatly enjoyed by all. Light refreshments and cigars were served by a hoteling committee and music was pleasantly given by the Grand Master's Band, stationed at the bow and the St. George Brass Band, at the stern. The boat was turned about at Woodman's point and ran back to the Kennebec beach, then up to Robb's.

Here the Aberdeen met her and the exhortationists were transferred and taken ashore. The Frontier Company knights and the other brethren from St. Stephen and Calais who had to leave early to return home by special train left night, remained on board the Victoria to have dinner at once.

The other proceeded to the grounds of the Belle View Hotel. A competitive drill among the U. E. companies was on the programme and it was decided to have this before testing Host Pagley's good cheer. When Frontier company and arrived after dinner on the Victoria, the Uniform Rank was assembled on the hotel grounds and the competition begun.

Frontier Company, N. 4, of St. Ste-

phen, under command of Capt. J. P. Wry, first went through a number of evolutions, including themselves to platoon, military movements, which they executed well and won hearty applause from the large number of spectators. The only other competing company was Fowler, No. 6, of Fredericton, under command of Capt. W. C. E. Grimmer. The judges were Colonel J. E. Armstrong, Major A. J. Armstrong, and Colonel Moulton. They agreed that the companies were about equal in the performance of the ordinary drill, but that Fowler division, by its beautiful fancy movements, showed that much time and attention had been given to the work, and to it at company they awarded the prize, which is a silver cup, donated by Supreme Representative J. D. Fowler, of Fredericton.

The drill over, the Bellevue dining hall was invaded, and a fine dinner was greatly enjoyed. The menu was excellent, and the viands were served so well and with a completeness that drew forth many expressions of satisfaction.

The St. Stephen party, including the St. George Band, whose music had been greatly enjoyed, had left by the Quebec express for St. John at the close of the drill. The balance of the evening was pleasantly spent about Robb's, the Grand Band furnishing a number of fine selections at the hotel. The grounds were lighted by Chinese lanterns and looked pretty indeed.

Shortly after 10 o'clock the Victoria left for home and so pleasantly did the time on the return trip pass, that no one realized it was over when the boat slowed up at her wharf. The electric cars were waiting to bring the party to the city.

It was one of the best excursions of the year, and was conducted with a lavish hand by the knights, who proved excellent hosts and spared no pains to make the outing the big success it was. The committee in charge was composed of Mr. C. H. Smith, chairman; Mr. Walter Macmakin, secretary; and Messrs E. C. Wilson, Robert Strain, J. A. Wilson, Harrison Kinney, F. A. Godwin, W. A. Simons, Frank J. Potts, F. S. Merritt, Heber Kiehl, George McKee and William Dummer.

The session of the grand lodge, Knights of Pythias, Wednesday morning, was taken up with reception of the reports of the grand officers and standing committee.

The first business was the conferring of the grand lodge rank on the ten past chancellors. They were Dr. J. A. Wade and Judge Cockburn, St. Andrew; A. Laflin, St. Stephen; E. Clinton Brown, J. A. Watson and J. M. Jenkins, St. John; F. A. Godwin, Halifax; Charles French, Marysville; David Loomer and Nathan Duff, Advocate, N. S.

In the afternoon the printing committee reported a completed copy of the Review, dealing with the lodge of the craft, and requesting that it be made the official organ of the Knights of Pythias for the Maritime provinces as well as at Quebec. The recommendation was adopted and the paper made the official organ.

Officers were elected as follows: George J. Clarke, of St. Stephen, grand chancellor; Frank S. Merritt, of St. John, grand vice-chancellor; W. A. Simons, of St. John, grand prelate; T. Amos Wilson, of Fredericton, grand master at arms; J. C. Henry, of St. Stephen, grand keeper of records and seals, re-elected for his eleventh term; H. J. Logan, M. P., of Amherst, grand master of the lodge; John Bedford, of Moncton, grand outer guard; W. C. E. Grimmer, of St. Stephen, supreme representative for the year; R. E. Cooper, ex-mayor of Springfield, N. S., grand trustee.

In the evening the officers were installed. An invitation from Past Chancellor Taber of Ivanhoe Lodge, Woodstock, to meet there next year was accepted and Grand Lodge adjourned till the second Tuesday of August, 1900. Copies of the Pythian Review were received at the Grand Lodge.

At the meeting of the grand lodge, in matters relative to the order. Under the maritime provinces heading is the following:

## The Venezuela Arbitration.

PARIS, Aug. 9.—M. Mallet-Provoat, the secretary of the Anglo-Venezuelan boundary arbitration commission, at today's sittings of that body proceeded with his presentation of the Venezuelan side, and introduced evidence with the object of proving the Spaniards ejected the Dutch from Cuyuni river by right of jurisdiction. M. Mallet-Provoat will conclude his argument tomorrow, when Prof. John R. Soley will discuss the question from the date of the British occupation in 1814.

## The Ship Railway Condemned.

TORONTO, Aug. 9.—The Telegram's special cable from London says the Financial News today calls the Chignecto Ship Railway a most lamentable project and says the investors who want to treat the matter in a fair, give and take way, might secure a fair amount of compensation from the present Canadian administration.

## ALL HEADACHES

from whatever cause arising by HOFFMAN'S HEADACHE POWDERS. 10 cents and 25 cents, at all druggists.

## TWO WRECK.

## ONE IN THIS PROVINCE AND ONE IN THE PROVINCE OF QUEBEC.

No One Was Hurt in the Canada Eastern Wreck Although the Entire Train Left the Track—Six Passengers Killed in the Quebec Wreck.

## FREDERICTON, Aug. 9.—The Canada

Eastern express from this city, made up of four freight and two passenger cars with locomotive and tender and traveling at the rate of 30 miles an hour, jumped the track yesterday morning at Dudley's crossing, eight miles from Fredericton, and, strange as it may seem, not a trainman or passenger received as much as a scratch and the cars and locomotive escaped with little or no damage.

From what can be learned from the trainmen and passengers it seems that the accident was due to an obstruction in the form of a plank, which was lying lengthwise on one of the rails just at crossing. Whether the plank had been torn up by a team accidentally or placed there by somebody with the deliberate purpose of wrecking the train is only a matter of conjecture.

The trainmen have no decided opinion on the subject, but are inclined to favor the accident theory. The obstruction was sighted by Driver Boyd just as the train rounded a sharp curve. It was only a few yards away and he had scarcely time to whistle for brakes before the engine crashed into the obstruction and immediately left the rails.

By the tender and four freight cars, fortunately the space at the end of the track which the engine and cars took in the crash, was not sufficient to prevent the engine from striking the obstruction. As it was the two passenger cars did not leave the rails. The sleepers were badly smashed by the engine, but a considerable distance. It was nearly daylight this morning when repairs were completed and the train reached this city shortly after six o'clock.

OTTAWA, Aug. 9.—When the Montreal and Ottawa express on the Canada Atlantic Railway was steaming toward St. Polycarpe station, near Coblenz Junction, this forenoon on the way to the city, it was struck by a train coming in the opposite direction, taking with it the baggage car and second class coach. Firemen George MacQuinn, of Ottawa, and John MacQuinn, of Montreal, were killed. Among the dead are a Mr. Rochon, Montreal, and his wife and daughter. How Engineer Robert MacQuinn, of Montreal, was killed. He is not seriously injured.

Fireman MacQuinn, M. P., on his way to Ottawa, was killed. The train was struck by a train coming in the opposite direction, taking with it the baggage car and second class coach.

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late this afternoon, in the shape of the following message:—

SAN JUAN, Porto Rico, Aug. 9. To Adjutant-General, Washington: "Terrible hurricane; cavalry barracks destroyed; storehouses and other buildings damaged; iron roofing and lumber required."

SAN JUAN DE LOS RIOS, Aug. 9. To Signal Office, Washington: "Cyclone just passing over island; telegraph and telephone lines. Several killed. Many quarters were wrecked and signal barracks partially demolished. Many other public buildings likewise and hundreds of native houses destroyed. Centre and south probably fared worst."

(Signed) GLASSBORO. The navy department late this evening received a cablegram from Captain Snow, in command of the naval station at San Juan, announcing that the hurricane had destroyed about \$2,000 worth of property at the station there.

## The Sun Strikes.

New York, August 9.—Mr. Farrell, an official of Typographical Union No. 6, accompanied by A. J. Bertram, Thomas Leary, Joseph H. Columbus and Max Langbart, appeared before Magistrate Brann in the Central street police court today, and asked for warrants for Eugene Manager Peck of The Sun, and several Pinkerton detectives, on the charge of assault. Farrell's companions are stereotypes formerly employed by The Sun. They went to work Monday night and determined to stop work last night. In the room where they quit work they allege, were several Pinkerton detectives, who hustled them into an elevator and on reaching the lower floor, kicked and beat them. Lucas said that two of his teeth had been knocked out. Columbus had been beaten on the head and face, and Langbart had a bruise on the head. Magistrate Brann refused warrants, but said he would issue summonses.

## Fits Immense Christmas Trees.

In the home of Marjorie Julian, in Nineteenth near Benson avenue, Beth Beach, last evening, Florence May Julian and Rosalie Fitzsimmons were christened by the Rev. C. M. Williams, of the Benson Avenue church.

Many sporting and theatrical men were present.

"Bob" Fitzsimmons, father of Rosalie May, proudly held his little daughter. He had a grand and happy and frolicsome time with his new-born child.

The Panama Canal Again.

New York, Aug. 9.—The remaining members of the sub-committee of the Nicaragua canal commission, who were appointed to go to Paris and look into the plans and financial affairs of the Panama enterprises, sailed today on the steamer St. Louis. The members who sailed today are: Rear Admiral J. G. Walker, U. S. N., retired; Col. Felix C. Hains, U. S. A.; G. S. Morrison, of New York, president of the Society of Civil Engineers; W. B. Barr, of Connecticut.

Striking Clock Makers Win.

New York, Aug. 9.—More than 600 clock makers in the employ of a Broadway firm resumed work today, having secured their demand for an increase of 25 per cent in the weekly wages. According to Gen. Secretary Levy, of the United Brotherhood of Clock Makers, more than 2,000 hands will, under similar conditions, return to work tomorrow or the day after.

Canal Commission at Nicaragua.

MANAGUA, Nicaragua, Aug. 9.—Telegrams from Greytown report the arrival there of 14 members of the United States canal commission, and several are expected in a few days to study the proposed canal routes across Nicaragua. A report is in good health. The Nicaragua congress continues in session.

The Pope Ill.

VIENNA, Aug. 9.—The Allegine Zeitung says that the pope is ill in consequence of the great heat and has had several fainting fits. Dr. Leppold, his physician, was hastily summoned.

LONDON, Aug. 10.—The despatches from Rome to the morning papers do not contain the alarmist statement of the Allegine Zeitung regarding the health of the pope.

Troops Have Left Havana.

HAVANA, Aug. 9.—The last troops stationed in this city left here today for Quemas, leaving only those garrisoning Morro Castle, Cabanas fortress and the outlying forts.

The Municipality of Havana has asked Governor Ludlow to authorize the expenditure of \$500,000 per year for public schools.

To give it the finest of the fine arts; to withhold is a most disgusting crime.

Before After Wood's Phosphorine. The Great English Remedy. Sold and recommended by all druggists. Guaranteed to cure all forms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of Tobacco, Opium or Stimulants. Mailed on receipt of price, one package \$1.00. One unit please. Send no money to any address. The Wood Company, Windsor, Ont.

Sold in St. John by responsible druggists, and in W. C. Wilson's, St. John West.

WOODSTOCK NEWS.

Suit Against the Town for False Arrest—Big Carriage Manufacturer Close.

WOODSTOCK, Aug. 8.—At the meeting of the town council on Monday evening the treasurer announced that there was a credit balance at the bank of \$938.30.

Mr. John Y. Smith has, through his counsel, S. B. Appleby, Q. C., sued the town for damages for false arrest. The town will fight the case.

Mr. Lev Yerra, an old and respected citizen of Lower Woodstock, died at his home on Sunday, August 1, in the 76th year of his age, leaving a wife, one daughter and seven sons to mourn the loss of a kind husband and father. The funeral services were conducted by the Rev. Theo. Jones.

A Henderson, James Carr and S. C. Ketchum were elected delegates to the meeting of the Maritime Board of Trade which meets in St. John on the 16th inst.

B. M. McLeod, agent of the Bank of Nova Scotia, left last week on his home day. His place is filled by Marvin Walker.

Chestnut & Hipwell carriage manufacturers, have closed down. It is understood they are trying to make a settlement with their creditors, a meeting of whom will be held shortly. The firm were burned out some three years ago, losing everything, having no insurance at the time.

Englishmen On Canvas-Backs.

An English sportsman who was taken to the Chesapeake duck beds by Maryland friends narrates his adventures in the London Telegraph. He brought in ducks of every kind except canvas backs, which he particularly desired. "My bag," he says, "was seven redheads, seven blackheads, eight mallards, seventeen coots, and two bluewings, but not a single canvas-back. Upon regaining the houseboat I found that my host and his friend had killed seventy head of ducks, but among them only three canvas-backs were included. The laws of Maryland do not permit you to shoot more than three times a week down to the end of December, and more than four times a week from Jan. 1 to the end of the season. As it turned out, the rain and sleet did not continuously that we were prevented from shooting again for five days, and only one more day's sport fell to my share. Although Jim promised to let me have a row me to a spot where canvas-backs were sure to be plentiful, I was doomed once more to disappointment. There was plenty of 'trash ducks' to be killed, but the canvas-backs were again absent from my bag. No wonder that ever-increasing prices are asked for this 'king of ducks' in a culinary sense. At the hotel in New York where I stayed I saw upon the menu that canvas-back for two would be served for \$35. I cannot say that, so far as my own taste is concerned, the canvas-back (and I have eaten plenty in my time) is worthy of his high gastronomic reputation. So far as I am concerned I would rather have for my dinner a cut from three-year-old Virginia ham cured over a hickory fire than the best canvas-back that was ever sent to table."

Deaths and Burials.

Dr. M. F. Bruce died at 2 o'clock Wednesday afternoon after only a week's illness of brain fever. Deceased was a skilful specialist in diseases of the eye, nose, and throat, and enjoyed a large practice in St. John. He was of Scotch descent and 48 years of age, and was a native of P. E. Island where he removed to Woodstock and followed general medicine practice both there and in Houlton. He came to St. John about 15 years ago. He was a man of fine physique and robust appearance and engaging manners and had many friends. He took keen interest in political matters, being a strong Liberal supporter. He is survived by one daughter who was visiting in P. E. Island when her father was taken ill but was summoned home several days ago.

Many friends attended the funeral of the late Mrs. Jane Klein, held Wednesday afternoon from her late residence, 106 Princess street. Services were conducted at the house and grave by Rev. T. F. Petheringham, and the remains were interred at Fernhill.

Alexander McLean, of Moncton Dead.

MONCTON, Aug. 7.—Another of Moncton's old landmarks passed away yesterday morning in the death of Mr. Alexander McLean, who was in the 67th year of his age. Mr. McLean, who lived in Moncton half a century, and who some years carried on a successful tailoring business. Of late years he has been in failing health, but passed away quite suddenly of heart failure. Deceased leaves five sons and two daughters. One of his sons is Mr. Alex. McLean, Jr., formerly of the Transvaal, and who some years ago ran the St. John Workman, Murdoch McLean, Mrs. Daniel McLean and Miss Ethel McLean, of St. John, are children of deceased.

The Policy of Expansion.

VANCOUVER, B. C., Aug. 9.—The steamer Empress of Japan arrived today from Hong Kong and Yokohama. She brings news that an agreement has been arrived at between the British and Chinese governments by which the United States shall have an exclusive settlement at Hankow.

The Social Admiral.

NAPLES, Aug. 9.—Admiral Dewey is kept busy returning the visits which have been made to him on board his flagship, Americans are arriving daily from various parts of Italy for the purpose of paying their respects to the admiral.

Tidal Wave in Chili.

VALPARAISO, August 9.—A tidal wave burst into the bay yesterday evening, tearing down the embankments and sweeping off a number of cars, locomotives and tons of merchandise. The loss is estimated at a million dollars.

Finnis for Newfoundland.

St. John's, N. F., Aug. 9.—A deputa-

tion of Finlanders is here inspecting the country with a view to arranging for the immigration of thousands of Finlanders, who are emigrating because of the tyranny of the Russian government.

## THE MOTORMAN'S STORY.

## EVIDENCE OF THE DRIVER OF THE WRECKED STREET CAR.

He Says He Was Proceeding Slowly, with the Circuit Shut Off, and Brakes On for the Incline Where the Car Left the Track and Fell.

## BRIDGEPORT, Conn., Aug. 9.—George A.

Hamilton, the motorman who was in charge of the car which went off the bridge, testified that he had been in the employ of the company for the past four years as conductor and motorman. Questioned as to whether or not he had been allowed sufficient time for dinner before starting on the last trip Sunday, witness replied that he had not. Had breakfast at 7.15 that morning. He said that he had expected to be relieved at the end of the second relief trip, but when he reached the car house the starter informed him that the man who was to relieve him also had returned late on the return trip and had not yet reported back for further duty. It therefore became necessary for him to continue, making no stop for dinner.

Hamilton said he had been called on the Friday evening previous to the accident, to run his car slowly on all curves and bridges. On the day in question he stopped his car at the turn-off, about six hundred feet from the end of the bridge. On starting up he turned the handle regulating the power around to three notches, just sufficiently far to allow of enough current to carry the car over the frog at the switch. He allowed the handle to remain in this position until the car neared the incline. The power was then turned off and the brakes partly set. Going down the incline the car did not travel any faster than it did on trips made Friday and Saturday, or on the previous trips that day.

The car did not run fifteen feet on the bridge before jumping the track. He immediately reversed the power, but he had no contact, the motor refusing to reverse. When he saw it was no use he immediately grasped the brake handle and did his utmost to stop the car. He had almost succeeded in bringing it to a full stop, when it began to topple. He then struck off the front and over the dasher, diving his head on the bridge. He knew nothing more until he came to himself, lying in a hammock.

He said he was confident that had the power worked all right he could have brought the car to a full stop in half its length by reversing the motor.

Members of the jury seemed to take more than ordinary interest in the fact that the men off it did not have sufficient time to get their meals that morning.

Hamilton's testimony apparently threw no new light on the question as to the responsibility of the disaster.

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