POOR DOCUMENT

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THE SEMI-WEEKLY TELEGRAPH

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S. J. McGOWAN, Bus. Mgr.

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Semi-Weekly Telegraph

ST. JOHN N. B., JUNE 5, 1907

PREMIER PUGSLEY RESIGNS

Hon. William Pugsley Friday evening placed in the hands of the Lieutenant Governor his resignation as Premier, Attorney General, and commissioner of the Provincial Hospital, and recommended as his successor in the premiership Hon. C. W. Robinson, of Westmorland. Premier Robinson, who was sworn in last evening, will act temporarily as Attorney General as well as Provincial Secretary, and the other members of the government will for the present at least retain their portfolios at the Premier's request. It is understood that no further cabinet appointments will be made until Hon. Mr. Robinson has consulted with the members of the Legislature who are supporters of the government—the number, by the way, constituting nearly the entire Assembly.

The retirement of Hon. Mr. Pugsley from provincial office at this time is in accord with the intention he made public some weeks ago, when, obeying the unanimous call of the Liberal party in this constituency, he accepted a nomination which is equivalent to election as the representative of St. John City and County in the House of Commons. For nearly all of the years elapsing since he was graduated with distinction from the University of New Brunswick, Dr. Pugsley has been a conspicuous figure in public life, and his growth as a legislator was accompanied by his rise in the legal profession to recognition as one of the foremost men at the Canadian bar. Recent events have shown very clearly how great a force Dr. Pugsley was in the provincial administration of which Hon. A. G. Blair was the first leader and which has, with many changes, continued triumphant until the present day when Hon. Mr. Robinson assumes the leadership of a singularly well entrenched government. The amount of work which fell upon Dr. Pugsley as a member of the government would have overwhelmed any but a man not only of striking ability but of amazing industry. With the elevation of Hon. Mr. Tweedie to the Governor's chair and the succession of the Attorney General to the premiership the constructive talent of the then senior representative of Kings was demonstrated more clearly than ever. The history of the last session is too familiar to call for more than mention in this connection, since many of the measures initiated by Premier Pugsley are moving forces in provincial life today, notably the great project for bringing a branch of Mackenzie & Mann's transcontinental railroad down the Valley to St. John. Such honors as the public life of his province afford Hon. Mr. Pugsley has conquered one after another by sheer ability. Having won his way to the top, and enjoying as he does the respect and esteem of the people of New Brunswick, his entry into the broader sphere of Federal politics is at once the next natural and desirable step for one who is in his prime and whose liking for public life is seconded by a mental vigor, breadth of view, resource and finesse admirably equipping him for the larger career now opening. It is a matter for congratulation that St. John is able at this critical period of its development to command the services of the gentleman who yesterday resigned the high provincial offices he had filled with such marked distinction.

Hon. Mr. Robinson comes into his heritage under the most happy auspices. A young man he has already received striking proofs of confidence from his native city and county, and his legislative career has been so successful that today the Liberal party in New Brunswick gives him its hearty approval and its complete allegiance as he takes command of its provincial forces. Such cabinet changes as may be deemed expedient before the next session will be made easily from the material at hand, and the gentlemen already in the cabinet, most of whom will doubtless remain, are such as will give the Premier loyal and useful support and the country good service. The government has been so strong in the past that the opposition has been of little account. As Hon. Mr. Robinson will go to the country advocating many popular measures of great strength, and as he will have an admirable record behind him, he would be a rash political prophet whose reading of the future disclosed any real hope for Mr. Hazen and his followers. The Telegraph congratulates Hon. Mr. Robinson upon his deserved promotion, and it is confident that in this it is joined by a great majority of the people of New Brunswick.

GERMAN TACT

The British and the Germans have been scowling at each other across the narrow water, and many of the journalists and soldiers of each country have been carrying on an inky war upon the other. To offset these irritating activities friends of peace in both countries have been planning kindly enterprises to promote a better feeling. A beautiful exhibition of German tact in this connection is noted by an American journal with something like malignant enjoyment. This is the story:

An excursion party of English newspaper men is just now making a tour of Germany and their importance being sufficient to warrant considerable entertainment for them during their visit to Berlin, an official programme was issued there in advance of their coming and was furnished to each visitor promptly on arrival. As in most things else in Germany, the government has the entertainment of these Britons in charge, and on the programme it gave them explicit instructions about conforming to the customs of the country. Imagine the indignation of an editor of the London Times or of a provincial weekly at being confronted with these official orders: "Don a traveling suit when a railway journey is to be undertaken." "Wear a promenade suit at luncheon. "Only the frock suit may be worn at afternoon parties." "Wear only a 'cylinder hat' with the frock coat." "Evening dress is imperative for night ceremonies." The wonder is that in its paternal care of these British visitors the German government didn't tell them not to appear at church in pajamas, not to smoke pipes in the art galleries, not to slap the emperor on the back when formally introduced and to be careful always not to expectorate on their boots but in the cuspidors provided for each function. These British pen-pushers will either be highly indignant at these unnecessary reminders about the proprieties or else be highly amused and retaliate in kind. Archibald Forbes used to tell of a Dublin editor who went to one of President Grant's public receptions and was instructed by the usher in advance to merely take the President's hand on being presented, to make not more than one remark and to pass speedily on. When this same usher introduced the visitor to General Grant, the Irishman followed instructions explicitly. He made only "one remark," and it was this in a hoarse whisper to the President: "I didn't quite catch your name, sir." The usher was indignant, but the President saw the humor of the thing and detained the Dublin editor fully five minutes in conversation while all the waiting line of visitors wondered. If one of these Britons were to be caught reproving Emperor William for not turning up his trousers when it is raining in London, it would be no more than a stand-off under the circumstances.

THE INDIAN SPHINX

There is noticeable in the English reviews a disposition to regard the situation in India with significant gravity of tone. While there appears to be general agreement that the disorders cannot grow into another Mutiny, the reviewers are beginning to say that it will no longer do to ascribe the disturbances to the persuasive power of native agitators. The Spectator, while believing the unrest will not develop into the form it took in 1857 says "there are, nevertheless, three dangers latent in the recent intelligence, to remove which will demand the most strenuous exertion and the highest wisdom of the Indian Government." The first is the failure of the higher education to produce loyalty among the natives. It has made them less loyal to Britain than to the new India of their dreams—an India for the Indians, with the white men driven out. The second danger is the growth of racial antipathy in Northern India: "The first idea of rioters, whether in Lahore, or Umritsur, or Rawal Pindi, seems to be to express a murderous hate of the white man independent altogether of his official position. Missionaries have been menaced as much as Magistrates. Wherever there is a quarrel the mob attacks the white man and even when there is no quarrel the fact of his existence and apparent security appears to be taken in dudgeon. The caste, as a caste, to judge from the symptoms, is hated by a section of the people." This feeling is extending, and the Spectator says it is idle to attribute it to agitators. "Agitation," it says," is a permanent delusion of officials, who never will perceive that agitation against things liked is only waste of breath and energy." The third danger—perhaps the gravest of all—is the disposition of the Mussulmans to quarrel with the Hindus. The British must hold the scales even between the two or risk encouraging a frightful civil war. The Spectator concludes:

But though we see the dangers and the temptations caused by the temporary unrest in India, we are not in the least pessimistic as to the final result. We may conceivably go through a period of stress and strain, but that we shall emerge triumphant from our difficulties we have no sort of doubt. Of the British people it may be truly said: 'They were born for whatever is arduous, difficulties vanish at their touch, and their Indian dominion is not the greatest of earthly Empires only because it is not the first.' They will triumph, and they will triumph not merely through physical force, but through character and the sense of justice and duty. But one thing they must remember. It is essential to the miracle of their rule in Asia that they should not only know no doubts and know no fears, but that they should not even seem to know them. They must not allow the very proper anxiety to do what is right to be mistaken for nervousness and dread. A calm, untroubled, confident demeanor is necessary at the present moment. Any other might mislead—and to their ultimate undoing as well as to our injury—the disaffected sections of the Indian people. They are watching lynx-eyed to discover any sign of weakness or fear."

In the Hindustani Review Mr. A. J. Fraser Blair gives one the idea that the stir in India is much greater than the despatches would indicate: "It is a political portent such as has never appeared in India before. . . . It asserts for the first time the capacity of the Indians to life and progress without any reference whatever to the British Government. And the spirit in which the movement is being developed is for the most part intensely, even where tacitly, anti-British. . . Not even at the time of the Mutiny was the anti-British feeling so strong or so widespread. . . The whole tendency of things in Asia is to make the Indians feel that they are in line with a gigantic continental movement, of which the ultimate issue must be the removal of Western predominance from Eastern affairs."

At the end of it he can see only an emancipated India. The time will not be very soon, he thinks: "The emancipation may take place fifty or even a hundred years hence. It is generally recognized that it must be a slow process, and must take place under British auspices, or not at all. But agreement is almost unanimous that the goal is not India governed by the British, however exactly in accordance with the views of the Indians; but India governed for and by the Indians. Extremists and moderates agree that the outcome of the new movement is to be 'an India which will be as self-contained and independent as the Australian Commonwealth.'"

The strength of the white men, he adds, 'lies in the fact that enlightened Indians think we have clearly a 'divine dispensation to govern India,' and that for the present we can govern it better than they could. And in their being able to see this lies the best defence of and the only guarantee for the permanence of British ideas of government in India. The extremists, most happily for us, have not the ear of the people, most of whom are too poor and ignorant to care about politics. Several pitfalls we must avoid in the present parlous situation. We must not try to put back the hand of the clock. We, by the steps already taken, have set in motion these forces, and we can only arrest them by measures which we cannot and dare not take. The best thing we can do is to take the late Queen's proclamation of a half a century ago and carry out its obligations unswervingly, however disagreeable to ourselves." Again: "The moment we grasp the fact that the movement of 'India for the Indians' is not a hateful and diabolical conspiracy against the British, but that it is the logical outcome of a universal instinct which has been nourished by our own traditions, it will dawn upon us what a noble task may yet lie before us in India. It has been a great privilege to begin it. It will be a greater privilege if we are permitted to conduct it to its final stage."

FLAG INCIDENTS

A St. John schooner and the Venezuelan message figure in an article on "Flag Courtesy" in the Victoria Colonist, evidently from a New Brunswicker's pen. To support his contention that Americans generally are not well informed as to flags and their uses, the writer introduces the following:

"An incident occurred some years ago at Providence (R. I.), which was the cause of a great deal of discussion in the press, and the newspapers never seemed to get the rights of the matter. It was during the high feeling that was running between the two countries because of President Cleveland's Venezuelan message. A schooner from St. John entered the harbor, flying the Red Ensign. As she tied up at the wharf a crowd was waiting for her, and the spokesman stepped up to the ship's rail and ordered the captain to take down the flag. He refused. Then the crowd threatened to take it down. He replied that the first man who stepped upon the deck for that purpose would be shot in his tracks. The crowd was not prepared for this, and withdrew, but sent for the mayor. That official came to the dock and ordered the flag down. To him the captain said that he had better call upon the collector of customs. The mayor did so, and was informed, much to his surprise, that it was the captain's duty to fly the flag of his country on entering port. The mayor was not satisfied, and while he let the captain alone, he referred the matter to Washington, receiving an answer to the effect that the collector's ruling was correct. The matter got into the newspapers, and so far as they were concerned it was never set right."

The incident is recalled in connection with the story that came from Winnipeg on May 24 about two hot-headed citizens there who pulled down the United States flag which the American consul had hoisted above the Union Jack. The consul should have known better if he didn't; but as there was no Venezuelan message in the air there was no occasion for excitement. In time of peace men should be able to regard such things with calmness. The Winnipeg men might have directed the attention of the consul to his error and to the significance attaching to the position of the flags, and kept their wrath bottled up at least until he had given his views on the matter. If he had said he was claiming jurisdiction and dominion over Winnipeg and Manitoba in the name of Theodore the First they could have turned him over to the police. If he had acknowledged his mistake and replaced the flags in their proper position, as a sensible man would have done, there would have been an end of the matter. It doesn't pay to hunt trouble; and the men who are looking for it persistently in time of peace are quite likely to have other engagements when the country needs men to uphold the flag in war.

THE VALLEY LINE

Speaking of the flying survey of the Valley route now being made by Mackenzie & Mann's representatives, the Carleton Sentinel says:

"We have learned on undoubted authority that Engineer Stewart and Legal Representative Ruel, of Mackenzie & Mann's initial survey, have been so impressed with the Valley of the St. John as a suitable railway location that they will recommend the firm to at once go ahead with the building of a road from Centreville to Westfield via Woodstock and Fredericton, following the right bank of the river. Centreville will thus be the terminus of the new railway until the line is extended through to Quebec. This is splendid news for the entire country, and will be exceptionally welcome in the district to be served by the Valley line."

From other sources, too, there have come indications that the surveyors have been favorably impressed both with the traffic possibilities of the proposed route and the opportunity to secure good grades and easy curves. It is a matter for congratulation that the Canadian Northern people lost so little time in making good their decision to examine this most promising railroad territory. Recent legislation, both Dominion and provincial, but chiefly provincial, will make it an easy matter to raise the necessary capital on favorable terms. If the Sentinel is well informed the report of the preliminary survey should soon be followed by news that a start will be made toward construction. The location survey might occupy some time, but for the most part the country to be traversed is open and well settled, and location work should be comparatively plain sailing. The owners of the Canadian Northern have a reputation for pushing their enterprises rapidly once they start work.

NOTE AND COMMENT

Dr. Alexander Graham Bell has gone to his Cape Breton home for the summer and he says that before the snow flies he will have perfected a flying machine. The summer is short and it will fly, so the value of Dr. Bell's prophecy will soon be known.

EARL GREY LIKELY HERE AUGUST 13

Harbor Illumination, Dinner at Club, Public Reception Features of Entertainment.

At a meeting held in the mayor's office Saturday afternoon Lieutenant-Governor Tweedie, Col. G. Rolt White, D. O. C., the mayor, Ald. Bullock, Vanwart and Lewis were present to consider the outlines of a programme for the visit of the governor-general next August. It is understood that his excellency, who will visit Halifax early in the month, will leave for St. John in the steam yacht Minto, arriving here on August 13. After remaining a day or two, Fredericton will be visited, and a further stay of possibly two days may be made on his return.

No definite arrangements were made on Saturday but a number of suggestions were put forward. It is proposed that an address shall be presented and that one evening shall be devoted to a reception. It is also probable that there will be a dinner at the Union Club. A display of fireworks is spoken of and if arrangements can be made with the clubs interested there may be an illumination of the harbor.

While in St. John it is practically certain that the governor-general will pay a visit either in an automobile or by rail to Nauwigewauk to inspect the home founded by Mrs. Eleanor Close for immigrant children, in fulfilment of a promise to Mrs. Close on her last visit to Canada.

Earl Grey, in speaking of his trip, expressed his intention of making the Minto his headquarters while here. It is understood, however, that Dr. J. W. Daniel, M. P., assured him that the citizens would wish to have him as their guest and a suite of rooms is to be engaged at the Royal for this purpose.

REV. DR. MORISON HEARS CALL OF THE ST. JOHN

Coming to Spend Part of July and August in Camp at Theal's Landing.

Rev. J. A. Morison, D. D., formerly minister of St. David's church here, and now of the First Presbyterian church, Chicago, will be a visitor to New Brunswick this summer. He is having a camp built at Theal's landing on the St. John river where he intends to spend the latter part of July and August.

The church in Chicago of which Rev. Dr. Morison is minister, has raised $112,136.42 during the year ended March, 1907, for various charitable objects. Nearly $90,000 has been devoted to the Presbyterian Hospital in which about 80 per cent of the patients are treated free and without regard to race or religion.

Home missions have received $4,215.02, and foreign missions $2,099.62. The present active membership of the church numbers 722 persons. The pew rents are devoted to the payment of current expenses of the church and no part of the Sunday collections is used for this purpose.

TWO MEN BADLY HURT IN AMHERST

Fearful Blow on Forehead for One; Other Has Foot Amputated.

Amherst, N. S., June 2—John McIntosh, a carpenter in the employ of the Rhodes Curry Company, while assisting in the erection of some machinery in the rolling mills, was struck on the forehead Saturday by a heavy block which rendered him unconscious. In that condition he still remains in Highland View Hospital. He is unmarried and belongs to Maitland (N. S.) Another employe named LeBlanc had one of his feet amputated yesterday in the hospital, it having been crushed by a heavy hammer in the car works.

LOOKING FOR GREEK PRIEST'S MURDERERS IN NOVA SCOTIA

Halifax, June 3—A member of the New York detective force is in Halifax interviewing the police and looking for a clue to the three Greeks charged with the murder of Father Kaspar. The police have information that the men left Montreal for this city, where it is said they have friends. The officials along the lines of railway in this province have been given a description of the Greeks and requested to keep a sharp lookout for them. Several other members of the New York police department are at work in different parts of Nova Scotia.

Copper Company Organizes.

Woodstock, N. B., June 1—The shareholders of the Cobbler-Sexton copper property, situated at Northampton, held a meeting in the council chamber of the town hall, Saturday evening June 1 for the purpose of organization and capitalization. Sheriff Hayward presided. I Draper was appointed provisional secretary.

J. C. Hovey, a practical miner, who has taken over the management of affairs, gave a statement of the development of the property to date, and assured the shareholders and all interested that the prospect is exceedingly bright, that the ore not only carries copper but also gold and silver values.

Funds were unanimously voted to continue organization and development.

Ore taken out during development work will be held until desirable freight and treatment rates can be secured.

RALPH CONNOR PREACHER FIRST, THEN AUTHOR

Busy Man, He Says, But He Has in Mind the Writing of More Works of Fiction

"DOCTOR" ENJOYED VERY LARGE SALE

Growth in West Phenomenal, He Says, and All Anticipations Are Far Exceeded—Transportation Interests Have No Excuse in Face of Warning—Crops, He Expects, Will Be Good—Laurier and the Conference.

Known to thousands of St. John people as "Ralph Connor," the writer of such stirring tales as The Man from Glengarry, Black Rock, The Sky Pilot, The Prospector, The Doctor and others, Rev. C. W. Gordon, pastor of St. Stephen's church, Winnipeg, arrived in the city Friday and at the Opera House Friday night delighted a large audience with readings from The Sky Pilot.

"Ralph Connor" looks a man in the forties, with a spare black beard sprinkled with grey, and thin dark hair, of medium height and rather slight in build. Dressed in clerical garb with the unassuming manner of the clergyman it needed not his assurance that his business was to preach, not to write books.

St. John and the Grain Business.

Rev. Mr. Gordon arrived at noon and is at the Royal Hotel. Friday afternoon he was taken about the city in an automobile and he was evidently much impressed with the sights of the city. "You have a beautiful city here," he said, "some parts of it are really wonderful. It is called the grain spout of the west. I hope that it will prove to be a big one. Do you know that you will need more elevators here, you will be called upon to handle a hundred million bushels of grain?"

Rev. Mr. Gordon was asked regarding a number of matters affecting the progress of the west and of Canada. He first was asked of his own literary work and said: "I wish it understood that I am not a professional writer. My business is to be a preacher and what writing I have done is on the side. I began writing as a part of our missionary work in the west. In order to arouse interest in the work I published short sketches in a Toronto magazine. These sketches were 'Black Rock.' I am now engaged in writing a life of the Rev. James Robertson, D. D., superintendent of Presbyterian missions in the west. This book will be given to the printers some time next fall and will be of ordinary size.

"I do not intend to devote any time exclusively to writing, but from time to time may bring out works of fiction or other literary matter. Between my church and other public work, which includes philanthropic efforts, lecturing and moral reform, I am very busy and really have very little time for authorship."

Big Sale for "The Doctor."

Asked regarding the sale of his latest book, "The Doctor," Rev. Mr. Gordon said: "It has had a wonderful sale. In Canada, I believe, there never was a book that sold like it. Six weeks after publication, 39,000 copies had been sold. This was a copy for every 90th person in Canada who spoke English. In the United States the sales were also unprecedented. It was at first planned to bring out 50,000 copies but the number finally published was 100,000. In England, Australia and other countries the sales were also large."

As one who had recently left the west and was familiar with conditions, Rev. Mr. Gordon was asked as to the business conditions generally and the outlook for a good harvest.

"Although the season is late," he said, "I think we will have a good crop. Business is handicapped, however, by the lack of transportation facilities. The country is ten to thirteen millions poorer at present than it would have been had the transportation facilities been what they should have been last winter. A case in point is that of a farmer, a friend of mine, who could not draw a dollar from the bank, although he had 10,000 bushels of grain stored in his granaries. This man had to borrow money at nine per cent when he should have been lending at eight per cent, so was seventeen per cent behind the game.

"I do not believe that the car shortage last year will have any ill-effect upon the total grain produced this year. The area may be limited, somewhat, but that will be a good thing. If the season had not been late and if we had experienced a normal year with the ordinary expansion, the suffering next year cannot be imagined. It is true that C. P. R. officials and employes did all they could but they had not the equipment. The trouble is so acute that no one realizes how serious the situation is. It is claimed that the G. T. P. will relieve the congestion, but I say that the growth is so rapid that if the railroads do not begin work at once and work hard they will never be able to catch up nor redeem that which has been lost.

No Excuse Now. After Warning.

"There may be some excuse for the railway companies for the shortage in the past as no Canadian ever anticipated such a growth but a warning has been sounded and there will be no excuse in the future."

Rev. Mr. Gordon was asked to speak of the American invasion of the northwest and said: "I regard this as one of the most hopeful features of the northwest. These Americans are energetic, enterprising and many have money. They know the conditions and they soon make good. Many of them prefer the Canadian laws and make splendid citizens. They find the banking institutions safer, the criminal law better administered and a better system of government. All these are welcome."

Speaking of immigration in the west, Rev. Mr. Gordon said that there were two types of Englishmen. One type was the trained artisan, who knew his trade, and he was heartily welcomed. Another type was the unskilled laborer who said he was willing to do anything but could do nothing. Immigrants from the continent were heartily welcome. They were needed badly to do corporation work, grading railroads and such like. A man from New Brunswick or Ontario was not going west to dig ditches. He wanted to boss the job or do something. The only criticism that could be made with regard to this class of immigrants was that they were sometimes allowed to settle together in colonies. This should not be allowed. Canada could not get too many but should scatter them out. Galicians were an especially good class, as they assimilated quickly. In one generation Galicians became Canadians, speaking the English tongue and adopting civilized ways.

Rev. Mr. Gordon was asked to say something on the colonial conference recently held in London but confined himself to the statement: "I regard the stand taken by our premier as the sensible course and one which, if followed out, would have added much to the success of the conference."

TO FLY AT WILL BEFORE AUTUMN

Prof. Bell Says Flying Machine is No More a Problem

Halifax, June 2—"Some years ago the flying machine was a problem. It is such no longer. The problem has been solved." The speaker was Professor Alexander Graham Bell, who arrived in Halifax tonight from Washington, and is on his way to his summer home and laboratory at Beinn Breagh, Cape Breton.

"There are now flying machines on the heavier than air principle," Dr. Bell said to your correspondent, "two at least of which, apart from my own, have demonstrated the physical practicability of the idea. They are areo planes. I hope this summer to be able to show that my flying machine, on the tetrahedral kite plan, on the preliminary work on which I have been engaged for some years, is a success under any atmospheric conditions, with power supplied from a gasoline motor.

"As soon as I go to Cape Breton I will begin the work of installing a motor on a machine, the tetrahedral cells of which are ready. The motor has been forwarded to Cape Breton. It is of twelve or fifteen horse power, weighs 120 pounds and has been specially constructed for the purpose. Another motor that I was examining with a view to using an my flying machine weighed 240 pounds, but I have chosen the one of half the weight, and which will furnish equal power.

"In the laboratory the men have completed 7,000 tetrahedral cells and the frames are ready for 7,000 more. In past seasons we have never been able to begin work with more than about 1,000 cells. Now that we are equipped with all the cells that can be required during the season, and with a motor that I believe will prove suitable, I feel confident that this summer I will have a flying machine that will show not only its possibility but its practicability.

"As I have said, the problem of flying machines has been solved; what remains to do is to perfect the appliance, making the machine practicable for every day work. This I am confident will be accomplished at Beinn Breagh before the autumn."

Dr. Bell will leave tomorrow for Cape Breton, anxious to begin work and sanguine of its outcome. He is much improved in health after his trans-atlantic trip.

LETTERS TO THE EDITOR

[The opinions of correspondents are not necessarily those of The Telegraph. This newspaper does not undertake to publish all or any of the letters received. Unsigned communications will not be noticed. Write on one side of the paper only. Communications must be plainly written; otherwise they will be rejected. Stamps should be enclosed if return of manuscript is desired in case it is not used. The name and address of the writer should be sent with every letter as evidence of good faith.—Ed. Telegraph.]

MARITIME PROVINCE INTERESTS

To the Editor of the Telegraph:

Sir,—In your interview with E. B. Elderkin, of Amherst, I quite agree with what he said on all the points mentioned, but take exception to the remarks re the annual fat stock show as the only institution in existence that could be truly called maritime. I quote the ideas as given you by Mr. Elderkin, as follows:

"Mr. Elderkin is strongly of opinion that the time has come when these provinces by the sea should forget their local jealousies and draw closer together. The only institution now in existence, he said, which could be truly called maritime is the annual fat stock show where all unite to make a success and he concluded that he would like to see this spirit carried into other matters as he ventured to think the results would be beneficial."

The fat stock show is all right, and is drawing the maritime provinces closer together; but the strongest and best factor along that line is the maritime board of trade, that for over twelve years has been working hard to unite the three provinces and has been so beneficial, and has been the means of building up such a broad view that local jealousies are done away with. To your city belongs the honor of having the president of the board. W. S. Fisher (although none of your city papers ever gives him that title when reporting his remarks), and are very remiss in that line.

Mr. Fisher has done good work in the board and always been jealous of the right of your city and his province, at the some time seeking justice for the other provinces. The board meets in August in your city, and we look for a hearty welcome from people and press, and hope our gathering there will be of mutual benefit. There are so many problems calling for united effort in the maritime provinces that the board should have the hearty support of every one desirous of seeing these things brought to a finish.

Yours truly,
M. G. DEWOLFE.

Kentville (N. S.), May 30, 1907.

NO LONGER CLERK OF ST. LAWRENCE HALL

John Lloyd Retires After Thirty-six Years Service.

Montreal, June 2—(Special)—John Lloyd, night clerk in the St. Lawrence Hall, who was a witness for the defence in the Emmerson libel case, was informed on his return from Fredericton that his services were no longer required. Lloyd was in the hotel for thirty-six years.

Proprietor Higgins denies that he discharged Lloyd for the part he played in the trial.

GOVERNMENT CAUCUS THURSDAY

Meeting in Fredericton to Discuss Filling of Cabinet Vacancies

CLAIMS OF ST. JOHN TO BE TAKEN UP

Dr. J. V. Anglin to Receive $2,500 Salary, $1,500 Expenses, $500 House Rent and Some Minor Items as Provincial Hospital Superintendent—U. S. Engineer to See About New Bridge Over Falls.

At a meeting of the provincial government held in the government rooms, Church street, on Saturday, a decision was reached to hold a meeting of the government's supporters in the legislature in the executive council room in Fredericton next Thursday evening to discuss the question of filling the portfolios now vacant. It is believed that in addition to the appointment of an attorney-general, made necessary by the retirement of Hon. William Pugsley, two members will be added to the government without portfolio. The claims of St. John in regard to representation will, it is said, receive favorable consideration but no names so far have been mentioned.

The contract for the stone sub-structure for the Cushing canal bridge near Pleasant Point has been awarded to the lowest tenderer, C. J. B. Simmons, of Fredericton. The figure is reported to be in the vicinity of $1,900.

The chief commissioner of public works reported that arrangements had been made for the provincial engineer to make a complete survey of the St. John Suspension bridge with a view to submitting the plans and details to some eminent engineer from the United States. It is the intention to bring the expert to St. John for the purpose of inspecting the ground and after being placed in possession of all particulars he will decide on the most suitable kind of steel structure to be erected.

The undertaking is regarded as a serious problem on account of the span of nearly 700 feet, and the difficulty of not interfering with the roads in the vicinity. It is understood that efforts have been made to secure a Canadian expert but owing to previous heavy engagements with bridge contractors none could be obtained.

Dr. Anglin's Salary.

The government also sat as commissioners for the provincial hospital and had under consideration the allowance to be made Dr. J. V. Anglin, the medical superintendent, for expenses as recommended by the public accounts committee. It was decided beginning June 1 to allow him $1,500 a year in lieu of household expenses and supplies from the farm. The salary of the superintendent is fixed at $2,500 a year and $500 for house. Several minor items will remain on the same basis as before.

Arrangements were made that A. C. Chipman, the manager of the New Brunswick Fence Company, should confer with Dr. Anglin as to the most suitable wire fence to be erected round the grounds of the hospital in place of the present wooden structure.

Hon. Messrs. Robinson, Sweeney and LaBillois left on Saturday evening for their homes. Solicitor-General Jones went to Ottawa to represent the province in a case before the supreme court, which is referred to elsewhere in this issue.

Queer Epitaphs

At Elgin cathedral (Scotland), may be seen on a tombstone the following quaint epitaph. The date on the stone is September 28, 1687:

WM. OLMER.

The world is a citie full of streets,
And Death is the merchant that all men meets.
If Life were a thing that Monie could buy,
The Poor could not live, and the Rich would not die.

At Peters Isle, Thanet, may be seen this epitaph on a gravestone bearing signs of extreme age:

Herculean Hero, famed for Strength,
At last lies here, his breadth and length,
See how the mighty Man has fall'n;
So Death the Strong and Weak are all one,
And the same judgment doth befall
Goliath Great and David Small.

In a country churchyard in Scotland may be read the following bit of rhymed philosophy on an unpretentious crumbling gravestone:

Here lie I, Martin Eldebrod,
Ha' mercy on my soul, Laird God;
As I would do were I Laird God,
And you were Martin Eldebrod.

In a Devonshire churchyard the following unique epitaph may be read:

The horse bit the parson,
How came it to pass?
The horse heard the parson so
All flesh is grass.

Following the verse is the information that the parson who lies below came to his death through the bite of a vicious horse.

On the gravestone of a chief constable of Stirling, dated 1809, is the following:

Our life is but a winter day;
Some breakfast early and away;
Others to dinner stay, and are full fed,
The eldest stays to sup and goes to bed.
Large is his debt who lingers out the day;
Who goes the soonest has the least to pay.

In a Woolwich churchyard may be seen the following:

As I am now so you must be;
Therefore prepare to follow me.

And added (presumably by his widow) the last two lines reading:

To follow you I'm not content,
Unless I know which way you went.

A cheap shoe is always an extravagance. Aside from its wearing qualities, a cheap shoe never fits, nor is it either comfortable or stylish. In point of cost, every one knows that one pair of good quality shoes will outwear two pairs of inferior ones.

Franklin—"I hear that you have hired a chauffeur to run your machine." Penn—"Yes; I thought that if I swore it would set a bad example for the children.