

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, JUNE 17, 1905.

THE SEMI-WEEKLY TELEGRAPH.
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Semi-Weekly Telegraph
ST. JOHN, N. B., JUNE 17, 1905.

LONDON AND NORTH OXFORD

There is no cause for surprise in Tuesday's bye-elections. The country was not fired by the school issue to the extent that might have been expected. The more excited Ontario newspapers which opposed and defended the government in this contest. Mr. Hyman's very small majority in the general election led to the belief in some quarters that he might be beaten in London; and certainly if Protestant London had been on fire over the school business, he would have been beaten. But when he ran before Mr. Hyman was a private member and there was a general election in progress. Yesterday he had the added prestige of a great sportsman, and his party friends could more readily concentrate in supporting him, having no fences of their own to watch in other districts. Mr. Hyman's majority is greater by 300 than it was before, a margin that will suffice. Mr. Gray says money beat him. It may be assumed that neither party lacked campaign funds. The salient fact seems to be that the issue which was expected by the opposition to move the people so deeply that they would forget party lines did not so affect them. This is the more significant because of the constituency being overwhelmingly Protestant.

The late Mr. Sutherland used to have immense majorities in North Oxford. Mr. George Smith, the successful government candidate, had not the advantage of Mr. Sutherland's portfolio and personal popularity. Besides one may well believe that the fight in his behalf was not so thorough as that made to elect the new minister in London. North Oxford, as a matter of fact, was regarded as a safe Liberal seat and the size of the majority does not greatly matter.

Educational matters in Ontario are in no way affected by the autonomy bill, but that measure provided most of the campaign material and there was some heavy fighting during the closing days of the campaign. Hon. Messrs. Fielding, Mulock, Oliver and Patterson, Mr. Walter Scott and many other Liberal members spoke in both constituencies. Mr. Borden, Mr. Foster and Premier Haultain made speeches in support of Messrs. Gray and Wallace, and Mr. R. B. Bennett, of Calgary, a member of the Northwest Legislative Assembly, fired some unusually hot shot in their case.

Already, as the despatches show, the result is differently interpreted by winners and losers, and each side gives its own explanation of the manner in which it was achieved. The seats were Liberal and have remained so. This is the fact that remains.

THE CAMEL AND THE NEEDLE'S EYE

Some curious views on riches and rich men recently expressed by Rev. Dr. Francis L. Patton, president of Princeton Theological Seminary, attracted more than usual attention because they were regarded as a contribution to the discussion of "tainted money." But Dr. Patton says he has no patience with talk about "tainted" riches. "I think," he says, "that one can do just as much good with tainted money as with any other kind, and perhaps the doing good with it is the best way to remove the taint." But while he is not a socialist, and believes great fortunes are necessary in these days, Dr. Patton is by no means satisfied with the very rich or with the attitude of the churches toward very rich men, before and after they die. Many very rich men, he thinks, are selfish, and too ready to believe that they have discharged their full duty to their fellows, whereas they have done little or nothing commendable. For example:

"The man that I particularly object to is the cold blooded, right livingascal who grinds the face of the poor under the cloak of the law and by the sanction of custom accumulates a great fortune, and in doing it goes just as near to the prison gates as he dares." But when the rich man comes to die, then what? During his life he knew what his neighbors say about him and he knows what they say about him. But when he dies the minister will discourse on his domestic virtues. The minister will tell how, in an unusually busy and arduous life, the deceased found time to be good and kind to his family; that he kissed his children every night; that he contributed liberally to the church and to worthy charitable organizations. But the minister will probably neglect to say how the deceased millionaire ground down his employees, how he paid starvation wages and got everything he could at the market price or as much under it as possible."

Dr. Patton does not say in what way the minister can improve upon these "comforting" funeral orations. The common practice, it is said, is to avoid personal-

ties when the late lamented is not a wholly satisfactory subject for post-mortem eloquence.

A practical reporter asked Dr. Patton just what complaint he had to make about the present millionaire methods of benevolence. The answer was an old one:

"I would like to see them spend some of their money while they are making it. I would like to see the poorly paid clerk, the moderate salaried employee receive a little more practical attention from their employers. That appears never to enter the calculations of the rich merchant or manufacturer. For instance, this is a case that occurs thousands of times over every year, there is a poorly paid clerk, say, in some commercial establishment, the head of which is a millionaire. This poorly paid clerk, who gets \$15, \$20 or \$25 a week, as the case may be, has possibly and probably a wife, with three children, and quite likely the wife has consumption. That clerk's struggle in life is absolutely heroic. Does he get any help in his hard path of self-denial and privation from the rich employer? Not a bit of it. The rich employer may know, and probably does, all about the clerk's daily problem of existence. And what does he do? Why, he gives him \$10 at Christmas, and with that little gift the rich employer's heart swells up with the great pride of good doing and he pats himself on the back to think how generous and thoughtful he is. Possibly it never occurs to him that his miserly \$10 is not a drop in the bucket to the clerk's needs. What would it do toward supporting the three children for the year or how many doctor's bills would it pay in the struggle to save the wife's life? That is the kind of benevolence—that infrequent, yet miserly benevolence—that does not suit me."

He pointed out, too, that while many men give vast sums to good causes or praiseworthy institutions, and are highly lauded for it, they really make no great sacrifice in giving, since the gifts do not impair their fortunes or cause them personal privation or discomfort. "It does not suit me," he said, "that a man should make a great fortune and then try to square himself by giving large bequests to charitable institutions. I would like to see him give some of it away while he is making it to the poorly paid people whom he employs. That would be a much more real and effective benevolence than endowing institutions or swelling the funds of organized charity." The critic admitted that the temptations of the rich were very great, and that to advise was easier than to take advice. But the church, he added, must go on striving to make men live to a higher standard and to practice honesty, benevolence, thoughtfulness and humility.

THE G. T. P. ROUTE AGAIN

The Toronto Globe's Ottawa correspondent intimates that there is contention between the New Brunswick and Nova Scotia members of Parliament over the proposed route of the Grand Trunk Pacific through this province. "It is understood," he writes, "that the New Brunswick representatives are not disposed to accept the route for the National Transcontinental across the centre of New Brunswick, which the surveyors have reported as the shortest. This is the route which the late F. B. Wade, chairman of the commission, and all of the Nova Scotia members, favor. It is a direct line across the centre of the province, and is the shortest to Moncton, and consequently to Halifax. The line would run about twenty miles to the north of Chipman, so which point a branch line would have to be built to get a connection with St. John. The New Brunswick members claim that the selection of this route would involve the construction of the road through a rough and non-productive portion of the province. Their chief objection is that the port of St. John would be sidetracked in favor of Halifax, as it was when the Intercolonial was constructed along the north shore of the province."

Proceeding, he points out that the Valley route, according to New Brunswick men, would give a short route to better service than the line favored by the late Mr. Wade. It is to be expected that the Nova Scotia members will favor the short route to Halifax. That is human nature. But if the purpose of this road is to carry freight to tidewater, St. John must be considered by the engineers rather than Halifax, for St. John is the nearest port, and there is no sense in hauling freight past it. To "side track" St. John would be to neglect the purpose for which we are to build the road. The utility of the line as a freight carrier argues against any proposal that would side track the country's natural water port. The main plan—politics aside—should be to find the shortest way to St. John, with easy gradients. No doubt the New Brunswick members have emphasized this idea.

WHAT IS COMING NEXT?

What was said of the Intercolonial in the House yesterday is calculated to attract much attention, in the Maritime Provinces particularly, not only because of the staggering bulk of the deficit disclosed by Mr. Emmerson, but also because the shape the entire discussion assumed suggests that some wide change of policy with respect to the government road may be contemplated. The minister presented a large budget of dismal facts with the frankness of a man who desires to get the worst over. There was no apparent disposition on the part of his colleagues to lessen the effect produced by his figures and his forecast, or of the obvious criticisms passed upon the situation by the opposition. The country will naturally ask about the size of the deficit to be expected when another road has lessened the Intercolonial's through business. For though increased wages and an unusually severe winter certainly do account for much growth of the oper-

ating expenses, business was not exceptionally bad, and though there may be less snow to contend with next winter the pay envelopes will not be fewer or leaner.

What is to come next? The people of these provinces, as Mr. Emmerson says, will not welcome an increase in rates. They will remember the canals for which they help to pay, more or less cheerfully, and will say that the purpose of the people's railway is not to make money, but to give an adequate, high-class service at a reasonable rate. There is reason in that. It will not now be either popular or practicable to raise the rates to the standards of the C. P. R. or the Grand Trunk for the purpose of showing a surplus. But neither will it do to enter upon a period of deficit beginning this year with a million and a half or two millions and rising by a million or two yearly hereafter.

Few, perhaps, are ready to embrace the opposition theory that there is a set purpose to diminish the value of the I. C. R. as a national asset in the eyes of the people of Canada. Few are prepared to believe there is any purpose, not yet disclosed, to throw the road overboard and permit some company to acquire it. But this year's showing, and the frank pessimism, not to say helplessness, of the Minister of Railways in discussing the present and the future, will convince many that the future of the Intercolonial is to some degree uncertain. Further evidence of the government's attitude with respect to it will be interesting.

"WE REGRET TO REPORT"

After telling of a thriving business and fat dividends, the report of the president and directors of the St. John Street Railway Company reviews the recent campaign waged by the city to secure fair play from the company, and employs the familiar phrase "regret to report" and "view with alarm." This part of the report is worth printing in detail. It follows here:

"We regret to report that the city of St. John, having applied to the provincial legislature for certain important modifications in the charter rights of this company, succeeded in imposing upon us important changes in the matter of maintenance and care of the streets upon which this railway is operated, much to the company's disadvantage. We view with alarm, which must be shared by other companies doing business in this province, the action of the legislature in so enacting that a charter given them can be changed in this way, as such in our opinion must have the effect of seriously damaging the credit of present and future enterprises in this province; but we trust that on serious consideration by the government the modifications will be annulled. This company entered into a contract dated December, 1897, running for ten years, under which instead of maintaining the streets the company pays a fixed sum. This contract has two years still to run, and the modifications imposed upon us do not take effect until it expires, by which time we hope, as we have stated above, we shall be relieved from these new obligations."

There is more of eponymy than of cunning in this foregoing. There is no likelihood that the government will annul "these modifications." There is no good reason why the government should annul them. There is no modification of charter rights in the natural termination of the ten-year agreement and the imposing of new conditions thereafter. To hold that the city must continue indefinitely, notwithstanding changed and changing conditions, an agreement made for ten years only, would be absurd and subversive of the principles of equity and business. The obligations imposed upon the company are not new. The author of the report is not worried about "the credit of present and future enterprises in this province" but about the Street Railway's apparent inability to enjoy indefinitely the immunity from taxation and supervision which it has enjoyed until now because of public indifference.

To go farther, the franchise itself may be modified by the Legislature. If good cause for modification be shown, for instance the company lives up to the obligations it assumed when it obtained the franchise, its right to enjoy that franchise lapses. There are two ends to the bargain; and the public end is much more important than the company end.

Again, while the directors say they hope to escape the new burdens placed upon the company, the fact is that the company may expect the people to ask the next Legislature to increase those burdens materially. The company does not now pay its proper proportion of taxes. It does not make good the damages done to water pipes by the operation of its cars. The city asked that it make good its default in the evidence adduced by the city was not sufficient. The defect was in the preparation of the case, not in the nature of the case. Good lawyers believe convincing evidence can be brought forward to prove all of the city's contentions.

The directors' report, quoted, serves notice of the company's intention to seek to have repealed the legislation enacted last winter. If this is intended seriously, and is not mere outcry to prevent the city from taking further steps along the same lines, the city must be prepared to keep the ground it has won. That should be a simple matter. But the city should also be prepared to fight earnestly and intelligently to secure the full measure of justice denied it by the Legislature last session. It is not at all likely that the company could carry on another campaign such as it waged at Fredericton last winter. Meantime, if the aldermen are to keep faith, they should use the power given them to frame regulations bringing the

street car service up to a proper standard, and keeping it there. Too much time has already been lost in this matter. In short we regret to report that public interest in the company's discharge of its obligations to the people is likely to be very keen hereafter.

CAPT. MAHAN ON TOGO'S VICTORY

Two features stand out in Captain A. T. Mahan's review of the Battle of the Sea of Japan, prepared for Collier's Weekly as the earlier reports came in—his decision that the last great sea fight has upset no well-founded theory of naval warfare, and his frank acknowledgment of Nelson's influence upon modern naval tactics. Before the battle Captain Mahan steered wide of even implied comparison of the ability of the seamen of Russia and of Japan. After the battle he cannot do so. "At the beginning of any inquiry into the lessons derivable from the Battle of the Sea of Japan," he says, "we are met, I fear, by the condition which must be plainly enunciated, at whatever expense to national susceptibility, that there has been no approach to equality in the efficiency of the opposing ships' companies. For this, unfortunately on the part of the Russians there may be good reasons, which will transpire later; but the fact remains, and it can not be modified or color all deductions which may be made." His admiration for Togo is unstinted. The Japanese battle left him no chance to suggest improvement.

Captain Mahan, as usual in his articles, refers frequently to Nelson. He mentions the similarity of Togo's battle signal to that at Trafalgar, and, coming down to the fact that Togo struck the head of the enemy's column he says:

"This would tend to precipitate the confusion into which the Russians fell, and bear out Nelson's counsel, which the exigencies of combat crowded from my last article in Collier's 'Ottomaneuvre' a Russian, by attacking the head of his line, and so inducing confusion. Into such disorder the Russians fell, facilitating further the concentration of enemies upon separated vessels, or groups; an opportunity which the Japanese were enabled to improve by firing musketry much superior in armored vessels on the whole, though with fewer batteries. Indeed, the larger numbers of the Japanese increased their ability to combine to advantage; for the possibility of combination increases with numbers. This, if accurately inferred from the instance before us, sounds again the warning, continually repeated, but in vain, that in distributing fleet tonnage regard must be had to numbers, quite as really as in the size of the individual ship."

He does not believe submarines were employed at all by the Japanese. The fight, in his opinion leaves the importance of the battleship undiminished. The torpedo boats are still the cavalry of the sea—"founding up and completing the destruction of the fleet already routed by gunfire. In daylight against ships unimpaired by gunfire, the torpedo boats are ineffective, and even at night 'unlucky' seamen who keep their heads, will in the long run suffer from torpedo attack only in the same proportion as any military force suffers from other incidents of war. Let it be mentioned also that the torpedo vessel, from the delicacy of its constitution—a box of machinery—and from the narrowness of its coal supply, will always be more numerous and efficient in home waters. This advantage in case fell to the Japanese, and it may have contributed to determine Togo's choice of position. This particular consideration shows that, in the broad view of naval policy, the function of the torpedo vessel is defensive, although its local action is offensive."

Brains on the quarter deck and in the conning tower, and gunfire, "preponderant in weight and rapidly in its own actual volume and the skill with which it was handled"—these gave victory to Japan. "And," says Captain Mahan, "the Japanese have deserved the fullness of their triumph."

ANOTHER STEP

The selection of Washington as the meeting place of the Japanese and Russian commissioners who will make terms, subject to the ratification of their respective governments, is another long step toward the close of the great drama of the Far East. Many doubts are expressed as to how much actual progress toward peace has been made, but a glance backward suffices to show that the progress recorded has been both swift and extensive. For but a few weeks ago the world was agape over the crash of armies at Mukden, and the problem of naval supremacy in Asiatic waters was in doubt. But yesterday—Togo the Silent was heard from, and today the city in which the conditions of peace are to be prepared is named. Russia was for Paris—an impossible selection from the Japanese standpoint. Paris, as Japan sees it, is too near St. Petersburg, too far within the circle of Russian influence, and being also the capital of Russia's banker and ally, could not but awaken insuperable objection in Japan. The Mikado's government favored some city on the edge of the war zone; but there were obvious Russian objections to that. London is impossible from the Russian standpoint, being in St. Petersburg's eyes what Paris is in Tokio's. So Washington is the natural compromise. Also, there is in its favor the fact that the needed suggestion of peace, for which the time was ripe, came from Mr. Roosevelt. Since Japan would have none of Europe, and Russia was indisposed to treat near the scene of her disasters where her prestige is at low

ebb, Washington seems by all odds the best place in sight.

It is said the plenipotentiaries cannot well come together for a month or more, and it is suggested that Oyama may isolate Vladivostok or cut off Liveness in the interval. A more reasonable view would seem to be that hostilities are over. The latest precedent—the Spanish-American war—argues for a cessation of fighting pending the meeting of commissioners to fix upon terms. Much might be done by Oyama within a month; but the Russians could hold Vladivostok for that period, and Japan's willingness to discuss peace at this time would seem to indicate her belief that she is already in a position to dictate such terms as will safeguard the interests to protect which she went to war a year ago last February.

That all will be smooth sailing when the plenipotentiaries begin to discuss terms is by no means likely, but an agreement is practically inevitable. As the New York World says:

"The insinuation that Russia may be only playing for time conflicts with any common-sense view of the situation. Russia can gain nothing from the few weeks that will be consumed by preliminary negotiations. A new navy cannot be constructed in a month or two. The capacity of the Manchurian railway will be no greater by Aug. 1 than it is now. Foreign bankers will be no more willing to make new loans than they are at present. There are no facts to indicate that Liveness will be in better condition to fight a decisive battle with Oyama than he is today."

"The war is over. Peace negotiations may be prolonged. Russia may haggle over Japan's terms. Appeals may be made secretly to other governments to induce Japan to modify some of her demands. Russian diplomacy will exert itself to the utmost to save something from the wreck. But it is evident that St. Petersburg is prepared to make peace. The rest is a matter of detail."

Russia will find it difficult to avoid a satisfactory settlement. The world is disposed to regard Japan as having fairly won the right to ask for much and get it. Japan will see to it that she does not face another war for her national existence in a hurry.

AT KINGSTON

The meeting at Kingston Thursday brought together many men whose influence and attainments make them valuable friends of any good cause, and the impression created by the day's proceedings at the Macdonald school is a most pleasant one. The meeting proves that the value of the Macdonald schools is recognized, and that they are to have a fixed place in the esteem of the people and of the provincial government. The Lieutenant Governor's praise of Sir William Macdonald and of ex-Governor McClean for their well-directed generosity will be echoed generally throughout the province.

Premier Tweedie, whose interest in education is both warm and practical, directed attention to the importance of familiarity with the history of this country and of this province. Too often students when they leave school know much more about the early history of Great Britain, or of Greece or Rome, than about the great events which have loved the discovery of our own country and its settlement by our fathers. The history of our own land contains many stirring and inspiring chapters, and to see that every scholar knows it well should be a part of the duty of all teachers. The Premier's intimation that the government has a friendly eye upon the future of the Kingston school is a welcome one. It is to be hoped that this fine institution whose worth is becoming known will command steady support among the people who are fortunate enough to have it at their doors. If we may judge by the nature of yesterday's meeting there is no reason to fear that the institution will lack appreciation or money in the growing years to come.

NOTE AND COMMENT

What are Admiral Smith's chances of making Vladivostok?—Toronto Telegram, June 12.

They seem to have been good.

Kuropatkin was to dictate terms of peace at Tokio. Japan is likely to dictate them at Washington. In the words of a popular playwright, "You never can tell."

The crowds who rush to catch the break-o'-day express on the I. C. R. avoid the excessive heat of these June days, anyway. The Railway Record (Moncton) and the Moncton Transcript continue to say the summer schedule is a good one. So it is for Moncton.

Mr. Grover Cleveland, who has become an Equitable trustee, says men who use trust funds for their own profit should be looked upon as other thieves are. Meantime so conservative an authority as the Wall Street Journal asks if Mr. Ryan and his associates have gone into the Equitable business for the good of their health.

The Royal Arcanum situation fills more

St. John, N. B., June, 1905.

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space daily in the newspapers. Insurance Commissioner Cutting, of Boston, is quoted as saying: "They have not got their rates high enough even now. There are other orders contemplating a change and they have all got to do it, for they have finally come to realize that present conditions are not permanent." And the Boston Journal adds:

"The discussion about rates has caused the insurance authorities to consider anew the question of the fraternal benefit orders, and at least one other organization will probably be compelled to make a substantial raise in their rates in the near future. The commissioners claim that they will all have to do the same, as the present conditions are not permanent."

A Chicago trade journal prints comparative statistics showing the extent of building operations in all the principal cities of the United States for the month of May of this year. Winnipeg is included in the list and is the only Canadian city for which statistics are quoted.

City.	May 1905.	May 1904.	Gain.
Winnipeg	1,350,000	1,288,500	61,500
Duluth	1,201,112	1,254,447	53,335
Buffalo	801,400	589,499	211,901
Chicago	1,801,520	679,200	1,122,320
Detroit	1,068,500	677,000	391,500
Indianapolis	788,900	720,100	68,800

The American cities for which figures are quoted all greatly exceed Winnipeg in population.

WASHINGTON SELECTED FOR PEACE CONFERENCE

(Continued from page 1.)

ments for the meeting of the plenipotentiaries finally are completed. Both Russia and Japan are moving with the utmost deliberation for the game of diplomacy now being played is of even greater importance to each government than are the movements of the armies on the battlefield. It will require at least a month for the negotiators of the two governments with their respective staffs to come together, the distance from Japan particularly being so great that a shorter time scarcely could be allowed. In view therefore, of all the conditions and including in the equation the factor of unforeseen delays over matters of minor consequence, it seems quite likely that the conference will not assemble formally before the middle of August or the first of September.

Russia Knows Japan's Terms.

St. Petersburg, June 15.—5 p. m.—The secretary of the Japanese legation at Paris is quoted in an interview sent by the respondent at the French capital of one of the local afternoon papers as expressing confidence that the meeting of the plenipotentiaries of Russia and Japan will lead to peace. "While Russia," he said, "does not know the exact nature of our terms, she knows the main outlines and if she has now finally decided on a meeting of plenipotentiaries, Russia must be prepared to treat for peace. Otherwise the acceptance of President Roosevelt's good offices would be a direct affront."

Vienna Report About Jap Peace Terms.

Vienna, June 15.—The opinion prevailing here is that the peace negotiations between Russia and Japan will eventually prove successful. This is based primarily on the belief that Japan will meet Russia more than half way, making unexpectedly reasonable demands. Certain intimations have been received here that Japan's terms are substantially as follows:—
First—The recognition of the Japanese protectorate over Korea.
Second—The return of Manchuria to China.
Third—International control of the Eastern Chinese railroad.
Fourth—Regarding Port Arthur, the strategic value of this fortress has been over-estimated and it is said that its ultimate disposal will not give rise to any controversy.

Fifth—It is not thought that Japan will demand the demolition of the fortifications at Vladivostok.

Sixth—The surrender of the island of Sakhalin will not be demanded by Japan,

Rothschilds. June 14.—Invitations are out for the closing exercises of the college year for the Rothschild College for Boys. They will include on Sunday, June 18, service in St. Paul's church, Rothschilds, at 3 o'clock, when the sermon will be preached by Rev. G. F. Scovell, M. A. The preliminary athletic sports will be held on Monday, June 20 and at 10 a. m. on June 21 the final athletic sports will be started and continued at 1:30 p. m. Lieutenant Colonel White will inspect the college cadet company at 3:15 the same day and at 4:30 the presentation of prizes for scholarship and athletics will be made. The closing addresses will follow and appropriately end the 14th collegiate year.

Peter Campbell and family will reside upon the Gondola Point road this summer. They have rented the pretty residence of Edgar Vincent.

The head of the Kennecott Island is as popular as ever this year with suburban residents, and this is in spite of difficult communication with the mainland. Rev. Mr. Mathers and his boys from the Virgin M. O. asylum are located upon the smaller island and for some time have been energetic in putting in the usual crop of vegetables.

The golden rule is not lived up to by those residents of Rothschilds who have made a dumping ground of the bank upon Salmon Creek hill and the collection of yard refuse and other stuff deposited there without leave or licence is not appreciated by those who live nearby.

The girls school at Netherwood will have its closing exercises Tuesday, June 20.

Pingry—"I met Brown just now; he looked fairly green. What's the matter with him? A note gone to protest?"
Brown's Clerk—"No, they've sent him word that his note is overdue, and he has gone to protest."

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