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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., OCTOBER 26, 1901.

THIS SEMI-WEEKLY TELEGRAPH.
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C. J. MILLIGAN, Manager.

ADVERTISING RATES.
Ordinary commercial advertisements taking the run of the paper: Each insertion \$1.00 per inch.
Advertisements of Wants, For Sale, etc., 50 cents for insertion of six lines or less.
Notices of Births, Marriages and Deaths 25 cents for each insertion.

IMPORTANT NOTICE.
Owing to the considerable number of complaints as to the misdirection of letters addressed to the Telegraph Publishing Company, we have decided to send all letters to the office of the Telegraph Publishing Company, St. John, and all correspondence for the editorial department should be sent to the Editor of The Telegraph, St. John.

FACTS FOR SUBSCRIBERS.
Without exception, names of new subscribers will not be entered until the money is received.
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RULES FOR CORRESPONDENCE.
Be brief.
Write plainly and take special pains with names.
Attach your name and address to your communication as evidence of good faith.
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The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.:
W. A. FORTIN, St. John.
Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph
ST. JOHN, N. B. OCTOBER 26, 1901.

SPECIAL NOTICE

As a great number of our subscribers are interested in the Census, we are offering to the persons coming nearest to the correct enumeration of the population for the Dominion of Canada, a given out by the Minister of Agriculture from the results of the recent census, we wish to advise the readers of THE TELEGRAPH that no announcement had yet been made by the Minister of Agriculture.

As soon as the Hon. Mr. Fisher has made the official statement showing the results of the Census, the coupons will be sorted out by the Press Publishing Association of Detroit, and the winners in the SEMI-WEEKLY TELEGRAPH for several issues, so that all may know who the successful competitors were.

This will save our readers and ourselves any trouble of correspondence in regard to the competition.

THE TELEGRAPH PUBLISHING CO.
OTTAWA, Ont., Aug. 19.
TO PRESS PUBLISHING ASSOCIATION, TORONTO:

Official figures are Five Million, Three Hundred and Thirty-eight Thousand, Eight Hundred and Eighty-three, but they are not final.
Director of Census.

As soon as final figures can be obtained, the awards will be made.
PRESS PUB. ASS'N.

THE VACANT CONSTITUENCIES.
Now that the Ducal elections are over it is probable that the by-elections for the Dominion parliament will be held at an early date. There are at present thirteen vacancies, caused by death, resignation and appointment to office or the senate. The following are the constituencies: West Queens, York, Lisgar, Kingston, L'Islet, Beauce, West Durham, West Hastings, Addington, Laval, West York, St. James division, Montreal, and either Terrebonne or Maisonneuve.

The vacancy in West Queens, P. E. I., was caused by the elevation of Sir Louis Davies to the supreme court bench at Ottawa. In the last general election this constituency returned a Liberal by a majority of 753. No candidates have been selected as yet, but it is almost certain to remain faithful to the government cause. At the reports from York, N. B., indicate that Mr. Alexander Gibson, Jr., will be re-elected by a much larger majority than what he obtained a year ago as he is supported by many influential Conservatives who opposed him at the last election.

In Lisgar, Mr. R. L. Richardson, who posed as an Independent Liberal, but was supported by Sir Chas. Tupper and the Conservative party, had a majority over Mr. V. Winkler. The Liberal candidate, last November, of 249. Mr. Richardson was unseated on petition and it is uncertain whether he will be a candidate in the coming contest. Lisgar will

probably return a Liberal at the by-election.
Mr. B. M. Britton, who has been appointed to the Ontario bench, was elected last November in Kingston with a majority of 192. Candidates for the by-election have not been chosen, but the name of Mr. Jas. Metcalfe, ex-M. P. P., has been prominently mentioned in connection with the Conservative nomination, while that of Mr. J. B. Pense, of the Kingston Whig, is being put forward as a possible Liberal standard bearer.

The vacancy in L'Islet was caused by the elevation to the senate of Mr. A. M. Dechenne, who was returned at the general elections by a majority of 100. Sir Adolphe Caron may be the Conservative candidate for the constituency.

Mr. Thomas Fortin, the member for Laval, having been appointed to the Quebec bench, this county has become vacant. Mr. Fortin had a majority of 319 a year ago.

The death of Hon. N. Clarke Wallace leaves West York without representation. At the last general election the late Hon. Mr. Wallace had a majority of 820 over Mr. Archibald Campbell. It is reported that Mr. Campbell will again contest the riding in the Liberal interest, and Mr. Thos. Wallace, a brother of the deceased member, will endeavor to retain the constituency for the Conservative party.

West Durham has been unrepresented in the present parliament owing to an irregularity in the election deposit of Mr. C. J. Thornton. The returning officer made a special return without proclaiming either Mr. Beth or Mr. Thornton elected. The courts voided the election. Mr. Thornton (Conservative) had 40 of a majority.

Henry Corby, who was returned for West Hastings at the last election, resigned early in the year owing to poor health. He was elected by a majority of 912 over Mr. S. J. Young, the Liberal candidate.

The vacancy in Addington was caused by the death of Mr. W. B. Bell, Conservative. He had a majority of 529 at the last general election. The Liberals stand as it is by no means the Tory stronghold which the majority of last year would indicate. In 1891 a Liberal was returned by a majority of 11 and in 1896 Mr. Bell was elected with 67 of a majority.

Joseph Godbout, having been appointed to the senate, the county of Beauce is vacant. Dr. Godbout had a majority of 1,257 at the general election.

The member for St. James division, Montreal, Mr. O. Desmarais, having been appointed to the bench, a new election will be necessary in this constituency. Mr. O. Desmarais was elected by a majority of 1,841.

Mayor Desfontaine was returned for two constituencies at the last general election—Maisonneuve and Terrebonne. He had a majority of 1,816 in the former and 267 in the latter. It is believed that he will select Terrebonne and under those circumstances Maisonneuve will be declared vacant.

After the last election the constituencies were represented by eight supporters of the government and five opposition. There is now no doubt that the government will gain strength as a result of the by-elections, and we would not be surprised if the Liberals should carry ten out of the thirteen seats.

THE MANUFACTURE OF LOCOMOTIVES.
Candidates who are interested in railroads (and who is not?) will note with attention that the Scotch locomotive builders are criticizing severely the policy of railroads manufacturing their own locomotives. The despatch is that the locomotive builders of Glasgow have issued a statement approving the action of the Indian secretary, Lord George Hamilton, and the Viceroy of India, Lord Curzon of Kedleston, in making arrangements for a conference of Indian railroad engineers at Calcutta in December to consider the adoption of a standardization of locomotives, such as exists in the United States, pointing out its advantages, saying that individual railroads should not manufacture their own engines and criticizing the severity of the government's inspection of engines designed for the colonies which obstructs the American builders have not to contend with.

These Scotch locomotive builders are no fools, and in spite of the fact that many roads now do build their own engines, the Glasgow builders find quite enough work to keep them busy. It is stated that the united works in and about Glasgow are equal to the production of nearly a thousand locomotives per annum, and, besides the demand for local roads, they are exporting engines for roads in Norway, China, Japan and other countries. In the supply for foreign use the Scotch builders of course come into competition with American builders who are eager to cater for foreign trade, and the American trade papers have of late been busy calling attention to the advantages of the American article in this line. Naturally the American builders have this advantage over the Scotch in catering to the Canadian market, because the Canadians can take delivery of locomotives on the rails ready for service, instead of any necessity for importing them in sections thousands of miles by sea and then setting them up. The records of service of American engines are also such as to proclaim their efficiency in their own country and consequently under similar conditions in Canada. The building of locomotives is, of course, a desirable industry for the development of the Dominion, but in view of the vast expense of establishing a modern plant for the purpose and controlling the necessary patents which cover

so many essential features of the modern engine, besides the disadvantages of supplies of raw material under which Canadian labor, it is no wonder that our manufacturers go slowly in attempting to compete with the larger British and American concerns for export trade.

In view of all these matters the results of the Indian conference of railroad engineers in December, will be awaited with interest. Meantime it is of import to review some of the points of dispute as to the relative merits of the British and American product. It must be admitted that foreign railroads would not purchase British engines in competition with the generally cheaper productions of Americans if they did not possess some intrinsic merits. It will be remembered in the early days of railroading in New Brunswick and Nova Scotia, British locomotives were used and gave excellent service, but many improvements in the machines of American make, coupled with their decreased cost in delivery, soon proclaimed their advantages. It is claimed by the Scotch builders now, however, that the only advantage of the American locomotives, or at least of such as they export abroad, is their cheapness and that in the matter of finish and endurance there is no question about the British superiority. On the other hand the Americans compare results in foreign use.

It is shown that in drawing trains over heavy grades American locomotives in Jamaica utterly defeated English engines that were built especially for that work and cost about twice as much. The same is said to have been true of a test made in Japan six years ago, as a result of which the Sanyo Railroad has now thirty-three American engines, at a cost of \$10,000, delivered promptly, and 24 English engines at a cost of \$15,000. It is admitted in Japan that the American engines are nearly as economical of fuel as the English, and the same is said to have been recently admitted also in India, where American locomotives seem to be growing in popularity for heavy freight purposes on long hauls and for the ease with which repairs may be made to them. As Germany builds locomotives for export and does not require to import any of the special varieties in which Americans claim to particularly excel, there is not much to be expected in that country, but in Russia and Spain the American engine seems to be obtaining a popular foothold.

One thing seems to be certain in regard to the manufacturing concerns, that cater for an unlimited foreign export trade in competition with the world. They must be ever alive to all possibilities of improvement in their product and naturally stand to be able to produce a better article at a cheaper figure than the railroads which merely manufacture their own engines. In this constantly developing ability of American locomotive manufacturers Canada reaps material advantages of proximity.

ENCOURAGEMENT IN TEMPERANCE.
The Grand Division Sons of Temperance of the province of New Brunswick has again met in convention in this city. This is its 14th annual meeting, which represents a life-time record of what ought to be noble and telling work. The year's reports do not seem to show marked increase in membership or marked activity in the organization, yet this does not by any means imply that there is cause for discouragement by the workers. The career of the Sons of Temperance, as a body, has been a fine one. The membership has been maintained by much grand and sincere individuality, and the methods have seldom, if ever, been such as to cast discredit upon the high standing which it was originally designed the body should maintain.

The labor of the Sons has necessarily been educative and in proportion as the laborers fully realized the mission they assumed so have they attained results. Whether mistaken notions some of the radical members of the order may have had as to the feasibility of prohibiting interference by act of parliament, it is safe to say that such have never been heartily endorsed by the order as a whole, and it is to the credit of the order that it has been given in the main by a spirit of broad-minded Christian charity. Nothing to its discredit has been reflected in that leading members may have occasionally, when away from home, evidenced more or less liberal views as to the wise use of good stimulants for medicinal purposes. The country at large, our province included, has been the better for the existence of the order, and the Sons, with their junior organizations of cadets and bands of hope, have been and do yet constitute an important and desirable element of our civilization. It is the condition of our province which makes the order a non-progressive status of the Sons not a reason for discouragement or lack of faith in the cause. When the scholar acquires as much knowledge as is possessed by his teacher the function of instruction naturally ceases. It is evident by because of the degree of education which pervades the land that the opportunity for greater aggression by such orders as the Sons of Temperance has become less conspicuous. When the scholar knows as much as the teacher, however, it becomes the privilege and pleasure of the master to obtain the aid of his former pupil in exploring new fields and unraveling fresh problems. It is more in this line apparently therefore that the field for the Sons of Temperance now seems to lie. It must continue to be their pleasant function to educate, and to entertain while

educating, and they must recognize that while temperance in eating, abstinence, when it is legally forced upon the unwilling, is calculated to incite to excess. People nowadays do some thinking, if some of them likewise do some drinking.

IF HALF THE DAYS WERE HOLIDAYS.

A merchant who has been studying the effects of holidays, says the Hamilton Spectator, has arrived at the conclusion that people spend just so much a year for goods, and if they do not buy them at one time they will buy them at another. He feels quite sure that if half the days were holidays the people would buy their regular supply of goods just the same.

This opinion, it should be remembered, comes from a city which has been unable to support a morning newspaper and which, in consequence, the Toronto papers accuse of not waking up until the afternoon. The doctrine, however, raises an interesting question for consideration. Of course it is true that the average man's legitimate ability to buy goods is limited by his income, but it is also true that the country's wealth is constantly increasing, and the merchant who is not active in chasing the elusive dollar fails to improve his time and is very liable to find that the dates of his bills payable come along with astounding frequency. Moreover, they must be a slow sort of people cowboys who will buy at one time if not at another whatever the store they have been accustomed to patronize offers them. The majority of New Brunswick people if they do not find what they want in one store, go to another for it; if they do not find what they want in Woodstock or Fredericton, they come to St. John, and if they do not find it in St. John they send to Boston for it and pay the duty. Thus our merchants and manufacturers are forced to be constantly on the alert for business and if half the days were holidays they would simply have to go out of business. It may be in Hamilton that stores are conducted on the principle of the country grocery, where business is only to be done when the proprietor unlocks the door and where business stands still while the proprietor is away swapping horses, but that sort of a Hamilton storekeeper wouldn't sort of seem to fit in St. John.

SAILING AND WOODEN VESSELS.

The dictum that sailing vessels and wooden vessels have had their day does not seem to be proved. The harbor of St. John shows that there is a sphere for both, and every other harbor along the Atlantic coast corroborates the demonstration. The only way that freight can be moved more cheaply than by rail is possibly by the monster American, schooners of today compete in the coastwise coal trade with the barges in evidence that the question of the superiority of either method of transportation is not yet settled. It must be remembered also that neither large barges nor large schooners can cater to the small coastwise trade for the many harbors which neither desire large cargoes nor can admit large vessels to their wharves. Hence it happens that the fleets of little schooners must constantly be renewed, and as long as wooden building materials continue cheap in this vicinity and in the United States, so long will there be business for wooden vessel builders in the construction of this class of craft. Of course the number of small coastwise steamers is also increasing to all the more important ports, but steamers of this or any other class can never cater to all the demands of commerce in low-class freight.

It is likewise to be noted at present that big sailing ships hold their own in the East Indian and Australian trades, and seem to be successfully competing with steam in the long voyage business around the Horn from California and Hawaii to American ports north of Hatteras, despite the fact that the new steamers, especially built for that service, are the most modern type of economical freighters and were especially designed to monopolize, if possible, all the trade in that direction. Of course the sailing ships in that trade are almost exclusively of steel and can carry cargo in as good condition as a steamer, where a few days delay in time of delivery is a matter of no consequence. Whether steel will ever displace wood in the American coastwise trade, for short voyages, is a question, but there seems no probability of it in the present generation.

HOLIDAYS.

Considerable dissatisfaction having been expressed by certain citizens at the fact of a whole holiday having been proclaimed by the mayor of St. John on the occasion of the visit of the royal party, The Telegraph has been at pains to inquire as to whether citizens are bound to observe a holiday any date that may be proclaimed for their worship for the purpose. The fact seems to be that such observation is purely voluntary on the part of the citizens. The mayor is empowered, it appears, to proclaim a day as a general holiday in the province when he sees fit, after proper representations as to its desirability having been made to him by citizens, but there is no penalty attached to its non-observance, and such citizens as do not observe to make a holiday for themselves or their employes on the occasion are not required to do so. In other words, the mayor's proclamation is to be regarded as a request instead of a command. Whether an employee may legally refuse to work on such a day depends upon the nature of his agreement with his employer. Whether, in the same line of reasoning, the dependence of an employer upon more or

less public services for facilities to carry on his business, such as steam heat or elevator service in an office building, upon a civic holiday, could be demanded, would seem also to be a matter of agreement, but might in some cases be a subject for decision by the courts.

Regular legal holidays proclaimed by the government and upon which the holding of courts or the general transaction of business is forbidden, are in quite a different category from civic holidays. It is very doubtful, for instance, if a man could be compelled by his employer to work on Thanksgiving day, any more than on Sunday. These are points that business men generally may not hitherto have been very clear about, and it is well to have them borne in mind, for if an employer wishes his men to work on a holiday it is well to have his necessary arrangements thoroughly understood in advance.

Some objection has lately been expressed to the establishment of another holiday in Canada for the observation of the King's birthday, but even with our list of holidays will not be very large in proportion, for instance, with those observed in New York, where there is rather more work to be done than in St. John. The regular Canadian holidays in addition to Sundays throughout the year are: New Years Day, the Epiphany, Good Friday, the Ascension, All Saints Day, Conception Day, Easter Monday, Ash Wednesday, Victoria Day, Dominion Day, Labor Day, the King's Birthday, Thanksgiving Day and Christmas Day. This makes fourteen in all, but at least six being considered religious holy days are not generally observed in this province. The regular holidays in New York, in addition to Sundays, are: New Years Day, Lincoln's Birthday (Feb. 12), Washington's Birthday (Feb. 22), Decoration Day (May 30), Independence Day (July 4), Labor Day, Election Day (first Tuesday in November), Thanksgiving Day (last Thursday in November) and Christmas Day. This makes nine, besides Saturday afternoons during the months of July and August. Religious holidays are some of them are in Massachusetts and other states, besides local anniversaries, such as Bunker Hill Day.

SOME PHILOSOPHY FOR THE COLLEGE.

Now that the university season is on again for another winter it is time for more or less endorsement of the expressions of opinion by President Pritchett, of the Institute of Technology in Boston, who, at a recent meeting of schoolmasters there, rose to remark that there ought to be more beer drinking, more smoking and more singing in the colleges. There is no doubt that the point of this learned educator is right, which is that "the proper study of mankind is man." The properly educated man knows men as well as books, and the place where good fellowship prevails is the place where students learn to know one another. The same idea was voiced some years ago by another even more eminent educator and philosopher, the Rev. Dr. Edward Everett Hale, in the remark that a boy gets more good in college from "the fellows he meets there" than from the study of books.

This doctrine if considered in a merely superficial manner is of course one calculated to "stir up" the dear old ladies who date above all things upon the success in obtaining prizes for brain effort which their bright nephews or grandsons may win. But a study of the subject ought to convince both "the matter" and the alma mater that the principle is fundamentally correct and that the more the policy of educational institutions is shaped to conform with it in general practice the better will be the results attained. It may not be altogether judicious that the social customs of the German universities, advocated by Dr. Pritchett, should be entirely introduced in Canada. Many fellows do not like beer, and even if they could acquire a taste for it it is not essential to their successful education that they should; much better, in fact, that they should acquire the strength of manhood to say no and mean it upon occasions when others may tempt them to do things that may conflict with their ideas and experience of what does not agree with them or bring them comfort and joy. But it must be admitted that there are no greater promoters of sociability than good food and drink, and it is the peculiar province of undergraduates to mix with their classmates to their own very great advantage in after years.

The colleges, if such there are nowadays, which confine their attention solely to the training of the intellect are not acting fairly by their students. The natural desire of the students for facilities of entertainment and diversion should not be left entirely to themselves and to their personal friends outside the college walls for realization. It is not necessary that every college should follow the example of the Princeton Theological Seminary professors who sanctioned the granting of a liquor license for the Princeton Inn, but the countenancing of many mild forms of dissipation during the term of bringing the young men closer together and of resulting vastly to the reputation and prestige of the college, as well as to the improvement of relations between the educators and those educated.

NOTE AND COMMENT.

It is about time our board of health located the source of infection in the recent smallpox cases.

According to statistics the relationship between the proportion of marriages to divorces in Michigan is as 10 to 1. This would not make silver weddings 16 to 1.

Now that the royal visitors are out of earshot for a few days, all those who did not receive the hoped for preferment

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at their hands have a good chance to air their grievances.

It is to be hoped that the execution of Cologus next Tuesday morning, will be the example intended for the education of those liable to tread in the dangerous paths of anarchy.

The Dutch propose to boycott British shipping and thus hope to bring Great Britain to her knees. One gentle crush by the British merchants would close half the business houses of Amsterdam and Rotterdam.

The pro-Boer Dutch are not having things all their own way. That little war in the East Indies is costing Dutch lives and money. Queen Wilhelmina might extend some of her surplus sympathy to the Achinese who are fighting for freedom in Sumatra.

OBITUARY.

Mrs. S. H. Belyea, Milltown, Me.
Milltown, N. B., Oct. 21.—The many friends of Rev. S. H. Belyea, pastor of Baptist church, of Milltown, Me., will learn with sincere sorrow of his sad bereavement in the death of Mrs. Belyea. Mrs. Belyea had passed through a very severe attack of typhoid fever, being nursed with the most devoted care by his wife. About three weeks ago they went on a trip to Charlton county, Georgia, Mass., from pneumonia, at J. G. Barnes, steward of the steamer St. Croix. Mr. Barnes had been employed with International Steamship Company for a number of years, and was steward of the St. Croix from the time she was put on this route. He was exceedingly popular with those who traveled on the International line, and had many friends in this city. He was a native of Queens county, and his mother lived on City road. He leaves a family. He had been ill but a short time.

John Strachan, 22 (Special).
Strachan, for many years a Canadian general agent of the Erie railway, died here today, aged 67.

James Emberton.
Harrois Station, York county, Oct. 24.—James Emberton, a well-known and highly respected resident of the Frog Lake district, died yesterday after a long illness. Some years ago he injured his right foot, which resulted in his being unable to walk. He had been in failing health since that time. He was about 60 years of age and was a married man. He was a young man he settled at Frog Lake and made for himself a fine farm and comfortable home. Deceased was twice married, first to a Mrs. Linn, who lived but a short time. He afterward married a daughter of the late Daniel Little, who, with five daughters, survive him. He was a man of high character and had many warm friends.

Daniel Feindel.
Annapolis, Oct. 24.—The sudden death of Daniel Feindel, proprietor of the American House, Middleton, occurred Saturday last from heart disease. Deceased was one of the most respected citizens of Middleton and very popular with the traveling public. He was past master of Ionic lodge, A. F. & A. M., and a Companion of Eureka Royal Arch chapter of Annapolis. His sudden demise was deeply regretted by the Masonic fraternity, amongst whom he was a valued member, as well as by a large circle of friends. The funeral, which took place Tuesday, was very largely attended, a number from his own and other lodges attending. Impressive services were conducted at the house and grave. The funeral was conducted by the Masonic body, each brother depositing a sprig of acacia in the open grave.

Mrs. Mosher, St. Martins.
St. Martins, Oct. 24.—Mrs. Mosher, widow of Israel Mosher, and mother of Councilor J. P. Mosher, died Monday last at the residence of her sister-in-law, Mrs. Robert Mosher. She was 84 years of age. Besides her son, Councilor Mosher, she leaves one daughter, Mrs. Samuel Osborne. The funeral took place on Tuesday. Interment was made in the Mosher cemetery, the Rev. S. H. Cornwall officiating at the house and grave.

John M. McKay, Oarman.
Halifax, Oct. 24.—(Special.)—A despatch was received today from St. Louis announcing the sudden death of John McKay, the well-known Dartmouth oarsman. He went to St. Louis some few years ago to reside. In his prime he was a fine oarsman, and especially in doubles, made a record. He rowed as partner with many of the best oarsmen, including Jake Gaudaur.

J. P. Johnson.
Mr. J. P. Johnson, an aged and respected resident of Shelburne, died at his home Wednesday morning. Deceased was for many years foreman in the Shelburne boot and shoe factory. He leaves two daughters, Mrs. McEwen and Mrs. Murray, wife of Dr. H. W. Murray of Shelburne.

Funerals.
Fredericton, Oct. 23.—(Special.)—The remains of Charles P. True, who died in Minneapolis last week, were taken to Lincoln today for interment. Rev. J. H. McDonald conducted a short service at the house and preached the funeral sermon at the Lincoln Baptist church.

The funeral of Jas. A. Campbell, of Kingsclear, took place this afternoon and a large number of relatives and friends attended. Funeral services were conducted by Rev. William McDonald. The remains were brought to this city and interment in the family lot in the old burying