OTTAWA LETTER.

Private Legislation Before also Parliament Increasing Every Year.

Pretty Effective Scheme Devised Force the Grand Trunk Pacific Bill Trough Committee,

Question Likely to Loom Up Strongly in the West This Year.

(Special Cor. of the Sun.) OTTAWA, May 28.-The amount of private legislation coming before parbeen introduced with a number of othcannot meet often enough to examine all the bills and as the gov-ernment, after next Monday, will take every day for government business, there will be a lot of bills of incorporation tied up. The number of rail-way companies anxious to build lines in Canada is abnormal. In the west they have the railway fever pretty bad. Mr. Oliver, the mem ber for Alberta, who has always posed as an enemy of railway corporations. has about a dozen railway measures on the order paper in his own name, some of which provide for lines which commence nowhere and end nowhere A great many of such charters are being placed before the railway commitbut that body is putting on the brakes and it requires a definite statement as to routing before it allows way many wild-cat schemes are being arrested and railway charters are now more difficult to obtain.

The Grand Trunk Pacific bill, when committee rose yesterday, was in the same position as it was nearly weeks ago. Not a single clause was adopted and it was evident that certain members of the committee were none too anxious to have it advanced another stage. In order to remove some of the obstacles from its path the committee decided to make the bill the first item of the order paper each day the committee meets, un-til it is disposed of. This means that some 52 other railway bills which are standing in the names of almost as many members, will have to await consideration until the Grand Trunk Pacific measure is removed. This means, of course, that the members who are anxious to get their own particular bills through committee will do all in their power to get the Grand Trunk Pacific out of the way. Not only will they themselves refrain from ob-struction, but they will use their best struction, but they will use their endeavors to prevail on their friends to allow the bill to reach the committee of the house. Perhaps no more effective scheme can be devised for forcing ering a sop to the people of the west than by making it the first item on the order paper, until it is fully consider-

ed and passed or rejected. It looks as if the Grand Trunk Pacific were thoroughly up-to-date in preenting their bill to parliament. far, little time has been wasted by those in favor of the legislation. On the other hand, there has been a tendency to develop all possible opposition at an early stage, so that if nesary it can be removed later on. Men who know the game thoroughly have been regular attendants about the committee rooms, and it is expected that in case of continuous strong e promoters will find some way or other to secure what they so much de-

But the Grand Trunk Pacific has a harder road to travel before it will be in possession of its charter. The i ion of its charter. The govvernment business, there will only be two hours each week left for pri cannot possibly reach the house some days yet, and when it does there it will have to take-its place mys yet, and when it does on the order paper along with other private bills. With only two hours a week it will get very little show, and it would be the easiest thing in the world to block it if its opponents deided to do so. The only sure remedy for such a condition of affairs will be the government to take up the bill as a government proposal and thus force it through in spite of everything. It was the government of Sir John A. Macdonald that had courage enough to father the Canadian Pacific Railway there was no difficulty in passing that act. However, the Laurler government is not of the same calibre, and up to the present moment it has positively declined to state its policy in regard to the new trans-continental line. Before we see the last of the Grand Trunk Pacific proposition it is highly probable that some interesting developments will be seen.

It is surprising how little confidence the Laurier government has in its ability to govern. The opposition is unable to get a definite statement in regard to any large question, and in the matter of the Grand Trunk Pacific ing may be heard of the aid which the administration preposes to grant it until next session. It is another ex-ample of trimming. Every precaution will be taken to prevent offence to any particular section of the country, and while the people of the west may need additional railways and the Laurier government may express its sympathy with a movement in favor of giving them new lines, it will first look to its own interests and the west

will have to come in as a poor second. The present transportation commis-sion would have finished its labors sev-

Sir William Van Horne's famous re- be found on railway cor hopper." The government not only acting under ne compulsion, but it is neglecting the country's also neglecting the country's interests by suspending all work on terminal facilities until such time as the commission is in a position to re-port. This report may not be filed for months or years, as the government is finding great difficulty in getting competent men to accept seats on the com-mission. Sir William Van Horne has positively declined to act, and Harold Kennedy has followed his example. Mr. Fry, who has acted for a number of years as Lloyd's agent at Quebec, has been named as Mr. Kennedy's successor. cessor. Beyond the fact that he is an estimable gentleman, he has little to qualify him for such an important ost. There are dozens of better men in Quebec, but they have either refus-ed to act, or for political reasons their services are dispensed with.

With a commission composed of men of ordinary ability, its finding will be of little value to the country.

When the Laurier government stepped into power in 1896, they announced themselves as the greatest galaxy of lisment is increasing year after business men ever brought together in year, and this session no less than 132 private bills have been introduced with a number of oth-ers promised. The different commit-by Providence with the traits which go make up rulers of men and masters of business, to stoop to the selection of common play to handle such a large question as that involved in the solu Transportation is becoming more and more the great question in Canadian politics and if it had been satisfactorily solved during the past six or seven years, the government would be in a Canada, "We will do thus with the Grand Trunk Pacific," and the vast majority of electors would feel a conbe warranted by the confidence the useless for any administration to ask the public to believe in them, unless they do something to encourage and stimulate public faith. The Laurier government is rapidly becoming a government by commission and caucus and as such it is rapidly going to decay. Caucuses and commissions may be desirable advisery bodies to a cer-tain extent, but when it comes to stern and practical government we must have men who have the courage of their convictions. In their treatment of the Grand Trunk Pacific bil and the transportation question, the Laurier cabinet, has not shown any such desirable qualities, and we will probably have in Canada more of such government, until the people become satisfied that men are needed who will carry out their pledges and meet public issues with all necessary courage.

> Next week the government proposes to announce its policy in regard to the Canadian Northern raliway company. McKenzie and Mann have be removed from the path of the Grand Trunk Pacific and Sir Wilfrid Laurier has promised to state definitely what assistance will be given to the Saskatchewan Valley railway. That line will open up a large tract of new country, but it will meet the same con gestion at its eastern end, that has so materially affected the other lines during the past two or three years. in order to delay for a time the criticism of its public railway policy. But be found in North America. Perhaps Mr. Bisir's idea in specially on the west demands. The crop in the west ker's remarks. If that was his moand if so, Canada will hear another howl from the grain raisers: They are seemingly born kickers and like the member for Hamilton. aggravating degree on the prairie. And, the objections of the west will was established when he was forced not be diminished as the crops increase to turn back to 1836 in order to secure in bulk and the new settlers pour into the grain raising territory. Trans-portation will never be solved by unfair, because Mr. Blair knew full culated to delay criticism for the time

> J. D. McKENNA. OTTAWA, May 30.-Hon. A. G. Blair is having considerable difficulty with his railway commission bill. The dehis railway commission bill. The de-fining clauses passed, but when it have been thrown away without re-came to the solid matter of the bill the tarn of any kind, and now that he has house in committee of the whele refused to confirm what Mr. Blair considers necessary legislation for the government of Canadian railways. During three sittings, which covered full afternoon sessions on each occasion, not one word of the bill has been adopted. One cause of this is that Mr. Blair refuses to extend the scope of the commission so as to give it power ably demand further additions to this to regulate the rates of express com-panies. Two whole sittings and part share of his running expenses of the of a third have been spent by the year 1903-4 from this source of credit house listening to suggestions from the we will find him next year announcing opposition to the effect that it is de- the remarkable things he has accomsirable to regulate express charges and plished on the government railways. hearing Mr. Blair repeat his argu-ments against any interference. This
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> Mr. Blair did not say anything about low him. They said they would and capital expenditure on Thursday. From attitude on the part of the minister is likely to cause him further trouble, and it may be that the railway commission bill will have to go over for another session.

Another bone of contention between

the opposition and the government arises out of the provision which exempts the Intercolonial from the jurisdiction of the commission. It is difficult to understand by what line of reasoning Mr. Blair satisfies himself that such a good measure, as he pronounces his railway commission bill to be, will be injurious to the Intercolonial. to be, will be injurious to the Intercolonial. The only possible explanation of his antipathy towards any interference with the Intercolonial liss
in the fact that under good business
management the political usefulness of
the government railway will be destroyed. One of the best arguments
advanced in favor of placing the Interceionial under the supervision of the
commission came from Mr. Hale, the
member for Carleton. He sensibly
considers that the maritime provinces
do not benefit from Mr. Blair's long The present transportation combines on would have finished its labors several years ago, if the suggestion of the sugges sion would have finished its labors sev-eral years ago, if the suggestion of the hauls of western freight, particularly

be found on railway commissions, would promptly seadjust matters so as to give cheaper local rates and make the western freight pay for its haulage. Unless Mr. Blair is prepared to accept Mr. Barker's amendment, providing for the extension of the furisdiction of the commission to the Intercolonial, his bill is likely to run up against a lot of strong and continuous opposition.

ment of Mr. Blair's whole that was made in connection with the political corruption at the maritime provinces these remarks made by Mr. Blair in regard to his attitude towards the political corruption of his employes will appear a rather humorous:

pages, and as every section and subsection must be carefully analyzed be- as regards political influence, the oper-

maritime provinces seem to think that nizes seniority and merit for promotion. The railway commission, if entrusted You have to start at the bottom. You with even slight powers over the Intercolonial, would immediately make an onslaught on the pockets of eastern Canada by placing the local rates on canada by Canada by placing the local rates on a level with the charges of some of the western roads. They declare that the railway must remain under the absolute control of the government and point out that Nova Scotia, New Brunswick and Prince Edward Island must be permitted to have as low rates as they can possibly get, even though the result is a loss of millions of dollars each year. Mr. Emmerson was talking in this strain when he challenged B. L. Borden to give him an opinion on this subject. Mr. Borden did not respond at the time, but yesterday he stated in the most expliyesterday he stated in the most explicit terms, that he, as a maritime province man, did not want charity from the rest of Canada in the matter of said every word that is credited to him freight rates or any other public ser- above. We say this because we know rice. He contends that the people of full well that in the minds of the averthe maritime provinces desire nothing age Nova Scotian and New Brunsbut fair play and he considers that wicker there will at once arise a doubt when Mr. Blair states to the country as to whether Mr. Blair made such abthat there is a disposition in the east solutely foundationless and silly reto make the rest of Canada pay for advantages the east enjoys from G. Haggart's breath away when he the Intercolonial, the minister of railways casts upon the maritime provinces a reflection to which they are not entitled. It really is humiliating to have Nova Scotia and New Brunswick held up before their sister provinces as leeches, desirous of sucking the life's blood out of the treasury. That is a mistake, and it is therefore a poor argument to use in favor of exempting the Intercolonial from the terms of the railway commission bill.

operation.

Mr. Blair made that statement. He

marks. It almost took the Hon. John

heard Mr. Blair make the announce-

ment. The ex-minister of railways could hardly believe that he had heard

what Mr. Blair said, and he got the

minister of railways to repeat it. Mr.

Haggart is glad to know that the In-

tercolonial has been reformed so rapidly. In his day there was a political

game carried along the road, and he

suspects that something similar pre-vails today! The people of the mari-

time provinces know that, what Mr.

Haggart suspects is an absolute fact,

and they know, too, that more than ever before the Intercolonial is be-

coming an out and out political machine.

J. D. McKENNA.

E. G. SCOVIL DEAD.

One of New Brunswick's Old Time

Legislators and Public Men-

Died at Moncton.

Members of the commons are still wondering "what it was all about." They refer to Mr. Blair's Thursday anement in regard to the Intercoonial. Mr. Blair made one of the most remarkable statements ever heard in the Canadian or any other parliamer and when he sat down, he had succeed ed in convincing those who have been suspicious of his mismanagement of the Intercolonial that their views wer even better founded than they thought. Last year Samuel Barker, the member for Hamilton, made a very strong speech in which he gave to the country certain indisputable figures, which preved that Mr. Blair was without ex-Mr. Blair's idea in speaking on Thurs- B. Scovil, one of New Brunswick's tive in talking for two hours and a at Queenstown. For many years he to meet and refute the strong logic of

The weakness of Mr. Blair's position figures which would make his extravanissions or by acts which are cal- well that the conditions of today and the conditions of 1896 are as far apart being. What we need, and must have as the two poles. In 1996 a period of in Canada, is a government resolute in its determinat in to stand or fall by its good intentions in respect to the general progress of the country. mon with other transportation lines his receipts are abnormal. Yet what has he done? The Intercolonial has become more and more a sink hole under placed the road in a position when it must be maintained expensively, we swim soo FEET UNDER GROUND. find the burden getting beyond con-trol. In this year's main estimates alone Mr. Blair asks parliament to ed to plug big notes that the Gold King on account of capital expenditure the enormous sum of \$4,658,950. In the supplementary estimates he will prob-

> have managed to spend on capital ac-count by June 36th next the rather im-posing sum of \$23,325,331. That is not too bad for seven years, and we may charitably excuse Mr. Blair for not desiring to have the cold hard facts thrust upon him at a time when he was endeavoring to get as much consolation as possible out of a very try-

ing situation. Mr. Blair has provided himself with Mr. Blair has provided himself with an enormous plant which is working all over Canada. This was paid for out of the \$23,000,000. He has more cars than he can possibly use, and he leases them to other lines at 25 cents per day. For small railways this is a great boon, They, instead of building cars, make a practice of using inter-colonial rolling stoke.

the political corruption of his employes will appear rather humorous:
"My honorable friend says, hear, hear.
He knows that so far as it is humane-When the minister of railways was explaining his bill earlier in the session, he informed the house that he intended making a few amendments to the general railway act, which is part of his bill, and those would be unimportant. However, in looking through the bill many important changes in the present law are encountered. Railway companies are given much wider powers in some cases, and here again Mr. Blair will find himself without the sympathy of a large section of the commons. The bill covers over 100 pages, and as every section and sub-road. There is no discrimination and ance from outside the city were Dr. H. S. Bridges, J. D. Hagen, K. C., M. P. P., and Dr. Murray Maclaren of St. John. The committee of examiners recommended the alumni gold medal to party companies are given much wider powers in some cases, and here again Mr. Blair will find himself without the sympathy of a large section of the commons. The bill covers over 100 pages, and as every section and sub-road. There is no discrimination and the presidents, B. C. Foster, M. A., W. C.

road. There is no discrimination, and section must be carefully analyzed of fore the house pronounces on their merits, many days will be necessarily the harm indeed. I will tell the house Bridges, M. A.; members of council, why: In nearly all branches of the Dr. A. B. Atherton, J. D. Hazeh, Dr. A. B. Atherton, J. D. Hazeh, Dr. H. S. Bridges, Dr. Thos, Walker, A. as regards political innuence, the oper-ations of that railway suffer very lit-eau, B. A.; sec.-treasurer, H. V. B. than anywhere they can get a goo Some of the liberal members of the management of that railway the staff the sorganized upon a basis that recognizes seem to think that the railway commission, if entrusted you have to start at the bottom. You cannot put one man over the heads of and H. V. B. Bridges. That

> of our founders are these: What were their ideas? How far have these ideas been carried out?

In his inaugural address as first hancellor, Sir Howard Douglas said: 'Nothing seems wanting to ensure the success of this institution success of this institution—a conven-ient and commodious edifice, a saluprious situation, a convenient position, central in the province, a liberal constitution under a royal charter, a

value of the times." / Now that this institution has been in

light of experience. "convenient and commodious Hef open to us. That will-o'-the-wisp. unlikely alternative in Ti

negle, "guiltless of our country's represented his county in the local legislature and for a time filled most ably the position of inspector of weights and measures for a portion of blood," to lead the forlorn hope against set no limits. It is well known that the province. Latterly he has resided in Moncton, where one daughter lives. Mr. Scovil was of Loyalist desent and formerly a farmer at Springfield. His great grandfather, Rev. J. M. Scothe house of assembly. We want some popular feeling in favor of the increas vil, was the first rector of Kings ing of the university's efficiency that will be strong enough to make the members of the legislature see its efficounty, and was at one time the only Mr. Scovil leaves two sons, T. T. H. ciency. We have here in the Univerof Queenstown, and Walter of Belleisle, the daughter in Moncton referred Smith of this city. W. H. Thorne and E. G. Scovil of this city are nephews,

maritime provinces. and Messrs. Scovil of Oak Hall cousins After a lengthy discussion of the ad-The funeral will take place at two vantages of a college training, Prof. Raymond proceeded: o'clock tomorrow (Wednesday) after-The conclusion of this line of thought s that there must be in any university no weakening of the arts work, but ther when weak it must be strengthened as means permit. Then let us add that our arts course, though amenable to improvement, is second to none in the maritime provinces, and it is

doubtless adequate to meet the de-

I said that the original "convenient

and commodious edifice" had been

now refer to the much more conver

ing, architecturally one of the finest in

the province, which has been erected

for the purposes of the engineering

school, a work with the inception and

Swimming 900 feet under ground, Superintendent Frank J. May attemptshaft of El Paso, Col., last week. Mr. May was lowered to the 900-foot level, and with him went Henry Benton, Al. Winzer and Alex McLean. All the men looked at the water and concluded it would be safer to have the pumps much enlarged and improved. I may worked a while longer before venturlent and sufficiently con

clergyman there.

noon at Springfield.

Next morning they were lowered again to the level and the superinten-dent asked the men if they would folhe struck out into the dark and dismal advancement of which the name of capital expenditure on Thursday. From he struck out into the dark and dismal advancement of which the inceptable remarks one would have been led drift. They swam for seventy feet, Stephen M. Dixon calls for his remarks one would have been led to suppose that such a thing as capital expenditure was never heard of in the railway department. Mr. Hagins and there found that as the level had been raised in driving they could stand in shallow water. Mr. May had carried with him a number of sticks to plus up the holes from which it was instruction to forth one stinding the matter of plus up the holes from which it was instruction to forth one stinding the matter of plus up the holes from which it was instruction to forth one stinding the matter of plus up the holes from which it was instruction to forth one stinding the matter of plus up the holes from which it was instruction. just where he stood is the matter of capital outlax, but the minister of railways became indignant and curtly requested Mr. Haggart to refrain from were driven into the rock where interrupting his train of thought. Mr. Water was shooting out and the flow Haggart states that Mr. Blair will from those particular points was lesthe men following had hammers Plugs were driven into the rock where sion and direction of work to cover the the Zoo lake, that one of his first

CANNONS AS GARDENING IMPLE-MENTS.

(Military Gazette.) Nasmyth, a landscape painter of repute, was held in great esteem as a landscape gardener, and in this capacity helped to compose some of the finest park and forest scenery. The estate of the then Duke of Athol was disfigured

FREDERICTON, May 28.-The annual meeting of the associated alumn of the university was held last evening, the president, J. D. Phinney, K. C., presiding Among those in attend-

presidents, B. C. Foster, M. A., W. C. Crocket, M. D., and Geo. W. Merseratives to senate, Mr. Justice Barker

In his oration at the University Encoenia this afternoon, Prof. Raymond spoke in part as follows:

The first questions that suggest themselves to one speaking in praise of our founders are these: What were their ideas?

years and has made some advance. After a long wait, during which he was along lines laid down for it, we may briefly review these utterances in the wife, friends or ambassador, he was this morning by the unusual occuredifice" has been much enlarged and improved; the "salubrious situation." ior, on account of his hostility to the the "convenient position central in the Russian government and his invention province," the "liberal constitution" of false news. He was informed that we still retain. But what of the "revenue adequate to all immediate purposes" What of the "real endowments which will improve in value

of false news. He was informed that
in the meantime he would be kept under arrest in the transit prison. Before he was taken there, however, a
special order came that no further with the improving value of the steps be taken pending fresh instructimes?" Like Sir Howard Douglas, we tions, and meanwhile he might write are willing to take for granted the "patriotism" of the legislature; with did. Half an hour later he was told its "liberality" we are not so well con-tent. We are grateful for small favors a promise to leave Russia on the first in recent years, but berhaps it is not unnatural that in the case of an inthe ordinary manner. He signed, as stitution gratitude rather takes the form of a lively sense of favors yet to When he was released he immediately come. Those real endowments have visited the British ambassador, who at once called on M. Von Plehve, the minproving value of the times. That revenue adequate to all immediate purposes is a myth. Unless we get more money our growth must be checked or even cease. There are no ways of re- Plehve, which first appeared in the an increase in the annual provincial preted as a covert intimation to the grant, which we have for years been governor of Bessarabia not to check E. G. Soovil received a telephone apparently about to grasp it, must be pursuing with outstretched hands, ever severe measures against the Jews.

B. G. Soovil received a telephone apparently about to grasp it, must be more unlikely alternative to the publication of the letter, which the so young a country—we must be When the ambassador returned he said bert Jeffers, lost her life. She had followed by the generosity of private individuals. Perhaps both these methods an extension of time, namely, three might be combined. O for some Cardays instead of eight hours, in which

the provincial treasury with a condi-tional offer—to which it were wise to sity of New Brunswick the basis on and the Russian policy. They did not built, namely, an arts college, good as this attitude, but made up their minds raising \$34 for a Sunday school libknew whether I was responsible for could no longer be tolerated in the Russian capital. They knew that this action would provoke an outburst Westbrook. Rev. Mr. McGregor of Oxaction would provoke an outburst against Russia in the British press, but they had well weighed the consequence of the step, and were resolved to read they were causing me. Later a police officer visited me and said he was instructed to make me sign a written three days, failing which I would be mands of a young and undeveloped

from ten to twenty minutes.



yet make every effort to send them to technical school, if they knew that here in Fredericton at a smaller cost sound course leading to an honorable plea for increased advantages for tech nical training.

This year's graduating class have volunteered \$600 payable in five yearly installments averaging \$5 per mem ber towards the construction of a new gymnasium.

WHY CZAR EXPELS LONDON TIMES MAN. St. Petersburg Government Says Ton of the Thunderer is Hostile to

Russia

poses, and real endowments which will improve in value with the improving sion from Russia by order as the angle of the times." sion from Russia by order of the gov-ernment, states that he was arrested ed to appear again on his own recogby order of General Kleigells, the chief existence for upwards of one hundred of police, and taken to a police station. docket tomorrow. notified that he would be expelled from the country by order of Gen. Von

Aventi, of Rome, and which was inter-

nes obtained from another source. little daughter and only child of Al-Mr. Brahm must leave the country. The correspondent adds: "M. Von some members of the government are personally disposed to increase the grant to the university. Indeed the premier has so expressed himself in ever, disliked what they called the hostile tone of my correspondence and

of the Times. They said that from the time I had occupied the post of correspondent at St. Petersburg the Times had devoted itself to attacking Russia that the correspondent of the Times promise to leave Russia forever within transported to the station in company with other prisoners, and eventually put across the frontier. The police of-ficers behaved with the greatest consideration and courtesy throughout."

WANTED-A case of Headache that KUMFORT Powders will not cure in

POWER OF A SWAN'S WING.

(Philadelphia Record). "Swans," said John Lover, of the Zoo, "have great strength of wing. It is said that with a blow of its wing a swan can break a man's leg, and I ground occupied by three or four pro- cases had been that of man fessors in more generously equipped institutions. The most urgent need of the university at the present time is, as Professor Jack has stated. "the appointment of a professor or at least a 'fire-hunting,' when a swan making permanent assistant in chemistry, and for the light flew straight at his head. of a professor in descriptive geometry. He put up his arm to shield his face, stereotomy and drawing, or in geodesy, and the powerful wing of the big white road engineering and topographical drawing." Then increased numbers make necessary increased expenditure for additional instruments, models and was a compound fracture.

"If a swan accidentally can break moment it appears that a grandfathe." directed blow, a man's leg."

DORCHESTER.

Proceedings of the Westmorland Co. Court-A Convict Escaped at the Wrong Time.

DORCHESTER, June 2 .- The West. morland Co. court opened it regular sitting in due form at two o'clock today, His Honor Judge Wells presiding. There was but one criminal case before the court, that of the King v. Hugh Sullivan, indicted for theft, and for receiving stolen property. Jury cases: 1, James W. Ayer v. James Alexander; 2, George J. Dobson and Willam Allen, executors of the last will and testament of Silliker Tren-

holm v. Curtis Trenholm; 3, Allen v. A. E. Smye. The case of the King v. Sullivan was duly tried this afternoon LONDON, May 30.-Mr. Brahm, the crown. James Sherrer defended the prisoner. The case went to the jury at five o'clock. They failed to agree on nizance. The court will finish the

this morning by the unusual occurrence of having the convict quietly walk up to the prison gate and surrender to the gatekeeper. He had been at large since Sunday morning. He hails from Florenceville, N. B., and is not considered mentally sound. A particularly sad feature of his case is that his pardon was received from Ottawa this morning. He forfeits all claims for consideration for his rash act. Owing to his mental condition there is much sympathy for him among the citizens of the town The H. W. Masters estate has been probated at about \$17,000. M. G. Teed, proctor. The Nova Scotia relatives of the deceased are here winding up the

affairs. Nine converts were baptized and received into the second Baptist church on Sabbath by Rev. B. S. Thomas. Forest fires of a most destructive nature are raging in the vicinity of Dorchester Cape. A vast area of valuable wood and lumber land has been utterly ruined. A property for which \$8,000 was refused is now in imminent danger of being consumed.

SOUTHAMPTON, N. S. SOUTHAMPTON, N. S., June 1.-A. sad accident occurred at head River unknown to him, while her mother thought her safely in his care. By some mishap she fell into the mill pond near the house and was drowned. Four boys of Miss Hunter's school acted as pall-bearers at the funeral on Tuesday

which was one of the saddest occasions O. B. Schurman having made vain attempts to repair the damage to the mill dam that furnishes power for his woollen mill, has abandoned the undertaking and is now installing a steam plant which in about three weeks will be in operation. Wool is coming n in large quantities. Ple socials are announced for Canaan and Southbrook, both on Friday. West-

brook Methodists held one last Friday, rary.

ford, came down to perform the cerf The air is dense with smoke of many the Times a lesson. Personally they fires all around us. Continued gales fan the flames and no rain falls check the progress of the fire flend. Miss Marsters, who has just completed her third year at Mt. Allison, will give a piano and elecution recital in the parsonage here June 8. This talented lady expects to accept an engagement here for vacation if sufficient pupils can be secured for a class,

> OLD AGE PENSIONS. Simply speaking, the payment of an old-age pension, say of a hundred dollars each to every citizen, male or female, who has passed the age of seventy, does not involve a heavy burden to the state.
>
> Let us now consider for a moment the

dvantages which the state, as an organization, would receive from such a system. As matters stand, the managers of asylums, whether for the poor, or perhaps for the blind, or the insane, or other invalids, are always at their wits' ends to know what they shall do with the aged people who are crowded upon them. The almshouses of towns and counties are filled in the same way. Now, all these old people are better cared for in the homes of old neighbors, or old friends, very possibly of sons, or of daughters, who would re-ceive them and take charge of them ready money for the extra expense. As ready money for the society organizes itself, a very little money goes a great way in the averin this way a man's arm, there is, in my opinion, no room to doubt that it could, if it desired, break, with a well-upon the state and town in their asylums is reduced by a larger proportion

OUAINT CUSTOMS OF THE ENGLIS

Do fings hat Have Been Do Since the Middle ges-in Th Respect The re Almost Eur pean Chinese coording to Yan

(Chicago Tribune.) The English are proverbially enactions in customs, being a sort of European Chinese in this respect. American business men have found them in commerce; Amercian scholars have found them so in education. The old tightly to their institutions, an o their manners of life. This being the case, it is not sur prising to find them still observin

customs in official, religious and private life which bind the present da This adherence to custom affect King Edward as well the humbles official Englishman. In Ireland an Scotland also the same devotion to old rites is marked.

When the king at the recent privious selected new sheriffs for the counties of England and Wales by pricking a hole with a silver bodking opposite to each of the favored name on the list his majesty was carrying out one of quite a score of interesti customs that still survive to link the England of 1903 with the England of the middle ages.

There is hardly an important county

in the land that does not cherish some noteworthy custom hailing from early days in English history. Probably the most interesting feudal ceremony in existence is planting the horngarth, an act of penance which is now in its ninth century of commemoration, and which has been carried out every year at Whitby without a single break. The penance is for the death of a

hermit who sought to protect a wounded bear, but who was slain by its furious pursuer. The horngarth or penny hedge, itself is formed by planting a hedge of stakes in the tideway in the upper part of the Whithy rbor in the presence of the lord of the manor. When the penny hedge is completed three blasts are blown on antiquated time-worn horn, which is in accordance with the prescribed supulations. The horn is a good 500 rears old, so it has seen considerable service.

SURVIVAL FROM GREECE. A long way back in the history of

Ingland was a time when the high festival of Ceres was exceedingly sopular. To this day we have a remof the mystic rites of the temple nant of the mystic rites of the temple of Eleusis of the Greeks surviving in the form of the kern baby. In variparts of the country kern suppers held to celebrate the conclusion of e harvest gathering, and the kern by is carried on high by the reapers. The baby is a straw image made from the last sheaf of the harvest adorned with flowers and with ears of grain. lly the kern baby appears at harvest festivals today as representative of the ancient Ceres.

The most ancient of customs is still ne most ancient of June 21 and in rding to the old reckoning. This is beltein, the festivel in connection with sun worship; fires are kindled on the summits of the hills, and a variety

f ceremonies are gone through. Burning the clavie I another unique ceremony, whose origin goes back far into the mists of antiquity. Probably the rites still observed at Burghead, the Moray Firth, have been perned since the days of the Druids. A tar barrel is sawed in halves; one aif is filled with tar covered fuel. given by the townsfolk, and is lighted with a piece of glowing peat. flery clavie is borne around the town limits in grand procession, and is placed fine ncient freestone altar to burn high over the waters of the fifth. There are various other minor weird ceremonies

observed as the clavie burns away. QUAINT CORK CUSTOM.

Thowing the dart is a picturesque Every third year the chief magistrate eds to the mouth of Cork harbor in full state. Following immemorial custom he throws a dart into the sea —a dart with a head of gold and a shaft of mahogany—saying: this favelin into the sea, and declare that so far seaward as its fall extends the right and dominion of the corporation of Cork to and over the harbor as well as the rivers, creeks and bays within the same."

One of the most quaint of ancient sustoms is the bumping of staid and derly gentlemen against stones set in the Thames. Every year the court of the Waterman's company is bound inspect certain boundary marks on the river. The farthest up-stream ferry under the control of the company at Tedington, the spot being marked stone posts. At the inspection beadles seize hold of the worshipful master and the other members of the courts and gravely proceed to mp the solemn gentlem stone. This is done so that the exact location of the boundary may be thornughly impressed upon their memories. bafl br,elsala off gnk -p ttSfba taolo

COUNTING THE HORSESHOES. Every year for over seven hundred rears the corporation of London has arged the peculiar duty of cutting me fagots and counting out a cerber of horseshoes and nails. his is done before the king's rememby way of quit rent for certain nds in Salop and Middlesex held rom the crown by the city corpora-In the semi-darkness of dawning day

carried out the ancient custom of the payment of "wroth silver" to the Duke of Buccleuch, lord of the manor of the Hundred of Knightlow, near Oventry. After the steward has read ut the old charter and called out the ats que from each parish, the reped in a hole in a stone said to be base of a cross. This is a weird me as the shadowy figures glide ip. place in their pence, and hoarsely whisper the words "wroth silver." Deers inour the penalty of forfeiting lite bull tipped with red at onse, cars and tail. A hot milk and breakfast concluded thestae ioro t concludes the ceremony. origin of the custom is not clear. ome antiquaries declare that silver" was originally "wrath

ey." and was exacted for the mur-