POOR DOCUMENT

MC 2033

ACCIDENTS IN HALIFAX.

A LITTLE GIRL FATALLY BURNED THROUGH HER CLOTHING CATCHING

From a Blazing Pile of Shavings—A Donkey-Engineman Badly Injured by a Fall on the Manchester Commerce—The Steamer Has Been Repaired.

Halifax, Dec. 15.—This morning T. P. Frederickson, donkey-engineman on the steamer Manchester Commerce, was walking along between decks, when he stumbled and fell down into the hold. He fell about twenty feet, landing on his head and shoulders, and was unconscious when picked up. Frederickson was removed to the hospital. He was cut about the face, and, it is feared, injured internally.

Yesterday morning a little girl named Boutilier, whose father is employed at Richard's mill, Bedford, sustained such serious injuries by burning that she died last evening. The child, who was but seven years of age, was putting shavings in the stove at her home, near the mill, when the shavings ignited so quickly as to set fire to her apron. Her clothing was quickly ablaze and her screams brought other inmates of the house to her assistance. The fire was quickly smothered out of the clothing, but the flesh on her little body and face were badly burned. The child was conveyed to the hospital, where she was put under immediate treatment, but the work of the fire was deadly and the little one passed away about seven o'clock last evening.

Disabled steamer Manchester Commerce has been repaired and will sail for St. John tomorrow.

Stmr. Lake Huron sailed at 7 o'clock this morning for Liverpool with 36 passengers. She took from here a load of eggs and other freight.

RESTLESS AMERICANS.

Ian Maclaren's Views of the Men of This Country—Repose Quite Impossible

If a slow witted and slow moving Englishman desires a liberal education let him take a journey on the steam cars in the United States. While an Englishman on a railway journey is generally dressed in rough and loosely fitting tweeds, suggestive of a country life and of sport, the coat of his American cousin is of dark material and has not a superfluous inch of cloth. From his collar to his neat little boot the American is prim, spic-and-span and looks as if he had come out of a bandbox and were ready to appear in the principal room of any office. He is dressed, in fact, for business and looks like business from the crown of his head to the soles of his feet.

The immense repose of the English traveler is quite impossible for this mercurial man, whose blood and whose brain are ever in a stir. Very rarely will you see him reading a book, because he is not accustomed to read, and the demands of a book would lessen his time for business meditation. Boys with newspapers circulate through the cars and he buys each new paper as it appears at the different towns. Whether it be Republican or Democratic, or a family paper, or a yellow journal does not matter to him; he glances at the startling headlines, takes an accident or a political scandal at a mouthful, skims over the business news, sees whether anything has happened in the Philippines, notes that the canard of the afternoon has been contradicted in the morning and flings paper after paper on the floor. Three minutes, or, in some cases of extreme interest, five minutes suffice for each paper, and by and by this omnivorous reader, who consumes a paper even more quickly than his food, is knee deep in printed information or sensation. For two minutes he is almost quiet and seems to be digesting some piece of commercial information. He then rises hurriedly, as if he had been called on the telephone, and makes for the smoking car, where he will discuss expansion with vivid, picturesque speech, and get through with a cigar with incredible celerity. Within fifteen minutes he is in the sleeper again, and, a little afterward, wearing of idleness, he is chewing the end of a cigar, which is a substitute for smoking and saves him from being wearied of his own company. Half an hour before the train is due at his station he is being brushed and getting ready to alight. Before the train has reached the outskirts of the town he has secured his position in the procession which stands in single file in the narrow exit passage from the sleeper. Each man is ready dressed for business and has valise in his hand; he is counting the minutes before he can alight and is envying the man at the head of the procession, who will have a start of about two seconds.

If he obliged to spend two hours doing nothing in a hotel, when business is over, then he rocks himself and smokes, and it is a wonderful spectacle for an indolent Englishman to look down from the gallery that commands the hall of the hotel and to see fifty able-bodied men who have worked already twelve hours at least, and put eighteen hours' work into the time, all in motion. (One wonders why this motion is not utilized to drive something. He discovers how unlike cousins may be, for he never moves unless he is obliged to or unless he wants to shot something, and these remarkable men never rest unless when they are asleep. About that, even, I am not sure, and I was often tempted to draw aside the curtain from a berth in a sleeping car, and, had I done so, I should not have been at all surprised to find our friend wide awake with a cold cigar in his cheek, and rocking his knees for want of more extensive accommodation. He has always rebelled against the ancient custom of sleep, which he regards as a loss of time and an anachronism. All that he can do is to spend the night in a sleeping car, which, as he will tell you, annihilates time and space.

No one, unless he leaves the country or becomes a crank, can escape from this despotism of activity; he is part of the regiment and must march with his fellows. No man goes slow if he has the chance of going fast, no man stops to talk if he can talk walking, no man walks if he can ride in a trolly car, no one goes in a trolly car if he can get a convenient steam car, and by and by no one will go in a steam car if he can be shot through a pneumatic tube. No one writes with his own hand if he can dictate to a stenographer, no one dictates if he can telegraph, no one telegraphs if he can telephone, and by and by when the spirit of American invention has brought wireless telegraphy into thorough condition, a man will simply sit with his mouth at one hole and his ear at another, and do business with the ends of the earth in a few seconds, which the same machine will copy and preserve in letter books and ledgers. It is the American's regret that at present he can do nothing with his feet while he is listening at the telephone, but, doubtless, some employment will be found for them in the coming age.—[Ian Maclaren in the North American Review.

BREEDERS' ASSOCIATION ANNUAL MEETING.

The annual meeting of the Maritime Stock Breeders' Association will be held at Truro, N. S., on the 27th and 28th inst., and will be the most important meeting yet held by the association Hon. Messrs. Murray and Longley of Nova Scotia, Emmerson and Labillois of New Brunswick and Hon. Mr. Farquharson of P. E. I., will be present and the question of how the maritime live stock interests can best be encouraged will be thoroughly discussed.

Papers will be presented by A. C. Bell, M. P., of New Glasgow, on The Future of Horse Raising in the Maritime Provinces; by Wm. B. Fawcett, Sackville, on Beef Raising; by Chas. A. Everett, St. John, on the Value of Exhibitions to Our Live Stock Interests; by R. Robertson, Nappan, on Winter Feeding, with addresses also by B. W. Chipman, Halifax, and Thos. A. Peters, Fredericton. There will also be a full discussion on matters of importance. All our farmers interested in live stock improvement should make it a point to attend.

Christmas excursion rates will be in force on all railways so that return tickets may be bought at one fare.

SUFFERINGS OF SOLDIERS.

A Terrible Disease Prevalent Among Officers and Men in the Philippines.

Watertown, N. Y., Dec. 16.—Captain J. P. Finley, of the 9th U. S. infantry, arrived here today from the Philippines. He acted as quartermaster there. He is on crutches owing to a terrible malady which he says is shockingly prevalent among the officers and men there. The first stage of the disease is dysentery which becomes chronic. Then paralysis sets in and some are crippled for life. The Standard publishes a two column interview with Captain Finley in which he said:—

"I have seen men with their feet drawn out of shape, arms swollen and almost useless, while their facial muscles were so drawn as to prevent them from talking intelligibly. As to myself when I left Manila both of my legs, below the knees were so affected that I had to use two crutches."

ANOTHER FAILURE.

Collapse of the Squires House Has Brought Down Another Firm.

Boston, Dec. 16.—Francis Batchelder & Co., 55 Blackstone street, dealers in produce and provisions, assigned today for the benefit of their creditors to Hon. James Bailey, jr. This step was taken because of the contingent liability of the firm on about $70,000 of the paper of John P. Squire & Co., corporation which made an assignment yesterday.

The direct liabilities are about $200,000 with nominal assets in excess of that sum.

The business will be carried on for the present by the assignee and it is believed that matters will soon be adjusted so that the business can be carried on as in the past. A meeting of creditors will be called during the coming week.

THE MAXWELL CASE.

Elmer Maxwell, who is held on charge of murdering Capt. Baisley, of the schooner J. B. Vandusen, was before Magistrate Ritchie Saturday and was remanded for a week. Notice has been given that papers for the extradition of Maxwell are being prepared by the United States authorities.

The Vandusen was yesterday at Hyannis, Mass., bound for an eastward port, probably St. John.

A LIQUOR RAID IN MAINE.

Saco, Me., Dec. 16.—Seizures of liquor were made in several places tonight by City Marshal Thomas and a corps of officers. The officials now claim that no intoxicants can be found in the city. The raid was entirely unexpected, and created considerable excitement.

CAPITAL SENTENCES COMMUTED.

Washington, Dec. 16.—The president has commuted to imprisonment for 20 years the capital sentences imposed by a court martial upon four American soldiers, members of a Washington regiment in the Philippines for criminal assault upon native women. The names of the soldiers are Scarborough, Conine, McBennett and Donhoffer.

NO SUFFERING IN CAMP

From Dread Catarrh—Dr. Agnew's Catarrhal Powder Kills the Disease Germs and Cures the Distressed Parts—Relieves in Ten Minutes.

Alf. Leblanc, of St. Jerome, Quebec, says he used Dr. Agnew's Catarrhal Powder for an acute case of catarrh in the head and it cured him. He has 125 men working under him in the lumbering camps, and what it has done for him it has done for many of them. He buys it for camp use and pins his faith to it as the quickest reliever for colds in the head, and surest cure for catarrh.

Sold by E. C. Brown.

It is common in Samoa for girls to bear boys' names and for boys to bear girls' names. If a girl is born soon after the death of a brother, or a boy soon after the death of a sister, it is inferred that the spirit of the deceased has been transfrred from one child to the other, and the name of the dead child is given to the latest arrival.

WRECK IN BOSTON.

THIRTEEN PERSONS INJURED, SOME VERY SERIOUSLY.

An Express Train Plowed Through the Rear Car of a Local Train Standing Upon the Track When It Should Have Been in Motion.

Boston, Dec. 16.—While waiting on a sharp curve under the Broadway bridge, just outside of the new South station, the rear car of a local train to Dedham on the Providence division of the New York, New Haven & Hartford was telescoped about 5.30 this evening, by the Mansfield express. Thirteen persons are known to have been more or less injured and it is miraculous that none of them were killed outright, for the enjine of the Mansfield train passed completely through the local car until it rested on the forward trucks. As all the victims were quickly transferred either to the hospitals or their homes, it is impossible just at present to ascertain accurately just how many were in the wrecked car and received injuries. It is understood that the engineer of the Mansfield train has assumed the responsibility for the accident, as he delayed starting his train after getting the signal to go ahead.

The injured are:

Daniel Kelley, East Dedham, Compound fracture of both bones of the leg, knee wounded and contusions on face, badly hurt.

James Murray, Roslindale, compound fracture of leg and wound on knee; badly hurt, at hospital.

Eugene Washburn, fireman of the rear train, arm broken, badly scalded; sent to his home in Stoughton.

John Jameson, Jamaica Plain, slight injuries about body; sent to hospital; afterwards went home.

Edwin L. Noyes, Roslindale, laceration of left eye, hand scalded.

Charles Dunham, Roslindale, bruised and slightly scalded.

Mrs. Vinal, Roslindale, wife of Policeman Vinal, badly shaken up.

Robert E. Thomas, employed by Brown, Durrell & Company of Boston, slightly bruised.

Frank Wakefield, Dedham, slight injuries about the body.

Mrs. Crawford Brown, Dedham, injured by being trampled upon in the car.

George P. Loring, badly shaken up.

John D. Cobb, assistant register of deeds for Norfolk county, injured about the head.

George W. Gashon, badly shaken up.

The pulling out of a draw-bar of another train, the Providence express, at the Back Bay station, about a mile from the South station, was the indirect cause of the accident. The lower man at the Back Bay station telephoned the tower man at the Broadway bridge to switch the Dedham train from track No. 3, on which was the express to track No. 1, but when the Dedham train came out round the curve at 5.12, the engineer, Robbins, could not understand why the change was made and stopped the train. He waited there under the bridge until he was assured by the man in the tower that it was all right for him to go ahead. While he was waiting the Mansfield express, which left the South station just three minutes later, or at 5.15, came round the curve at a rapid rate and before its engineer was aware, crashed into the local.

The delay was so short that no flagman had been sent back, but the rear of the Dedham train was protected by a semaphore signal. The force of the collision was so great that the engine passed through the entire length of the rear passenger car, and when it finally stopped the engine pilot was resting on the forward trucks of the passenger coach. There were not over 30 or 40 people on the west Roxbury train, and but very few of these were in the rear car, otherwise there must have been frightful slaughter.

Ambulances were quickly summoned, but only four of the injured were taken to the hospitals. One of these being able to go home after having his bruises attended to. The occupants of the entire train were badly shaken up, but as far as known, those in the forward cars received no material injury. Those who were able to go to their homes were placed on the train, which proceeded after nearly an hour's delay, and as they are residents of the suburbs and homes widely scattered, it will be almost impossible to ascertain their names or the extent of their injuries if they sustained any.

Traffic was also delayed for about an hour, at the end of which time there was not a trace of the accident to be seen.

THE MOLINEUX TRIAL.

Some Interesting Testimony in the Great New York Puzzle.

New York, Dec. 13—The trial of Roland B. Molineux for the killing of Mrs. Katherine J. Adams, opened today with William Kinsley, the handwriting expert, still on the witness stand. Nearly the entire morning was occupied by this expert with the detailed and necessarily dull description of the pen habits of the prisoner. Proceedings were enlivened just before the midday recess by the appearance, as a witness, of Robert Stephen Holt, a member of the firm of Holt & Co. During the examination of this witness, the name of the wife of Molineux was dragged into the trial for the first time. Mr. Holt had testified that the late Henry C. Barnet, who died at the Knickerbocker A. C. about a year ago, was also connected with the firm of Holt & Co., had identified certain letters as being in the handwriting of the deceased, and upon cross-examination by Mr. Weeks, had testified that a lady from out of town had called upon him at his Lexington avenue residence some time in November. The object of this particular line of cross questioning evidently puzzled Assistant District Attorney Osborne, for he immediately seized the opportunity to examine the witness about Mrs. Molineux. Mr. Holt said that he had known her when she was Blanche Chesbrough, that he had met her several times at the Knickerbocker A. C. He testified that on one occasion he had been in Barnet's room at the club when Miss Chesebrough was there. The witness, Barnet, Miss Chesebrough and another woman had been attending an entertainment at the club, and had visited Barnet's room. The witness revisited Barnet's room. Barnet and Miss Chesbrough remained in the room alone together. The witness remembered that there was part of a bottle of champagne on the table when he was there.

During the afternoon Assistant District Attorney McIntyre appeared for the purpose of giving Mr. Weeks an opportunity to cross examine him. On account of the recent postponement of the inquiry into Mr. McIntyre's connection with the case and the peculiar circumstances that the witness, though connected with the district attorney's office, had nevertheless been the personal friend of Harry Cornish, of Mrs. Adams and of Mrs. Rogers, her daughter, had been employed as attorney for Mrs. Rogers, had prepared for Mr. Rogers articles for separation from Mrs. Rogers, had been summoned to the apartments of Mrs. Adams immediately after the murder, had discussed the crime with all of these directly interested at that time, it was thought that the assistant district attorney might under cross-examination by Mr. Weeks have something sensational to tell. The cross-examination, though very searching, apparently did not elicit any important facts not thoroughly familiar to the public. Just before adjournment for the day Edwin H. Barnet, a brother of H. C. Barnet, was placed on the stand for the purpose of identifying specimens of the handwriting of the deceased.

The International Bicycle Race.

NEW YORK, Dec. 16—Six thousand persons saw Harry Elkes, of America, defeat Edouard Taylore, of France, in the hour paced international championship bicycle race at Madison Square Garden tonight.

Most of the afternoon had been spent in weeding out the weaker riders, and the men who came to the scratch tonight had international reputations.

Two scratch races opened the night's programme, and they were both of the hair raising sort.

In the amateur half mile event there were four starters: Kramer, the American champion, Collet, Lake and Jacobson. The champion won by a length from Jacobson.

In the professional events the struggle between Jay Eaton of Elizabeth, N. J., and Henry Meyer, the champion of Holland and England, was interesting and Eaton won by a foot. The international pursuit race between Fischer and Chevalier, the French team, and Glunn and Aronson, who represented America, was an easy win for the latter team. It took them less than a mile and a half to catch the Frenchmen.

In the hour paced championship Edouard Taylore and Harry Elkes started from opposite sides of the track. The Yankee began to gain at once and soon had half a lap the better of Taylore two laps after that Elkes' pace making machine broke down. Like a flash Elkes swerved over behind Taylore and took his place and followed it for three laps. Then a relief machine from the Elkes camp picked him up. Again Elkes made a clean swerve and caught his machine without losing an inch.

From then on the American gradually increased his lead. At three miles he had gained a lap.

At the end of the ninth mile Elkes led by three and a half laps.

In the 14th mile Taylore's pacemaking machine broke down entirely, and he went on alone. Elkes, in a sportsmanlike spirit, the Frenchman being then more than 7½ laps behind, also dropped his pace, and for a while there was an unpaced pursuit race, in which the Frenchman had the better of it. Then Elkes' trainers sent out another machine and Harry tracked it. But although the Frenchman was riding unpaced, he did not lose any more ground than he did when he had pace.

Elkes gradually increased his lead until the end of the hour, when he finished almost two and half miles in the lead. His distance was 31 miles 3½ laps; Taylore's distance 28 miles 9½ laps.

In the afternoon Arthur W. Ross, of Newark, easily defeated Rev Dauer, of Buffalo, in a fifteen mile race behind motor pace. Ross won by six and one-half laps.

The trial heats of the short distance races were unusually interesting. Cancee Tomasselli, the champion of all Europe, was badly beaten in his trial heat for the international half mile race by A B Stone, a Yankee.

Henri Meyer, the champion of Holland and England, qualified in both the half mile and mile events. Walter Smith, the 15 year old Brooklyn boy, qualified in the fastest kind of a field.

One-half mile indoor championship, amateur, final—Won by Frank Kramer; J. H. Lake, second. Time, 1.05.

One-half mile international championship professional, final—Won by Jaye Eaton; Henri Meyer second; A B Stone, third; G I Kramer, fourth. Time, 1.04 2 5.

One mile amateur handicap won by Frank Kramer (scratch); G. H. Collet (scratch), second. Time, 2.07 2-5.

Amateur paced race (15 miles), Arthur W. Ross, of Harrison, N. J., vs. Ray Dner, Buffalo, N. Y., won by Ross. Time, 28 34 2-5.

Unlimited pursuit race, international, Fischer and Chevalier, of France, vs. Aronson and Glumm, of America. Won by Aronson and Glumm, distance 1 mile 2½ laps. Time, 2.52 1-5.

Hour paced international championship race—One hour, Elkes 31 miles 3½ laps; Taylore 28 miles 9½ laps.

Government Cannot Bury Maine Victims.

WASHINGTON, Dec. 16—The comptroller of the treasurer has decided that there is no authority under the law for the government to pay the expenses of interment of the victims of the Maine. All the government can do is to transport the remains to the point designated by the relatives, leaving them to bear the expenses of a funeral.

There were seven burial permits issued last week by the board of health. The deaths were caused by: Malnutrition, burns, consumption, heart failure, nephritis, natural causes, and cerebral meningitis.

TO CURE A COLD IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All Druggists refund the money if it fails to cure. 25c. E. W. Grove's signature is on each box.

SILVER IS DEAD.

DEMOCRATIC CONGRESSMEN DARE NOT URGE FREE COINAGE.

Eastern Democrats Prevent a Free Silver Amendment Being Offered to the Republican Currency Bill—Sensational Speech on the Philippines.

Washington, Dec. 16—The six-days' debate upon the currency bill closed today in a sensational manner. The Republican leaders had evidently set a trap for the minority, to show that discord existed on the money question, and it was timed so as to make the scene as dramatic as possible. Just at the close of the debate today three of the heavyweights, General Grosvenor, of Ohio, Mr. Dalzell, of Penna, and Mr. Dolliver, of Iowa, were put forward to call the attention of the country to the fact that in the long bebate very little had been heard about free coinage of silver at 16 to 1 from the minority side of the house and that not one had offered an amendment containing such a proposition. Mr. Grosvenor said it was one of the signs of the coming regeneration of the Democratic party.

Mr. Richardson, the minority leader, indignantly denied any intention of abandoning silver and stated that under special order under which the house was operating neither a subtitute nor a motion to recomit was in order.

The Mr. Dalzell challenged any member of the opposition to offer a free coinage amendment.

In response half the Democratic membership rose and demanded the privilege, but here and there was an eastern Democrat shouting his disapproval.

Parliamentary obstacles prevented the offering of the proposed amendment. There was cries of "bluff" from the Democratic side, but the Republicans, after the parliamentary obstacle had been removed, through Mr. Overstreet, who was in charge of the bill, asked unanimous consent for an amendment to the rule to permit this amendment to be offered. Then Mr. Driggs and Mr. Levy, two New York Democrats, blocked this game with objections. No amendments were offered to the bill today and only one section of the bill was read. The whole time was occupied in speeches.

The incidents of the day were a sensational speech by Mr. Lentz, Democrat, of Ohio, denouncing the prosecution of the war in the Philippines and charging an alliance between Great Britain and the United States to subvert liberty, one in South Africa and one in the Orient, and an attack upon the memory of ex-President Hayes by Mr. Clark (Dem. M. O.).

Mr. Brown, an Ohio Republican, warmly defended the memory of Mr. Hayes

The final arrangements were being made today for the vote on the financial bill in the house on Monday. Mr. Twaney, the Republican whip, said about 170 out of the 186 Republican members would be present and those absent would be paired on the bill. It is estimated also that about 150 Democrats will be present. A proposition has been made to allow a vote on the motion to recommit, with instructions to the banking and currency committee to report an amended bill, if the Democratic managers desire this procedure. Mr. Richardson, the Democratic floor leader, says, however, that the proposition is too indefinite and he will give no intimation of the parliamentary tactics he will adopt.

Provincial Appointments.

His honor the lieutenant-governor has been pleased to make the following appointments:—

St. John—Harry H. Brittain, Joseph N. Elie, Rev. I. E. Armstrong, William J. Mahony, A. W. Ham Richardson, Wm. P. Taylor and Ferdinand J. Robidoux to be notaries public.

Northumberland—Donald Loggie to be a justice of the peace. Richard A. Lawlor and Annie Quinlan to be members of the Board of School Trustees for the town of Chatham, in room of Richard A. Lawlor and Annie Quinlan, whose terms of office has expired.

City and county of St. John—John A. Avery to be a member of the board of liquor license commissioners for the county of St. John, in room of William Hamlyn deceased.

William McKnight, Robert Evans and L. Merritt Wetmore, to be justices of the peace.

W. C. Rudman Allan to be a member of the board of school trustees for the city of St. John, in room of W. C. Rudman Allan, whose term of office has expired.

Restigouche—Daniel Murray, M. D., to be a member and chairman of the board of school trustees for the town of Campbellton, in room of Daniel Murray, M. D., whose term of office has expired.

Westmorland—James Flanagan to be a member of the board of school trustees for the city of Moncton, in room of James Flanagan, whose term of office has expired.

York—Willard Kitchen to be a member of the board of school trustees for the city of Fredericton, in room of Willard Kitchen, whose term of office has expired.

Charlotte—George J. Clarke to be a member of the board of school trustees for the town of St. Stephen, and Mrs. Mary D. McGibbon to be a member of the said board, their terms of office having expired.

Henry McAllister to be a member of the board of school trustees for the town of Milltown, in room of Henry McAllister, whose term of office has expired.

George J. Clarke to be police magistrate of the town of Milltown.

J. Wm. Richardson to be a justice of the peace.

The Maritime Young Men's Christian Association Boys' Conference will be held in the Y. M. C. A. hall at Fredericton, from December 25, until the 31st. It is expected that about 20 delegates will attend from the St. John branch.

Here's an item," said the senior partner, "that states that 140,000 words an hour were recently sent by telegraph from Chicago to Milwaukee."

"Clip that out," said the junior, "I want to take it home and give it to my wife. It will make her whist club feel cheap."—[Cleveland Plain Dealer.

The Proposed Interprovincial School.

To the Editor of THE TELEGRAPH.

SIR: Will you kindly allow space for a few lines relative to the proposed agricultural college for the maritime province.

From reports of conference between representatives of the New Brunswick and Nova Scotia governments at Halifax, it would seem that the project is likely to take definite shape in the near future; and farmers in both provinces are watching proceedings with no little interest. Such an institution, if rightly started, should certainly prove an important aid to our agricultural development.

Perhaps we tillers of the soil do not more than half appreciate the value of education, or realize what it would mean for those who would avail themselves of the advantages afforded by an up-to-date agricultural college, of fitting themselves to carry on their life's work intelligently, successfully and in a way to make farm life a thing of enjoyment and not of drudgery.

In considering this question, two things strike one as of special importance:—

1. Location—Can a site be found which is in every way suitable and fairly easy of access from all parts of the three provinces.

2. Attendance of students—Is there reason to believe that the number would be sufficiently large to justify the outlay which would be necessary to give us a first class institution.

As to the first question: It seems all-important that the best location available should be selected. In this, of all cases, it is surely true that "the best is none too good." Would it not be about as sensible to teach a young man to aim at becoming as good a farmer, as good a lawyer, as good a politician, or as good a man, as the average of those he comes in contact with, as it would be to select for a model farm one as good as the average of those from which our farmers make their living? It almost goes without saying that, if it is possible to procure for an agricultural college a location where all varieties of our agricultural and horticultural products will grow in perfection, that is the place to be chosen. It is doubtful if such a spot is to be found, but I may say that, so far as my observation goes—and I can speak with some personal knowledge of the best agricultural districts of New Brunswick and Nova Scotia—the Annapolis Valley, so called, (the Annapolis and Cornwallis really forming one valley) is, on the whole, decidedly ahead of any other section and the garden spot of this is that portion between Berwick and Grand Pre. Parts of the valley of the St. John are superior to it as a grain growing country and parts of Westmorland county are, I think, quite its equal for stock raising; but in fruit growing no place in either province can compare with it.

There seems to be quite an amount of sectional feeling in Nova Scotia over this question of location and hence a possible danger of a site being chosen which would be disastrous to the success of the whole project. It may be supposed that New Brunswick has learned its lesson by the result of locating a government stock farm, some twenty years ago, in an unsuitable place. Far better would it be for our province to devote a certain sum annually towards paying traveling expenses of students going from here to the O. A. C. at Guelph and to give all possible encouragement to our young men to attend that excellent institution, than to aid in establishing a college situated where it would not be possible to give the best demonstrations of successful farming in its various branches.

The question of having a large number of students constantly in attendance is of so great consequence that it might be well if a year or two were allowed to pass while the college was being established—the value of such an institution being constantly kept before us during that time—until such a deep and widespread interest should be aroused as would insure a large attendance of intelligent student workers. In creating such an interest our farmers' conventions, whether provincial, county or local, would all do their part; and, after the site of the college was chosen and works of building, etc., actually begun, arrangements could be made for one or more farmers' excursions from all parts of the maritime provinces (with, of course, suitable addresses from those competent to show the value of education as applied to the farmers' requirements)—something in the line of Prof. Roberison's mammoth picnics.

Let it be known also that students who wish to do so could pay a large part of their college expenses by labor done upon the farm. At Guelph, I think, the allowance is from four to 10 cents an hour, according to quality of work done.

It is to be hoped that this important question will be freely discussed through the press and otherwise, and that the negotiations now in progress may lead to successful results.

Yours truly,
LEE RAYMOND.

Woodstock, Dec. 2, 1899.

Meetings in Queens.

YOUNGS COVE Dec. 12—Mr. C. J. Milligan, of St. John, who is now holding political meetings in Queens in the interests of the Liberal party, a meeting with grand success. On Monday evening he spoke in Waterboro hall to a goodly number, though not a full house on account of bad traveling and the inclemency of the weather; however, the meeting was a representative one. The chair was occupied by Squire Ferris, and the closest attention and best of order prevailed. The speaker in the course of his lecture veary ably compared the two political parties, and proved from facts and figures some very important points, which were very highly complimentary to the present administration. He also cleverly cast to the winds the unfounded canvasses the Conservatives are hatching up previous to an election. In short Mr. Milligan's address was a masterly one.

Our Tory friends here as well as elsewhere seem confident that they have our honored representative, Mr. Blair, placed in Restigouche. We trust not, however. The Liberal party of Queens and Sunbury will do for him as they did before, and perhaps much better. And why should they not?

Many a man feels that he has a future in store for him but hasn't the price.