

THE SEMI-WEEKLY TELEGRAPH is published every Wednesday and Saturday at \$1.00 a year, in advance, by The Telegraph Publishing Company, of St. John, a company incorporated by act of the Legislature of New Brunswick.

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

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AUTHORIZED AGENTS. The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.: W. A. FERRIS, W. A. SOMERVILLE, W. A. FERRIS. Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph ST. JOHN, N. B., AUGUST 13, 1902.

LACK OF COMPULSORY EDUCATION.

Strong arguments in favor of compulsory education may be adduced from the facts of so many youth having recently been arrested here for serious crimes. In places where compulsory education exists, police officers have the right to accost any boy or girl of school age found on the street during school hours and ascertain their excuse for absence. If no satisfactory excuse is afforded, the individuals are marked and their record is entered into the youths' being thus brought directly under civic control when they may be out of their parents' sight. The difference between such a system and merely free schools at which attendance is not compulsory is that the children in the latter case are not subject to any public surveillance and are liable to drift into all sorts of idle habits, including the practice of deceit upon their parents or guardians and the cultivation of mischief. It is to be feared that the laxity of compulsion here may have been responsible for some of the present instances of misguided boys and that possibly a compulsory law might have a good effect upon some of the girls as well.

THE NEWFOUNDLAND IRON. The report that Newfoundland is to place an export duty on iron ore has again been revived by the London correspondent of Hardware and Metal, a Montreal trade paper, who says:

"I have just been informed by one of the Canadian ministers now in London that during one of the conferences between the colonial premiers, Sir Robert Borden, the Newfoundland premier, remarked that his government intended placing an export duty on iron ore. 'Sir Robert holds,' said the Canadian minister, 'that the island is getting very little from its enormous beds of iron ore, and that as the Dominion Iron and Steel Company bought the mines at a comparatively low figure and is mining at a very low cost, it can afford to pay a moderate export duty.'"

It will be remembered that this rumor was started last winter and was believed to have emanated from the St. John's Herald, which, being a government paper, may have given place to the statement as a feeler. The export duty then proposed was 25 cents per ton, but the statement was denied by several eminent Newfoundlanders with apparent authority. It is conceivable that the rumor is now revived in order to use it as a leverage to secure the best possible terms for confederation, but although a tax of 25 cents would of course greatly add to the cost of ore, the iron and steel manufacturers of Cape Breton would, as Hardware and Metal comments, have cheaper ore than any of their competitors on this continent. This is possible through the ease of mining the ore, the small cost of floating it to Sydney and the inexhaustible supply of coal there for its manufacture.

The present workings of iron deposits in Newfoundland, which have become so famous of late years are on Bell Island, about 35 miles from St. John's. The ore consists of small regular blocks of red hematite, which are piled one upon another to an average depth of about eight feet, and extending to an average of nearly 1,000 acres. The quantity of ore in this area is estimated to be nearly 40,000,000 tons. The cost of mining the ore and packing it on board ship is estimated at 25 to 30 cents per ton. Both the Nova Scotia Steel and Coal Company and the Dominion Iron and Coal Company, draw the greater proportion of their supplies from the Bell Island deposits. The mines

were at one time owned by the former company, but the latter secured an interest two or more years ago for which it paid about \$1,200,000. In the area purchased by the Dominion Iron and Coal Company there are estimated to be 25,000,000 tons of ore. According to the trade and navigation returns of the Dominion the imports of ore from Newfoundland during the fiscal year 1901 were about 520,000 cwt., the value of which was \$105,000.

A SILLY CANARD.

The Sun yesterday in its Hampton correspondence prints a malicious misstatement of facts in connection with the road-work being done by the local government between Hampton Station and Hampton Village. The Sun in big headlines says:

"HAMPTON. 'Significant Sign of a General Election Highway that Cost Thousands of Dollars. 'Half a Mile of Questionably Constructed Highway that Cost Thousands of Dollars.

"The big provincial steam roller was placed on a car today and is to go to Sussex to be used on the roads there. It is rumored that the large grant of \$3,000 for the road between the station and village has been expended. Result: Less than half a mile of very questionably constructed road bed."

The only truth in this silly yarn is that the roller "is to go to Sussex to be used on the roads there." As the Sun's correspondent doubtless knew, the steam roller will be back in Hampton inside of a week to complete the work on the Hampton road. Out of the 5,900 feet of roadway to be constructed between the Station and the Village, 2,300 feet has been already built at an expense of not quite half the original grant of \$3,000, and it is expected to complete the work with the remainder of the money. The result instead of being very questionably constructed is a splendid piece of work, and when the roadway is completed will be a credit to Kings county and equal to anything in the province. The steam roller has simply been borrowed for a few days to work on a piece of road at Sussex upon which gravel has been laid, and which required rolling to complete it. The publication of such silly canards as this has no other effect than to discredit the paper which publishes them, and to disgust all decent people with an opposition which stoops to such malicious falsehoods in an effort to build up their claim to the suffrages of the electorate. An apology is in order from the Sun.

THE FRENCH IN THE PACIFIC.

An interesting and somewhat important announcement comes from San Francisco in the statement that a French steamship company may soon monopolize the service between Australia and California as well as that from Australia along the South Sea Islands which is at present maintained by the only British line in that trade, the Union Steamship Company of New Zealand. The present mail line between San Francisco and Australia is that of the Oceanic S. S. Co., an American concern which draws heavy subsidies from the United States government, and also mail pay from the Australian government, but cannot begin to operate its ships as cheaply as do the French with their exceptionally heavy subsidies from the home government at Paris. Certainly if the Australian through mails should by a new line to British Columbia be diverted from San Francisco, there would be still less revenue for the Oceanic Company, while there is also constantly increasing attraction for that service in the Americanization of Hawaii and the Philippines. To Hawaii particularly, where the Messageries, who own largely in the Oceanic Company, have extensive sugar interests, this company have a practical monopoly of the trade, but beyond that point it is said the Australian service has not been paying. The New Zealand company operating among the islands will, it is said, set out to the French line as soon as its contract expires. It seems a pity to see the French so aggressive in the Pacific, but their penal colony of New Caledonia and their ownership of Tahiti and some others of the Society and New Hebrides groups has given them a standing in that oceanic trade which they seem bound to extend and enlarge.

WOMAN'S SUPERIORITY.

A Cleveland physician is worried because he thinks that in another hundred years "the American woman will be the physical superior of the American man, just as she is now his moral superior and his mental equal." This fear of feminine superiority physically may be somewhat groundless, although perhaps it might not be a very bad thing for the United States in the opinion of the eminent physicians of today, why woman should not become at least the physical equal of man. Numerous instances are on record where, both in man's disguise and without, women have proved their prowess. Among the Highland Scotch of Cape Breton it has been nothing uncommon for a lassie to help her father handle a fishing boat and to do the work of a man, even to lifting barrels of fish that would require an effort by a pretty lady brother, while in the female college teams of trained athletes the records are already existing the envy of some of the boys, thus illustrating the possibilities in all the walks of life. In the summer camps of the fashionable women are now being taught to handle a rifle with as much skill as

anyone, which in some respects apart from mere muscular development is a good thing because familiarity with a gun does away with woman's natural fear of it and makes her also less liable to dangerous carelessness with it. In swimming and fencing, as well as other sports, it is not at all uncommon now to find women experts. And we notice that there arrived at Philadelphia the other day a steamer (the Zora) under the Austrian flag, from a seaport in northern Syria, with an entire crew of Turkish women, shipped at Alexandria, and said to be unexcelled in seamanship. All of which things demonstrate feminine possibilities.

THE MURDER CLIMAX.

The dramatic denouement last Monday in the murder case which has thrilled St. John with deepest interest, the discovery of the deed, caused a climax which has seldom been equalled in the local sphere of news. For just a week the city was eager with all varieties of suspicious and amateur detectiveism became rampant. When day after day passed without any arrest being made for what was a prima facie case of bold murder, indignation was freely expressed at the laxity of the police and there was open talk of the wisdom of bringing in detectives more skilled in the unraveling of crime. The very fact that such expressions should be made, however, is rather good testimony to the character of St. John, for if our local police had little practice hitherto in the unraveling of murder mysteries it has been because there were so few such mysteries to unravel, and the popular sentiment in the present instance is so strong as to show with what horror the affair is regarded as having occurred in our midst.

Of the truth of the case as told by the lad Goodspeed there seems at present no reasonable doubt, and his evidence was abundant to convince the coroner's jury. But it must not be forgotten that as yet the lad Higgins has not been tried and convicted for the crime. The story told in the present proceedings last evening, and fully reported in our columns today, together with the circumstantial features of the case, are very strong against the accused and it seems hardly possible that any defence can be effectively established. Yet in this country the full measure of justice must be accorded every person and until Higgins is arraigned upon his trial and is afforded every opportunity to present his side of the case, no one has a right to authoritatively pronounce him guilty. This is the privilege that attaches to him as a British subject and it is eminently proper that full, calm, judicial and dispassionate consideration of the matter be given it. Many men have been summarily lynched elsewhere upon less evidence than that which the unfortunate lad has now obliged to combat, but in our country no thoughts of such a thing as those of pity for the boy, sympathy for his parents and satisfaction that what was evidently a most pernicious association of youthful desperadoes has been brought to light.

The boy who told the culminating story of the inquest last evening, Freddie Goodspeed, may be thankful in being blessed with an evidently good mother who, if spared, will not permit the lesson of the case to be lost. The worst of the evidence so far adduced, seems to have been the common failing of repeating too much confidence in their boy and allowing him too much liberty without inquiry as to his movements. The awful lesson of this tragedy however will not be lost upon parents generally and will no doubt impress itself upon all boys, that honor and upright and integrity are absolutely essential for success and good citizenship, and that even association with boys suspected of conduct which cannot bear the light of day in the telling of it is not the part of wisdom.

But the end of the case is not yet. The trial of the boy may elicit incidentally evidence of other crimes which have been variously shrouded in mystery. In care to obtain all the evidence possible the police will of course use every means which is feasible and follow up every clue which presents itself. In this they will be heartily aided by all good citizens, who should come forward with any information in their power, rather than with criticisms and idle suggestions. And if the evidence against Higgins is sustained and completed upon trial, no sentimental considerations should be allowed to interfere with a complete and thorough course of the law. Capital punishment is not pleasant to contemplate, but neither are capital crimes, and the doing to death of the lad Doherty was certainly one of the most cold-blooded atrocities of modern history.

WHY NO INQUEST?

Isn't it rather extraordinary that no inquest should be held in last Saturday's drowning event on Lake Monom? In a case of this kind it is always impossible to accurately determine the cause for blame unless the evidence is officially collected and authoritatively summarized. Here is a case of two young men in the prime of health losing their lives. Certainly there is no charge of foul play, but it is self-evident that if the young men had not gone in the boat on that occasion they would not have lost their lives. In the details of the affair the stories differ. One is that the boat had been made up for having had so much extra weight placed upon her keel and so much ballast inside that when she began to tip, the water over her gunwale, as any boat is liable to do, she could not recover, but went over until she filled. Another story is to the effect that one of the

cupants of the boat, the one who was steering her, was carelessly sitting on the gunwale and when the boat slid out from the shelter of a cove into which she had tacked, and was struck by the freer force of wind, he lost his balance and fell overboard, thereby causing the boat to lose control of her helm. If the latter statement be correct, however, an ordinarily safe boat should not have gone down. A competent investigation to sift all such evidence and obtain also the opinions of expert boatmen, would be valuable not only in determining the cause of death of the victims of the unfortunate occurrence, but in affording to other amateur sailors evidence which might be the means of saving their lives. If the owner of the lost boat was to blame for having made her unsafe, he should be charged with culpable negligence. The principle is the same as that upon which a city may be held liable for damages for not providing warnings of danger at dangerous places, but in this case it is worse, for the occupants of the boat, if she should be shown to be unsafe, were invited into deliberately danger when she was given them for sailing. The point of investigation also favors not only of a judicial aspect, but of the same aspect as the English Board of Trade enquires into marine disasters—do point lessons for the benefit of other shipowners and masters than those directly interested in the disasters. Likewise it might be remarked that if coroners were as enterprising here as in Mark Twain's days on the Mississippi, they wouldn't miss the opportunity of the occasion and the fees, to say nothing of the discharge of the official duty. Inquests do not necessarily by any means imply the elucidation of crime.

NOT A NEGRO PROBLEM SOLUTION.

One of the attempted solutions of the negro problem in the Southern States has been that of emigration back to Africa. In this we find that Bishop Turner, of the African Methodist church, is still a leading spirit and that the endeavor to increase the population of Liberia, the black republic of Africa, is still being fostered under this aim. The practical effect of the movement however has not been to any marked extent successful—in fact the reverse. Missionaries have gone among the southern blacks repeatedly, holding up to view the alleged glories of Liberia and persuaded vessel-loads of them from time to time to sell their little belongings and return to the land of their forefathers. But the result generally has been that the Americanized negro has found himself quite unfitted for the work ahead of him. His simple-minded conception of conditions awaiting him have been rudely shattered and if possible he has in a majority of cases drifted back to "the sunny south," where his immediate ancestors in slavery became so dependent upon the brains of the white man as to incapacitate them for sturdy individuality of race. So conspicuous have been some examples of the harm wrought to the negroes themselves by unscrupulous agents for Liberian emigration that the exodus has been frowned upon by many of the best thinkers as not offering a desirable solution of the race problem. In fact it is held that the darkies of America today are only liable to further add to the darkness of the dark continent if set adrift among it.

NOTE AND COMMENT.

Long life to their majesties.

The empire has now a full-fledged king and Queen, and business may proceed.

The people made a goodly holiday of it, in spite of the indifference of the civic government.

Frederick people can hardly be blamed for believing that their city got an official jig on.

The public will not be very greatly surprised if the boys under arrest for the Doherty murder should confess to being its perpetrators.

There is said to have been quite a jam in London in spite of the postponement of the coronation, but they didn't have an "O fortunati quorum jam."

In view of the good service of the United States immigration officials at Vancouver in detaining the lads Higgins and Goodspeed, they may perhaps aspire for positions on our police force.

The superstitious people who knew Edward VII. would never live to be crowned are entitled to one more guess. Fortune tellers don't seem to know any more about kings than they do about common people.

The Toronto Globe suggests that it might be a good idea to adopt a distinctively Canadian uniform for our militia forces and thinks a domestic tweed would prove not only efficient, but economical and patriotic.

Appendicitis may be avoided, says Sir Frederick Treves, physician to His Majesty, by regular meals and thorough mastication. It is not an accidental disease, he says, but the result of carelessness in diet.

Rather an odd philanthropy, but a none the less worthy one is that of Senator Godwin, of Williamsport (Pa.) who proposes to pave one of the city streets at his own expense. This, it is safe to say, will not be a way paved merely with good intentions.

Saturday's sad drowning accident at Loch Monom was apparently due to an

open boat being made unsafe through being too heavily ballasted in order to stand a heavier press of sail than she was built for, a fault in which one unfamiliar with the craft might readily be deceived.

The Winnipeg Free Press takes occasion to most favorably comment upon the action of the Manitoba provincial government this year in taking charge of the task of handling the distribution of harvest laborers. It ought to prove a worthy stroke of enterprise.

The Zeigler-Baldwin polar expedition seems to have got a lot of advertising for nothing. Baldwin is reported to have given up the search for the North Pole before he got well started. His patron, Mr. Zeigler, refuses to be interviewed. Probably his thoughts are too deep for words.

Few people in St. John would have conceived it possible that such a crime as that told by young Goodspeed last evening could have occurred here. Hence it was little wonder that all sorts of other theories in regard to the murder had been constructed.

Dynamite on one side and bayonets on the other constitute a poor arbitration committee for settling the coal miners' strike, remarks a contemporary. A good blowup certainly has a tendency to make a man see the point, but it isn't the point of the bayonet that the blowers want to see.

Before the city father let the contract for building the McLeod wharf it would be the part of wisdom to ascertain whether the wharf when completed will be a deep-water wharf. If not it will be an expensive luxury, especially if the Lawton wharf property has to be bought to prevent a law suit.

The government crop bulletin for the Northwest Territories gives the following estimates as of July 20: Wheat, 14,487,000 bushels; oats, 10,961,700 bushels; barley, 966,000 bushels. The actual yields last year were: Wheat, 12,800,447 bushels; oats, 9,716,132 bushels; barley, 765,100 bushels. The area under wheat this year is 384,988 acres, an increase of 80,191; under oats, 276,152 acres, an increase of 49,384; under barley, 29,772 acres, an increase of 5,070.

The Sydney Record has expressed doubt of the statement which recently appeared in those columns that "man is primarily and essentially an animal." A little reflection however will surely convince it that if man is not a good animal he can't be much good for anything else. A splendid physique almost invariably characterizes the world's greatest workers and the Master invariably laid stress in His teachings upon all that conduced to the greatest life, physical as well as spiritual. The Record was merely chaffing when it said that "Bet you a mugshot beer on it."

The statement in the St. Andrews Beacon that Wm. Brodie, of St. Andrews (N. S.), and more recently at Margaret's Bay, has resigned the active duties of the ministry and will reside at the Ferry.

A locomotive of a decidedly diminutive type is in the railway yard awaiting transportation to Hillsboro, where it will operate in connection with the plaster works. The engine looks like a toy when compared with one of the regular size. It is called "Connie No. 1."

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DIGBY BURGLARY. House of J. M. Melanson Robbed: \$115 Stolen.

Digby, N. S., Aug. 11.—(Special)—A burglary took place at Gilbert's Cove, Digby county, yesterday morning between 10 and 12 o'clock. While J. M. Melanson, who lives near St. Cross church, was attending service some one gained an entrance to his house and, ransacking the premises, pilfered three valises containing \$115. Mr. Melanson says that local parties were suspected of the robbery. A man arrived in town today to lay the matter before the proper authorities and have the parties brought to justice. Petty thieving has been going on for a number of months in the county.

United States Crop Reports

Washington, Aug. 11.—The monthly crop of the department of agriculture shows average conditions: Spring wheat, 89.7; winter wheat, average yield, 13.8. Average condition, corn, 86.5. Average condition, oats, 89.4; oats in farmers' hands estimated 4.2 per cent.

# Make Use of Our Store When in the City!

Exhibition time will soon be here. You no doubt intend coming to see it. In making your appointments have your friends to meet you here—every one knows where OAK HALL is. When here look around, ask as many questions as you please—you shall be answered courteously, intelligently. Examine the stocks, know the prices, make comparisons, get posted. We want you to feel at home, to enjoy the conveniences of this bright, cheerful, pleasant shopping place where everybody is glad to make your interest his own. And please remember that you are welcome whether you come to meet a friend, to buy or to look—looking entails no obligation to buy.

## Clothing for Men and Boys in Fall Styles is now here.

### GREATER OAK HALL, King Street, Cor. Germain. SCOVIL BROS. & CO.

#### LOCAL AND PROVINCIAL.

The yellow fever patients at the Island are all doing well and no new cases have developed.

The skeleton of a Frenchman has been unearthed at Lunenburg. The body was probably buried 100 years ago.

S. L. Peters has been appointed superintendent of agricultural hall at the exhibition. W. A. Jack will have charge of the poultry building, and John F. Frost of the live stock.

Rev. F. Greston, for many years rector at Granville Ferry and Bridgetown (N. S.), and more recently at Margaret's Bay, has resigned the active duties of the ministry and will reside at the Ferry.

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Early Sunday evening tug Joseph ran aground at the Narrows. Her position is not believed to be very dangerous.

Benjamin P. Trites, aged 76, a former resident of St. John, died on Sunday, August 3rd, in Waterville (Mass.).

The schooner Leza, before reported ashore at Miramichi, was floated Sunday under the supervision of John Jackson and towed into the Market slip by the tug Frederick. She will make temporary repairs and will proceed to Nod (N.S.), where her owner A. E. O'Brien, will thoroughly repair her.

It is stated that a large English company is being formed in England to acquire the Toibrock iron district and establish furnaces at Toibrock or Annapolis (N. S.). The idea being to bring the coal from Springfield. It is claimed that iron can be smelted there as cheaply as at Sydney.

The Canada-Jamaica Steamship Company will have a space at the St. John exhibition. Jamieson fruit will be shown. Among other articles will be a Jamaican orange tree laden with fruit. To transplant the tree from its tropical home and place it in position intact is a delicate and expensive undertaking, and for this reason alone it should prove an attraction.

The money market column of the London Times of July 25 has the following: "The Hon. C. A. Duff-Miller, agent-general for New Brunswick, has been appointed to a seat on the London Board of the Colonial Mutual Life Assurance Society (Limited). Mr. Duff-Miller succeeds the late lieutenant-general the Hon. Sir Andrew Clarke, K. E. who held a seat on the London board for 15 years." The other directors are Sir Robert Herbert, G. C. B. (late permanent secretary of the colonial office) and Ernest Bageley, J. P. The former directors on the London board were Lord Brasenay and Sir Henry Berkeley.

BURNED AT TRACADIE. Charlottetown Schooner Destroyed Last Thursday.

Bathurst, N. B., Aug. 11.—(Special)—Schooner Charlie, of Charlottetown, 64 tons, Captain T. Desroches, laden with flour and canned supplies, was burned to the water's edge at the entrance to Tracadie Harbor (N. B.), on Aug. 7th.

Oddfellows' Grand Lodge at Charlottetown. The Grand Lodge of Oddfellows of the maritime provinces will meet at Charlottetown (P.E.I.), Wednesday, and the G. Encampment on Tuesday at the place. A. D. Smith, Thomas F. W. R. B. Emerson, H. E. Codner, C. B. John Long, R. Stevens, George P. Thomas Green, I. E. Smith, Percy D. B. Deig, M. D. Brown, Harris I. Charles Hamper, S. A. Morrill, C. Stanses, A. G. Blakeley and W. Fraser. Messrs. C. B. Allan and Smith left for the Island yesterday at the meeting of the campment.