The News.

ST. JOHN, N. B., JUNE 18, 1909.

THE I. C. R. AS A PROMOTER OF INDUSTRY

The Sun had the privilege yesterday of announcing the most progressive and promising departure made in Intercolonial management during recent years—the creation of a new department for the purpose of encouraging and promoting new industrial and commercial enterprises throughout the road's territory.

The new Board of Management, though it has hardly yet had time to get into its working stride, has already displayed an encouraging grasp of Intercolonial conditions and a commendable intention to handle the road in an energetic and business-like fashion. Heretofore, however, its efforts have been in the direction of routine reform—the simplification of the service, the merging of unnecessary trains—as in the case of the so-called C. P. R. and the Ocean Limited which will run as one train hereafter from Moncton to Halifax—and the elimination of other unnecessary expenses, as in the abolition of the travelling pay car, all of which, conducing to economy of operation without affecting the value of the service to the public, has been advantageous from the railway's financial standpoint, but of secondary interest to the people of the Maritime Provinces who demand from the Intercolonial something more than ordinary routine service as a common carrier. In this new move, however, the Board gives admirable evidence of its appreciation of the Intercolonial's duty as a stimulant to industrial development—a duty which the Sun has persistently urged, should be paramount with the management of the government railway.

As outlined by Mr. Butler in The Sun yesterday, the new scheme is for the creation of a department of industrial development, the duty of which will be to obtain and classify information with reference to business opportunities in the various centres of trade along the route of the Intercolonial, and to circulate this information among possible investors in industrial and commercial enterprises, with the idea of interesting them in the profitable opportunities lavishly scattered throughout these provinces. Some of the more progressive Boards of Trade in the larger towns have already done some work of this kind in a small way, but Mr. Butler rightly believes that, with its central advantages and the facilities at its command, the Intercolonial is in a position to work along these lines with much better hope of success than the scattered local organizations.

The purpose of this is obvious and is worthy of all praise. The failure of the Intercolonial, so far, lies not in any weakness of the railway as an instrument of transportation but in the inadequacy of its territory as a producer of profitable traffic and in the inefficiency of previous managements in the work of encouraging and developing this traffic. Contrary to general opinion the Intercolonial is economically operated. Its cost of operation per mile of road is less than the average of company railways. Its number of employes per mile of road is considerably less than the average. But it falls far short of the average in its traffic and the receipts therefrom—and this not so much because its rates are unduly low according to the class of traffic—for they are not—but because the bulk of the traffic carried is low grade and unprofitable. It carries too much raw material and too little manufactured goods; too much lumber and pulp-wood and too little furniture and pulp-and paper; too much ore and limestone, and too little steel, and so on. The new management sees the necessity of bettering the grade of traffic—of increasing the amount of high-class manufactured goods, which pay higher rates; sees that in order to develop the Intercolonial it is essential to develop the traffic producing resources of its territory. For the Intercolonial to grow the Maritime Provinces must grow, and must grow first.

This is the gospel The Sun has been preaching for a long time past—to the dissatisfaction of many because of the conclusion, which The Sun was unable to avoid, that the energising, developing work so urgently required could be done more effectively by an active company with Maritime interests than by a government responsible to a parliament the majority of whose membership know little and care less of Maritime affairs. And we are not altogether free from this conviction yet, though if the new Board of Management can prove us wrong by actual results, we shall gladly retract, for it is not the theory of public ownership we find fault with, but the past results of its practice. This Board, which must go to parliament for every dollar of its expenditure—as even a fully independent commission would have to do—cannot acquire branch lines or establish hotels or financially assist or share in enterprises for industrial development, as a progressive company could and undoubtedly would do. But unquestionably it can do much more in this direction than has been done in the past, and unquestionably also, it is setting out along the right track. With all who are concerned in Maritime progress The Sun heartily commends this new step toward the realization of the splendid resources of these provinces, will watch its results with interest and will gladly record and give credit for any development of industry and of traffic accruing therefrom.

A PARTISAN GOVERNMENT

The Standard accuses The Sun of a desire to make trouble in stating that the Hazen government had decided to appoint a Liberal to the position of Chief Superintendent of Schools. That government supporters should scent the possibility of trouble by the suspicion that Mr. Hazen had made a public appointment for other than partisan reasons is significant of their view of the Premier's duty in this regard. Ordinarily it would be to the interest of a government to acquire a reputation for impartial consideration of public interests in a matter of this kind; but it is not so with the Hazen administration. Posing as non-partisan it is in reality the most side-bound Conservative government in Canada and its supporters resent nothing so much as the intimation that a Liberal has any chance of favor or even of fair play under its regime.

THE CORONATION OATH

The Orange Sentinel vigorously upholds the protest of that Order against the elimination of the anti-Catholic clauses in British Coronation Oath on the ground that this would not only weaken the position of Protestantism in Great Britain, but would open the door to the occupancy of the British throne by a Roman Catholic.

Without discussing whether or no this possibility would be fraught with such disaster as The Sentinel fears we may call its attention to the fact, frequently pointed out in the various arguments which have taken place on this question that this oath is really not necessary to safeguard Protestant succession, as that is already dealt with by the ninth clause of the Bill of Rights, which provides that no person shall enjoy the crown unless he be a Protestant, and it is also further provided by the Act of Settlement that "whosoever shall come to the possession of the crown shall join in communion with the Church of England as by law established." Moreover, by the coronation oath, which is an entirely different enactment from the accession oath, though often confused with it, the sovereign is required to solemnly swear to maintain to the utmost of his power "the laws of God, the true profession of the Gospel and the Protestant reformed religion as established by law." No Catholic has asked to have any change in these other oaths. The movement is confined to securing a modification of the offensive words in the accession oath.

Relating the history of the movement in a comprehensive article, The Halifax Chronicle recalls that in the British House of Commons in 1901 a measure was introduced to repeal the objectionable phrases in the Accession Oath, which, dating from an unrepealed clause in the Bill of Rights (1689) read as follows:

"I do solemnly and sincerely, in the presence of God, profess, testify and declare that I do believe that in the Sacrament of the Lord's Supper there is not any transubstantiation of the elements of bread and wine into the body and blood of Christ at or after the consecration thereof by any person whatsoever; and that the invocation or adoration of the Virgin Mary or any other saint, and the sacrifice of the Mass as they are now used in the Church of Rome are superstitious and idolatrous."

Lord Salisbury, then Premier, was not at first disposed to support such a movement, but at a later period in the session expressed his approval of some reasonable modification of the oath, refusing however to accept the modification suggested at the time, which was that the Sovereign would simply declare that he was a member of the Church of England as by law established, and unfeignedly believed in its doctrines. Eventually the matter was clouded by other political issues and was dropped for the time.

On the first of March, 1901, the House of Commons at Ottawa passed a resolution that the Declaration was most offensive to the dearest convictions of Roman Catholics and that the staunch loyalty of His Majesty's Catholic subjects in Canada should not be rewarded by their being chosen alone among believers of all creeds and branded as idolaters by their Sovereign. This resolution asked that the Declaration be amended by eliminating therefrom all expressions which are specially offensive to the religious belief of any subject of the British Crown.

The subject was temporarily abandoned in the British House of Commons after the accession of King Edward, but was revived again last year, and at the present session a measure satisfactory in its terms has passed the second reading. It will not become law this year, but there is no doubt that the existing declaration, which Lord Salisbury called "a stain on the statute book," will soon be obliterated, and the extraordinary anomaly now presented to the world shall not exist, whereby the British government appoints British chaplains to the army and navy and pays them to discharge their duty as Catholic chaplains, a portion of which duty is to teach doctrines which the King's declaration denounced as idolatrous.

CONTEMPTIBLE FICTION

Discussing the recent change in the management of the Intercolonial The Free Press of London, Ont. (Conservative), drops into history with some ridiculous results. Referring to Hon. Mr. Emmerson's ministry The Free Press says: "During his short reign the deficit ran up to nearly two millions. In sheer despair he proposed to sell the whole outfit to Mackenzie & Mann or any other railway corporation and be rid of it. But the concensus of opinion was against him."

These assertions, together with the intimation that Mr. Emmerson was "not averse himself to be a grafter" are so diametrically astray from facts of common knowledge as to be ridiculous, if they were not so contemptible in their vicious falsity. In all the criticism to which Mr. Emmerson has been subjected none has heretofore dared to impugn his absolute honesty or his single-minded devotion to the Intercolonial as a government railway. To do so where he is known would be worse than futile. There is not a man in touch with public affairs but remembers the earnestness and vigor with which Mr. Emmerson protested, as he still protests, against any scheme for the transfer of the Intercolonial from the control of parliament, and advocated, as he still advocates, its maintenance and extension under public ownership and operation. Assertion to the contrary is an absurdity of falsehood unusual even in the Conservative press. The statement that Mr. Emerson accumulated a deficit of nearly two millions during his regime is similarly untrue. During the first year of his ministry, for the most of which he was not responsible, a large deficit piled up, but the next year this was replaced by a considerable surplus, with the apparent promise that the conditions he had created would establish the road upon a permanently paying basis. This financial showing, together with the notable reforms in operating system which he inaugurated entitles Mr. Emmerson to first rank among the men who have labored with the Intercolonial problem. But for the success of his administration and the force of his effort against the movement for the sale of the road, public discontent would have forced the abandonment of the policy of government ownership long before this.

FANNING THE RACE FIRES

La Presse, the leading French Canadian paper, is obsessed with the idea that the Imperial Press Conference is a part of a "jingoistic conspiracy" to drag Canada into the "vortex of European militarism." Under this delusion it has been publishing of late a series of violent articles anti-Imperialistic in strain, though not anti-British,—for even La Presse sees clearly the benefits of British connection, only it does not want Canada to pay for them.

This is in Quebec. And in Ontario the Conservative Mail and Empire is working overtime to stir up anti-Liberal feeling in its English-Protestant constituency by representing the sectional and irresponsible deliverances of La Presse as the authoritative announcements of Sir Wilfrid Laurier.

"La Press, of Montreal," says The Mail and Empire, "which speaks for Sir Wilfrid Laurier, is very busy at this moment twisting the tail of the British lion, and exposing the nefarious designs of the English-speaking Canadians. According to its latest outburst, the spirit of Imperialism and of Toryism is rampant. . . . This explosion is not, as might be imagined, the work of some irresponsible person. Quite the contrary, it is the voice of Sir Wilfrid Laurier, speaking through the organ chosen by him to give expression to his views."

In order to develop this theory The Mail and Empire has had to ignore the antagonizing fact that La Presse has censured nobody in this matter more severely than Sir Wilfrid himself, declaring him the willing tool of the jingoes and predicting that "the whole of the next fight in Canada will be against Laurier, the bad servant of military Imperialism." An immense split will take place among the people of our country. Laurier will personally bear the whole burden of the next battle."

In the circumstances The Mail and Empire's game is none the less discreditable because it is an old and already discredited game. No sane Canadian doubts the loyalty of Sir Wilfrid Laurier, or can be made to doubt by any such miserably unscrupulous attacks as these. As for as La Presse, it speaks for itself and for a continually diminishing section of the French-Canadian people, who, though naturally slower in absorbing the Imperial idea than we whose blood is Anglo-Saxon, are none the less British in sentiment and are honored by leaders, on both sides of politics, who frankly realize not only the blessings of British citizenship but the obligations that citizenship carries with it.

THE FUGITIVES

Tardy recognition of genuine literary merit and of a capacity for poetical expression that touches at times upon the inspiration men call genius has come to Hiram Ladd Spencer, New Brunswick's veteran journalist and writer of verses, through the recent publication of his selected poems from the press of John A. Bowes in a form well worthy of the work and its author. "The Fugitives, a Sheaf of Verses," is the modest title of a volume, finely printed and artistically bound, which deserves a place in every library in this province.

Though mainly written in a minor key and limited in their range, Mr. Spencer's verses, always musical, display at times the vision and sympathy of true poesy. Many of his works are well known already through their publication in the press and in magazines, notably "A Hundred Years to Come," "Tomorrow," "The Silent Ward," but was revived again last year, and at the present session a measure satisfactory in its terms has passed the second reading. It will not become law this year, but there is no doubt that the existing declaration, which Lord Salisbury called "a stain on the statute book," will soon be obliterated, and the extraordinary anomaly now presented to the world shall not exist, whereby the British government appoints British chaplains to the army and navy and pays them to discharge their duty as Catholic chaplains, a portion of which duty is to teach doctrines which the King's declaration denounced as idolatrous.

"The Silent Land of Dreams," and others of similar merit and melody which find permanence in this volume. And not often in Canadian literature has truer sentiment and better thought been crystallized into purer poetry. Witness this, the final verse of his "Tomorrow":

"Thou beckonest, and I pursue,
In sorrow
Tomorrow?
"Earth's falsest heart to thee is true,
"Tomorrow, Tomorrow!
"But thou art falser than the wind—
"A dream, vagary of the mind,
"And they that seek thee never find,
"Tomorrow! Tomorrow!"

And Mr. Spencer was a patriot as well as a poet, and in his several verses of loyal devotion to his Canada he shakes clear of the melancholy that marks most of his work and touches his highest notes. His ode to "Fair Canada," his tribute to the noble band of Loyalists in "May 18," and his "Vision" of the future of his country:

"A nation great, a nation good!
"A universal Brotherhood!
"And Kings of men—all born of thee,"

are among the best in our anthology and well-deserving of permanent remembrance.

But he is an old man now—Mr. Spencer—eighty years old, and his thoughts are wistful and not altogether of this world. It is the autumn days that appeal to him now, and the gathering of the harvest.

"There's much that's very beautiful
"In these sober autumn days,
In the tints of fields and hamlets,
"In shimmering brooks and bays;
"But somehow, all the day long,
"We wish that night would come—
"'Tis time we hoisted anchor
And went a-voyaging home."

May the night fall gently, comrade, and the voyage home be pleasant and the port be peace.

MR. TAFT AND THE TARIFF

"The consumer is a myth," says Senator Aldrich, the leader of the high-protection forces in the United States Senate, which is a pleasant paraphrase of the elder Vanderbilt's famous dictum, "The public be damned."

If one may judge from the prevalent attitude of the American press, both Republican and Democratic, the distinguished but supercilious Senator will have some difficulty in persuading the American consumer to accept this Christian Science view of his actual non-existence, particularly as President Taft, who is a consumer himself and weighs somewhere about 300 pounds, has convictions to the contrary and stands up for his class.

While President Taft is not making a noise about the tariff bill, while his voice is not heard in threatening or warning tones, he is asking questions which must make the Aldrich men uneasy. He wants to know what the ultimate consumer will pay in duties on such articles as men's and women's clothing, stoves, furniture, china, tinware, hams and bacon, certain vegetables, sugar, coal, salt and other vegetables of common use in every household. The treasury experts have prepared for him a table showing the retail prices of these articles, and the Dingley bill, the Payne bill, and the Senate bill.

From this table, as published in the New York Post, we find that the duty on a suit of clothes costing $15 is $10.76 under all the tariffs. Of coure, it will be argued that the wearer of a suit of clothes made in the United States does not pay this huge tax to the American manufacturer; that the price is not necessarily raised to the extent of the duty. Probably not, but the tariff places that taxing power in the hands of the American maker. It will be argued also that a large part of the increased price goes to highly-paid workmen, instead of to the pauper labor of Europe. But there are well-authenticated stories of American clothing made under the sweating system, by pauper labor in New York tenements.

On a $15 overcoat the tax is 11.36. On a two-dollar hat the Senate bill charges 75 cents, and the other bills 98 cents; on a $2.50 pair of shoes the Dongley bill charged 62 1-2 cents, while the new bills charge 37 1-2 cents, for a woman's cloak costing $15 the tax is $9.88 under all the bills, and on a woman's cotton dress costing $10 the tax is $5. An iron cook stove at $15 is taxed $6.75. There are similar heavy taxes on beds, mattresses, cotton sheets, furniture and tableware.

Now Mr. Taft has a reputation of being a man of his word, and he ran his election on a pledge of revision downward—not downward toward the bottom of the purchaser's pocket-book. As the leader of the Republican party he gave personal guarantee that this pledge would be carried out in good faith. The President cannot constitutionally interfere with the deliberations or actions of Congress, but he can veto any bill Congress may pass, and the prevalent opinion is that he will oppose his veto power to the passage of the Aldrich tariff bill.

ST. JOHN COUNTY AND THE ROAD LAW

The Standard denies The Sun's charge that "the present government has taken out of the hands of the county electors the administration of their own roads and has placed them under the operation of the new political highway act, which gives the control of the road moneys to partisan appointees in whose selection the county taxpayers have no choice."

That's what The Standard was started for; that's what it is kept going for; that's what its staff are paid for—to deny things critical of the Hazen government. But The Sun's statement is correct, nevertheless. As every elector of St. John county knows, that constituency has been allowed home rule in the matter of highways—and it justified the exception by giving the public probably the best roads in the province. Under the Hazen Highway Act this privilege has been removed. The roads of St. John county are now managed by Highway Boards, the treasurers of which—the men who handle the road money—are, as The Sun asserted and, the Act prescribes, "partisan appointees in whose selection the county taxpayers have no choice." In view of the excellent proof St. John County has given of its ability to manage its own highway affairs, the government's determination to put an end to this home rule is in itself offensive. But the government's insistence that one of its own appointees shall handle all the road money is not only an infringement upon County rights, but a distinct insult to the men who have had this responsibility heretofore and to the electors who appointed them.

HARNESSING THE SUN

A recent invention of a Maritime man, Mr. George H. Cove, whose patent for the utilization of tidal power is now being tested at the head of the Bay of Fundy, is hailed by The Technical World Magazine as a feat of genius containing the possibility of revolutionizing all forms of mechanical industry. Mr. Cove's achievement is to catch and store the electrical energy which the sun generates in enormous quantities and sends along his beams earthward. This source has never before been tapped in a way to make it a commercial possibility. So simple is the device and so direct and positive its work that it is no wonder that it has been overlooked or never thought of either by inventors of electrical appliances or those people who have tried by various mirror and prism schemes to entangle the sun's energy and set it at work.

What might be called the primary cell of the "solar electric generator," as the inventor names it, is a three inch long rod or plug of metallic composition, an alloy of several common metals, on one end of which the sun shines in a glass enclosed space, the other end being in the shadow, in cool free air. This rod is part of a circuit wired in the ordinary way to any good storage battery. While the sun thus shines upon one end of this rod the difference in temperature between that and the other end, and also the difference in other conditions caused by the direct rays in one case and their absence in the other, a difference not wholly understood by the inventor at present but now being experimented upon, sets up an electrical action, which is passed along to the storage battery and there held in reserve to be turned in as light, heat or power as desired. The amount of energy trapped and thus stored by one rod in a day is of course small, but it is a simple matter to hitch up any number of these rods in batteries and thus make their individual work cumulative. A thousand rods may be placed side by side in the space of an ordinary window-sash five feet square and the electric force thus generated is a thing to be reckoned with.

The present cost of such a machine need not be much over a hundred dollars. It is as indestructible as a kitchen range. Properly secured and wired upon a roof, or any other spot where it gets the day's sun unimpeded it needs no further attention. Even in its present somewhat crude and experimental state, given two days' sun it will store sufficient electrical energy to light an ordinary house for a week. The inventor has proved this now for months in his own establishment. Thus, in portions of the country where even one day in three is sunny a single machine five feet square and holding less than a thousand plugs is sufficient for the ordinary lighting of a house. The possibilities of the amount of power which might be obtained in the future by batteries of these simple devices working without expense and with a minimum of attention are simply staggering. The machine has been made automatic by a mechanism which shuts off the battery when the sun's rays cease to strike the surface and opens the connections again at the touch of the sun in the morning. This works also on days of alternate sun and shade, opening up connections during sunshine and closing them during shadow.

Of course the fact that the sun's rays are capable of producing enormous energy is no new thing to science. Ericsson, the inventor of the civil war monitors which revolutionized naval warfare, demonstrated in 1868 that the sun's rays give a horsepower per square yard per hour. It was thus shown that the amount of energy at any man's door, but then as now going to waste for lack of adequate harness, is enormous.

Scientists also continue to demonstrate that coal and oil, at present the common great source of energy and artificial light, are rapidly being depleted and that in another hundred years they will have become scarce if not exhausted. The country at large is turning toward water power which is now but partly utilized. But water power sites are expensive to obtain and are rapidly being taken up by powerful interests. Like the coal and oil, water power is not within the reach of the average man. If he is to use it in the future he must buy it from the capitalist as he does now from the coal baron or the oil king. It is difficult, however, to see how any commercial corporation or combination can monopolize the direct rays of the sun. They strike every man's roof or his dooryard, and with a "solar electric generator," it is possible to trap them, store them in any good form of storage battery—the inventor uses one that is common on automobiles—and turn them on at will to do the desired work, whether lighting a room or heating a chafing dish or running a sewing machine or churn.

The invention is not one of the oft-heralded hap-hazard "discoveries." It is the result of many years of careful investigation and patient labor on the part of a man whose business it is to invent, as it was that of his father before him. Mr. Cove is a native of Halifax, Nova Scotia. His father patented many mechanical devices which are in use at the present day, some of these being important in the large flour-making establishments of the West. He, himself, takes great pride in a gold medal recently received from the Canadian government for his model of a machine and a plan for harnessing the tides of the Bay of Fundy.

EPPRESS COMPANY PROFITS

The recent investigation made by the Railway Commission into the business of the express companies in Canada has discovered a margin of profit in these semi-public enterprises which shows how much the restriction of public control was needed.

Take, for instance, the Canadian Express Company, organized in 1865. Its capital was nominally $500,000, but only $27,520 was paid up. Now the capital is three millions, and there is nothing to show that more than $27,520 has been paid upon it. Incidentally, it might be mentioned that for the past seven years, profits have been made at the rate of 83 per cent.

The Dominion Express Company in its essential features closely resembles the Canadian Express Company. It started as an adjunct to the Canadian Pacific Railway. Its nominal capital was $1,000,000, but only $100,000 was paid up. Last year its profits were 75 per cent., and its property is valued at $800,000. In the case of the Canadian Northern Express Company, the youngest member of this very prosperous fraternity, the capitalization is $1,000,000, but only $5,000 has been paid in. The subscribed stock amounts to $295,000, and it is held by the Mackenzie & Mann coterie.

Unless the Railway Commission decree otherwise, a similar institution will develop in connection with the G. T. P. It is quite evident that the directors of the various railroad organizations have utilized very much to their own advantage the privileges given them by parliament. If this occurred in the case of the Post Office Department or in the course of the operation of any public service utility, it would be called by a still ugly name. The only hope in the situation is that the control of the express companies has been handed over to the Railway Commission.

It might be well for the public to understand thoroughly that the express companies only do business when and where they like. They have an arbitrary agreement as to rates, which cannot be broken by any of the companies, and they seem to have adopted as their motto the celebrated Vanderbilt dictum in regard to the public. The carrying of small parcels at as low cost as possible is of very great importance to the Canadian West and especially to Winnipeg. The lower the cost of a parcel of a few pounds, the more economical it will be to buy in small quantities. Where distances separate consumers from the open market, carriage is a very important element in the cost.

It is hoped, further, that the Railway Commission will give its attention to the growth of the express companies; otherwise resort will be had to a parcels post system such as Sir William Mulock, when Postmaster-General, had in view. At the time he discussed the question, the proposal was opposed vigorously by the express companies. It is now quite evident that the express companies had reason to oppose Sir William; but there is no reason why the public should have to submit to such charges for carrying small packages as a ring of express companies decide to impose.

Rev. J. J. McCaskill reached the city Monday evening from Prince William. He was in attendance Monday afternoon at the ordination service at that place.

Rev. William Girdwood, a graduate in the spring from the Presbyterian college at Halifax was ordained in the presence of a very large congregation. Dr. Smith, of Fredericton, presided at the service and addressed the candidate. Rev. J. J. McCaskill delivered the address to the congregation.

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PROVINCIAL NEWS

MONCTON, June 11.—Dan McDonald, Cape Breton, middleweight champion wrestler, won his bet here tonight by throwing Geo. Nedef, Assyrian strong boy, three times within an hour. It took the champion 46 minutes 13 seconds to do the trick, and although McDonald announced after the match that it was the greatest snap he ever had the three or four hundred spectators present at the Grand Opera House witnessed a hard contest. Nedef bet a hundred dollars to fifty McDonald could not throw him three times in an hour. McDonald secured the first fall in 21 minutes 22 seconds, the second fall in 20 minutes 13 seconds and the third and last fall in four minutes and 19 seconds. The last two falls were secured by toe hold. At the conclusion of the match Nedef offered to wrestle McDonald on the same terms for five hundred dollars barring toe hold, which lost his match tonight. No further match was made between the two.

James Smart, an English wrestler, appeared on the stage and offered to wager one hundred dollars he could throw McDonald twice in an hour. McDonald said he was in no condition to wrestle Smart, who is forty or fifty pounds heavier than he, but he would meet him. Considerable talk took place between the two, but no match was made. McDonald goes to Springhill tomorrow night to meet a Greek wrestler.

The Quebec delegates to the Catholic Foresters' convention left for home by special train this evening at 6.30.

The I. C. R. board of management were kept busy again today meeting committees representing various railway organizations. M. J. Butler, Deputy Minister, leaves tomorrow for St. John and Fredericton, but other members of the board will remain here.

Frank Fenton, operator in W. U. Tel. Co., who leaves tomorrow for Calgary to work for C. P. R., was tendered a farewell supper this evening by friends.

HOPEWELL HILL, June 10.—The government steamer Lansdowne, came up the bay yesterday, in charge of Capt. A. W. Burns. Mr. Kelley, inspector of lights, who is on board, on an inspection tour, visited the light at Fort Folly Point yesterday, and that at Grindstone Island today. This finishes the inspection of the lights in the eastern district, and the Lansdowne, now goes to visit the western beacons. Capt. Burns, while the steamer was at the Cape, made a short visit to his home there.

Miss Mary Archibald went to Fredericton this week to stand examination at the Normal School, for advance of license.

The close of the present school year, in this county, will see an unusually large number of changes, among the teachers a great many resignations having been made. The principals of the Hill and the Cape Schools are both leaving, and both teachers at the Mines school, and many vacancies will occur in the smaller schools. All of the teachers at the Riverside Consolidated School have handed in their resignations.

The body or Howe Tingley, son of the late Job Tingley, of Beaver Brook, who died in St. John, was brought up from there today for burial. The service was conducted by Mr. Malcolm, of the Presbyterian Church, interment being in the Hopewell cemetery.

Mr. Carnwath and his cousin, Miss Hunter, of Ireland, who are on a visit to America, are visiting the Carnwath family at Riverside and older relatives in this parish.

FREDERICTON, June 13.—The appeal in the assault case of Crocket vs. Hanson, occupied the attention of the county court all day yesterday. Almost the same evidence as given in the police court was repeated before Judge Wilson, with the exception that Hanson, the defendant, did not take the stand in his own behalf. Mr. Carter against the technical points taken by the respondent and allowed the hearing to proceed subject to objection. Judge Wilson said he would give his decision in the case the 29th of this month.

PORTLAND, Me., June 12.—The str. Alfred W. Drew, of the U. S. Quarmaster's department, had a narrow escape from destruction, while the lives of a number of men on board were endangered by a shot from one of the guns at Fort Williams striking her boiler during target practice. The 155th company was engaged in subcalibre practice and the Drew was towing the target. Good records were being made when a shot from one of the guns struck the Drew, penetrating one of the boiler plates. Fortunately none of the tubes were broken and there was no explosion. Artillery men and observers were on the boat at the time.

HOPEWELL HILL, N. B., June 13.—The June session of the Albert County court opens at Hopewell Hill on Tuesday with Judge Wedderburn presiding. There is an unusually large docket, it being doubtful should all the cases come to trial if the business can be finished before the date of the supreme court in the following week.

Besides the civil docket, there are two criminal cases which will probably occupy considerable time, and which are expected to excite a good deal of interest. These are that of ex-Police Magistrate B. W. Stewart, who as road superintendent is charged with the wrongful use of public money, and the case against Stipendiary Magistrate E. E. Peck for resisting arrest. In the Stuart case a true bill was found at the last session of the county court, the case going over until the June term.

It is claimed that the defendant when road superintendant used road money in assisting in building an aboideau on the S. and H. Railway, contrary to law, the defense claiming that the outlay was done to assist in protecting the highway and was fully authorized. Stuart was sent up for trial by Stipendiary Peck, and the latter reserved his committal from Mr. Stuart, who is still a justice of the peace. The appeal in the case of Stipendiary Peck, who was sentenced to jail for two months for assault, also comes up before Judge Wedderburn.

FREDERICTON, June 13.—On Tuesday, June 15th, the last payment will be due in the stake events and horses must then be named and entries will also close in the class events for the Fredericton Park Association's race meeting here on June 30th, July 1st and July 2nd.

The programme follows:

Wednesday, June 30th.

2.15 class, trot and pace; purse, $300.

2.19 class, trot and pace; purse, $300.

Thursday, July 1st.

2.21 stake, trot and pace (Barker House purse); purse, $300.

2.27 stake, trot and pace (Waverley and Lorne hotels purse); Purse, $300.

Friday, July 2nd.

Free for all stake, trot and pace; purse, $400.

2.17 class, trot and pace; purse, $300.

2.24 stake, trot (Queen Hotel purse); purse, $400.

Entries will close with the secretary, J. D. Black, P. O. Box 332, Fredericton, N. B. Any entry postmarked up to Wednesday, June 16th, at noon, will be good under the rules of the National Trotting Association.

The Sackville correspondent of the Globe writes: W. S. Carter, the new superintendent of education, has been spoken of in the newspapers as of Loyalist extraction. This is not true, as far as the Carter side of the house is concerned, as he is descended from John Carter, who in 1774 came to this part of the world from Yorkshire and settled near Fort Cumberland. John Carter and the first William Trueman, who came across a year later, married sisters, so that in the county of Westmorland the new superintendent has scores or even hundreds of kinsmen to be proud of his well merited elevation. (Accompanied by his daughter, Miss Edith Carter, Mr. Carter leaves this week for Deer Island and Grand Manan on a week's visit.)

MARYSVILLE, N. B., June 15.—The Victorias of Fredericton played the Marysville team at Marysville today. Score 9—3 in favor of Marysville. It was a five inning game. McKinnon and McLean were the batteries for Fredericton and Brogan and Boyce for Marysville. Downing was umpire. Both teams played a good game.

MRS. JOHN WILLIAMSON.

NEWCASTLE, June 15.—To Mrs. John Williamson, who had been a great but patient sufferer for several years, death came yesterday as a welcome relief. Deceased was 56 years old. Her maiden name was Louise Matchett, daughter of the late Wm. Matchett of Red Bank. Mrs. Williamson was a very estimable lady of quiet, home loving disposition, universally loved and respected. She was a member of St. James' Presbyterian church. The funeral will be held on Thursday at 3 p. m. in St. James' cemetery. Mrs. Williamson is survived by her husband and seven children, Edward W., at home; John Stafford, Regina, Sask.; Oliver, Moncton; Annie G., Lillian F., Evelyn and Geo. Winfield at home, and the following brothers and sisters: Wm. Matchett, Red Bank; Mrs. John Allison and Mrs. Benj. Forsythe, North Esk; Mrs. Geo. W. Gallison, Haverhill, Mass., and Mrs. Sophia Robinson of Thornton, R. I.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

MORE JU

LEWIS-HATFIELD.

A pretty wedding was solemnized yesterday afternoon at four o'clock at the home of W. V. Hatfield, Broad street, when his daughter, Miss Mabel P., was united in the holy bonds with Frank Lewis, son of James Lewis, Britain street. Rev. W. W. McMaster tied the nuptial knot in the presence of only the immediate relatives and a few close friends of the young couple. The bride was given away by her father. She wore a bridal costume of white with a white picture hat. The bridesmaid was Miss Grace Lewis, who wore a gown of pale blue silk eolienne with hat to match. Mr. and Mrs. Lewis left last evening for Quebec, where Mr. Lewis has a lucrative position with the C. P. R. During the winter they will make their home in this city.

McMICHAEL—HUTCHINSON.

The marriage took place yesterday at Port Huron, Ont., of Charles E. MacMichael of this city and Mrs. Margaret Hutchinson, lately of Milton, N. S. The ceremony took place at the home of Dr. Smith, brother of Mrs. Hutchinson. Mr. and Mrs. MacMichael are expected to reach St. John on Saturday.

STEEVES - CURRIE.

A very pretty wedding was celebrated yesterday morning at six o'clock at the house of Richard S. Stevens, Orange street, when Rev. Samuel Howard united in marriage Miss Edna Stevens and Robert John Currie. The bride was given away by her father and was prettily attired in white muli, carrying a bouquet of bridal roses. After the ceremony a wedding breakfast was served. The bride's travelling dress was a tailor-made suit of Alice blue, with large picture hat to match. The happy couple left on the Prince Rupert for Digby and other Nova Scotia towns. The presents were numerous and costly. Among others a parlor chair worked with silk was presented to the bride by the choir of Exmouth street Methodist Church, of which she is a valued member. A quartered oak centre table was received from the members of the Coburg street Christian Church. The groom's gift to the bride was a handsome gold watch. On their return they will reside at 100 Brussels street.

HARTZ - O'BRIEN.

AMHERST, N. S., June 15.—At 10.30 this morning, in the presence of only immediate relatives a pretty wedding took place at the residence of Rev. W. H. Heartz, D.D., when his youngest daughter, Dottie May, was united in marriage with Dr. Garnett W. O'Brien of this town. The bride wore a handsome gown of white satin trimmed with Princess Louise lace, and carried a shower bouquet of roses and lilies of the valley. To the strains of Mendelssohn's wedding march, rendered by Miss Kate Campbell, the bride, on the arm of her brother-in-law, T. N. Campbell, entered the beautifully decorated rooms. The ceremony was performed by Rev. Dr. Heartz, assisted by Rev. John W. O'Brien, brother of the groom. After the luncheon the newly married couple took the noon train. The bride's going-away suit was of dark green broadcloth with hat to match.

HARRISON-HUNTER.

A social event that has been anticipated with much interest in the North End, took place yesterday afternoon at 3.30 o'clock at the home of Mr. and Mrs. George D. Hunter, 29 High street, when their daughter, Florence Rosalie, was united in marriage with Herbert G. Harrison, grandson of the late Canon Harrison, at one time rector of St. Luke's church. The ceremony was performed by Rev. Dr. Flanders, pastor of Centenary Methodist church, in the presence of more than fifty friends and relatives of the contracting parties. The bride looked charming in a gown of white silk, with white lace overdress and wearing pearl ornaments. She carried a shower bouquet of pink roses. Her bridesmaids were Miss Jessie Hunter and Miss Elsie Taylor, who wore white silk and carried bouquets of pink carnations. The groom was supported by his brother, L. J. Harrison. The parlors where the ceremony took place were transformed into a bower of beauty, white and pink roses, lilacs, apple blossoms and ferns being used for decoration purposes, the nuptial knot being tied under a beautiful floral bell in the arch between the rooms. After the ceremony a dainty luncheon was served.

Mr. and Mrs. Harrison left last evening on a honeymoon trip to Montreal and Toronto, and other Canadian cities. On their return they will reside on Main street. The popularity of both bride and groom was attested to by a beautiful array of gifts, which included cut glass and silverware. The grooms present to the bride was a set of mink furs. The groom, who was the host Monday evening to supper in the rooms of No. 2 Salvage Corps, of which he is an ex-lieutenant, was presented by the corps with a handsome mantel clock.

Among the out-of-town guests were Mrs. C. W. Upham and daughter of Sussex, Mr. and Mrs. J. R. Hunter, North Sydney, Mr. and Mrs. J. A. Upham, St. Stephen, and Miss Agnes Walpart of Charlottetown.

SANDS—MACDONALD.

The marriage of Leslie Roy Sands, son of Mr. and Mrs. Thomas Sands, of Moncton, took place in Chicago on Wednesday afternoon. The bride was Miss Mary Irene Macdonald, daughter of Mr. and Mrs. John A. Macdonald, of North Sydney, N. S. Mr. Sands is telegraph operator of Cleburne, Texas, on the Sante Fe railroad.

COLBY—CARTER.

The home of Mr. and Mrs. Charles Carter, of Kirkland, Carleton County, was the scene of a happy event on the evening of June 9, when Anna Belle, their fourth daughter, was united in marriage with Lowell Willis Colby, of Haverhill, (Mass). The ceremony was performed by Rev. F. W. Murray. Miss Carter has occupied a very responsible position as matron of a hospital at Danvers (Mass.) The happy young couple will make their home in Los Angeles (Cal)., where Mr. Colby's real estate business is located.