

TO SUBSCRIBERS.

After the first of July all monies received for subscriptions will be acknowledged by changing the date stamped on the paper immediately after the name.

Should any subscriber notice that the date is not changed on the first, second or third paper after the money is sent, he should at once send a postal card to the Sun Office, stating when he sent the money and how it was sent, by registered letter post office order or Express order—SUN PRINTING CO.

NOTICE.

When a subscriber wishes the address on the paper changed to another Post Office, the OLD ADDRESS should ALWAYS be sent with the new one

NOTICE.

\$1.00 per inch for ordinary transient advertising.
For Sale, Wanted, etc., four lines or less, 25 cents each insertion.
Special contracts made for time advertisements.
Sample copies cheerfully sent on address on application.
The subscription rate is \$1.00 a year, but if 75 cents is sent ONE YEAR IN ADVANCE the paper will be sent to any address in Canada or United States for one year.

SUN PRINTING COMPANY,

ALFRED MARKHAM,
Manager.

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., AUGUST 24, 1904.

RUSSIA AND BRITAIN.

An important St. Petersburg journal is reported to have said that Russia is paying for her generosity in remaining neutral during the war in South Africa. Had she taken advantage of Britain's "preoccupation" and herself of a port on the Persian Gulf, she would now have a naval base in Asia out of reach of the Japanese.

Britain's preoccupation in South Africa was not so complete as the Russian journal supposes. That was a war on land. There was still a fleet not wholly occupied. Suppose that Russia had made such advances in Southern Asia as to constitute an invasion of the British sphere of influence. Even in that time of stress Russia would have taken considerable risk in committing an act of war.

An act of war in Southern Asia would also have been war on the Pacific coast and the Baltic sea. We see what has happened to the Russian fleet in the far east when in collision with Japan. Great Britain had in 1899 and 1900 no less than thirty war vessels in the China squadron. These included three or four battleships and ten or twelve cruisers. It does not require a great stretch of imagination to picture the result of an attack by this fleet on the Russian ships at that time in these waters. Nor is it likely that the Baltic ships or the ports where they are accustomed to stay would be entirely undisturbed while Russia was operating on the frontier of India. Moreover, the Japanese are not the only Asiatic people who know how to fight. The King has some subjects in India who are believed to be good fighting men. They have so proved themselves, and no reason exists for supposing that these native troops, numbering 150,000, are inferior to the Japanese. These troops were not greatly preoccupied during the war in Africa. On the whole, therefore, it may be said that prudence as well as generosity recommended moderation of Russia in not extending the southern frontier of the empire in Asia to the Persian Gulf. For besides the British soldiers in India, there were possible military resources in other parts of the empire which were heard from about that time.

But we may as well take for granted that Russia had the same reason for not taking advantage of Britain's trouble elsewhere. The South African trouble was none of Russia's affair and gave no reason for an act of hostility. It is not the custom of European nations to fall upon each other or to threaten one another's colonial domain in times of preoccupation. If it were, Russia would now be in a distressful position. Britain will not claim credit for generosity for refraining from interference in the present war.

TARIFF REFORM AND BRITISH BY-ELECTIONS.

Nearly all the conservative candidates in the by-elections for the imperial parliament have been supporters of Mr. Chamberlain's policy. This shows how strong a hold for good or bad the movement has upon the party at large. While the government has

been largely unsuccessful in these contests it is not clear how far this result has been due to the tariff policy of the candidates. They were likewise in favor of the education programme of the government, which is strongly, even fiercely, condemned by a majority of non-conformists. In some recent by-elections the campaign has been largely won on the question of importing Chinese labor for the gold mines.

It must be borne in mind that the conservative government in Great Britain has long overstayed the usual life of a British ministry. Precedent and custom call for a change of government, and only the extraordinary weakness of the opposition in leaders and in policy has postponed the change until now. If Mr. Chamberlain had remained a colleague of Mr. Balfour and if both had continued firm in the fiscal faith of the last generation, it is altogether probable that the government would have suffered more from the by-elections than it has under existing circumstances.

One would not expect the kingdom to be as yet fully prepared to give up an economic faith so long entertained without question. But until other issues are out of the way, or have become less in sight it will not be possible to judge the feeling of the people on this question by the result of by-elections.

BOER GENERALS AND BRITISH COURAGE.

General Cronje has been making a speech to some admiring organization in St. Louis. The Boer commander is part of the exhibition and seems willing to do his share to please the crowd. After commending the bravery of the Boers he told a cheering audience that the English were no longer brave. The general is thus reported on this point:

"The courage of the British has departed. England now is not in a position to fight any great power. The same class of men who compose her army compose her navy, and it would take but one American war vessel to sink three British ships."

There is no reason to believe that General Cronje is good authority on the British navy. He can testify that the British army made many blunders in South Africa, but he cannot candidly accuse the soldiers of want of courage. They could not always match the Boers in cunning, and had not their adaptability for irregular fighting, but they greatly exceeded the Boers in personal physical courage. They were so unwise as to expose themselves in ways that a Boer would avoid. The Boers were great in surprise, and rapid in their movements, but they did not sacrifice or risk their lives in charges across the open under fire. They came out of the war beaten but with a moderate list of killed and wounded.

The British soldier of today has all the courage that British soldiers ever had. He may need more wisdom and initiative, but not more valor. He could learn some things from the Boers, but these come under the head of prudence rather than courage.—St. John Star.

AYLESWORTH AND FITZPATRICK.

The weakness of the Laurier government in Ontario is shown by the eagerness which the government press exhibits that Mr. Aylesworth should accept the invitation to become a minister. Mr. Aylesworth is known to be an able lawyer, but as yet he has had nothing to say or do in political affairs. He has never been a member of any legislature. His promotion to cabinet rank over the heads of members who have seen long service would be in the nature of an experiment. The fact that Sir Wilfrid seems anxious for this is proof that he recognizes the need of stronger men in the premier province.

It is not supposed that Mr. Aylesworth would enter the cabinet in any other capacity than as minister of justice. This would mean the retirement of Mr. Fitzpatrick, who has repeatedly contradicted the statement that he proposed to retire and take a salaried position with a corporation. But his denial has not been more direct or more emphatic than that of Mr. Wade, whose appointment to the chairmanship of the railway construction commission has been settled. Mr. Fitzpatrick's law partner is to be the representative of the dominion on the Grand Trunk Pacific board and that too in spite of many assurances to the contrary.—St. John Star.

CANADIAN SHIPPING.

During the last years of the life of the late conservative government in Canada we were accustomed to hear the accusation that the policy of the administration was fatal to Canadian shipbuilding, and to Canadian ownership of vessels. It was never very clearly explained how the tariff operated against the former great industry of this province, but there was a familiar and oft repeated statement that a change of government would bring back the glory of the New Brunswick shipyards.

We have had more than eight years of this promising government, and now it happens that the department of marine has just issued a list of Canadian shipping at the end of 1903. We find that instead of an increase in ton-

nage since 1896 there is a decrease, from 789,296 tons in 1896 to 698,147 tons in 1903. Included in the shipping of last year is 76,215 tons in British Columbia, but in 1903, 26,622 tons in 1896. The lake tonnage of Ontario has increased 28,000 tons.

The eastern provinces, where the question was most discussed ten or twelve years ago, have suffered the greatest shipping loss. New Brunswick was credited with 115,506 tons of shipping in 1896. Last year the tonnage had fallen to 59,508, or a mere fraction over half that of seven years before. The shipping of Nova Scotia declined in the same period from 317,526 to 216,053 tons.

The new shipping registered in New Brunswick last year was 1,708 tons, and Nova Scotia turned out 10,719 tons, one-half of which was produced at Parrsboro and Lunenburg. Thirty years ago the vessels built in a year in this province measured over 40,000 tons, which was half the Nova Scotia output.

St. John now claims a registration of 42,666 tons. Windsor, Nova Scotia, has 50,412 tons. Parrsboro, the third port in the maritime provinces, claims 31,931, and is closely followed by Lunenburg with 31,247 tons. Halifax follows and Yarmouth, once a great shipbuilding and registration port, has 18,446 tons. Montreal with 94,526 and Victoria with 47,951 tons are now ahead of St. John. Quebec claims 41,148 tons. Ottawa, with 29,791, is with the exception of Toronto, which has 170 tons more, the leading shipping place in Ontario. Of course Ottawa is not a port at all, except for barges, rafts, tugs, and small passenger boats. But all the government vessels are registered at Ottawa.

A FAIR TORONTO OPINION.

A member of the staff of the Toronto News, an independent journal with a liberal editor, has been exploring the political situation in this part of Canada. In a letter over his initials this writer states that he has interviewed men of both parties in this province most likely to be well informed. He reached the conclusion in this city that the liberals did not expect to carry either of the St. John seats or a majority of the seats in the province. The News representative finds that Mr. Emmerson is regarded in his party as a poor substitute for Mr. Blair in the party leadership, and that the Grand Trunk Pacific scheme is exceedingly unpopular in this province. The reason for the unpopularity is the distrust that the New Brunswick people have of the old Grand Trunk corporation and the positive conviction that the new company under Grand Trunk control would discriminate against Canadian ports as it has against Canadian engineers.

UNITED STATES INTERVENTION.

At the time of writing, particulars of the American intervention between the Japanese torpedo boats and the Askold at Shanghai indicate that the interference is in the interest of all neutral countries. It will be necessary for the powers to take some action at Chefoo and other Chinese ports convenient to the scene of war, for the Chinese local authorities appear to be incapable of maintaining the neutrality of their state. If China cannot evict Russian ships which are using her ports as a place for repairs, thus making a base for operations in China, and cannot prevent Japanese ships from following the enemy and committing acts of war in these ports, either China must be included in the regular fighting ground or other nations must intervene to preserve the neutrality of the country. The United States secretary of state was one of the first to lay down a rule as to the boundary of the field of belligerent operations. It may be in virtue of this declaration that his country has intervened. Perhaps the action follows from the fact that the United States consul at Shanghai is the senior member of the diplomatic corps at that place. It may be that the Chauncey took her position between the Askold and the Japanese ships because a fight at the dock would endanger large establishments near by owned by United States subjects. But it may for the present be taken for granted that whatever has been done and will be done by United States warships at Shanghai will be acceptable to the other neutral powers represented there. It may also be assumed that no fighting will be allowed to take place in those neutral waters, and that since China is an infant in such matters, the other powers will act as her guardians. If the rules of neutrality require the disarmament of the Askold it will not be left for any little helpless Taotai to issue orders which no one will obey. If Japan really desires Chinese neutrality she should gladly accept foreign oversight of Chinese ports.—St. John Star.

Mr. F. B. Wade, who solemnly declared that he wanted no railway chairmanship, but was determined to reappear after the elections as Annapolis, will now draw \$3,000 a year as the price of changing his mind. He is a little better off than a cabinet minister.

This is the seventh month of the St. John city vacancy in the legislature. It is nearly six months since the county seat became vacant, and the province was left without a surveyor general. The government appears to be waiting for something to turn up.

FATE OF THE PORT ARTHUR SQUADRON.

Russian and Japanese Stories of the Fight.

Former Fought Bravely But Could Not Help Doing So as They Were Unable to Get Away.

TSINGTAU, Wednesday.—I have just had an interesting talk with the officer in charge of the Russian battleship Czarevitch. His statement, which was kindly interpreted for me by the ship's paymaster, follows:

"We left Port Arthur at eight o'clock in the morning and immediately saw the Japanese fleet on the horizon. It was largely in line ahead, and the Russians were absolutely calm and scored hits with few misses, the Russian projectiles being all few wide. After two and a half hours' fighting miles south of the port, the Japanese fleet drew off for one hour, then approached each other once more. The Russians now opened fire, which was largely ineffectual. The Japanese Admiral Togo and staff, however, quite unconcerned, directed every operation. The enemy's vessels now changed their direction to the southeast and the Russians followed them.

"SHANGHAI, Aug. 20, morning.—The report that the 'Tao Tai' had ordered the Russian torpedo boat destroyer Groszovoi to cease making repairs at the harbor and leave the harbor before noon today or disarm, and the Russian cruiser Askold to leave Shanghai before noon on Monday or disarm, is confirmed.

"It is said to be impossible for the Askold to cross the bar before the spring tides, and official circles believe that both the Groszovoi and the Askold will be disarmed.

"CHEFOO, Aug. 20, 4 p. m.—The Chinese consul general at Tien Tsin, who arrived here today on the British steamer Pechili, and who had a conversation with the Japanese torpedo boat commander who overhauled the steamer off Liao Tso promontory last night, says that yesterday's battle was begun at daybreak, the Askold against the fortress itself. It is taking place along the whole line, and it is Japan's supreme effort, to which the recent battles were but preliminary contests. He added that the Askold was disabled, and that the Japanese could safely say that Port Arthur will soon be in the hands of the Japanese. One after the other of the outer defenses have been taken by the Japanese, and the Askold is completely isolated. The Japanese preparations for the grand assault, General Stoessel was asked to surrender. He refused. Now comes the final test."

"MUKDEN, Aug. 20.—Confirmation has been received here of the report that the Russian cruiser Novik has entered the harbor of Koriakowsk, Islands of Sakhalin, and is announced that the Russian cruiser Diana, recently sighted off Hong Kong, has arrived at Saigon, capital of French Indo-China.

"CHEFOO, Aug. 20, 7:30 p. m.—There is a rumor current here, the source of which cannot be learned, that the Japanese have been repulsed at Port Arthur.

"PETERSBURG, Aug. 20.—The Emperor has telegraphed Lt. Gen. Stoessel, in command of the military forces at Port Arthur, as follows: "I have your telegram in my name and on behalf of the whole of Russia, the troops, sailors and inhabitants of Port Arthur on the successes gained in the fighting of July 26, 27 and 28. I am proud of your absolute readiness to uphold the glory of our arms by their unbounded bravery. I warmly thank all."

"May the Most High God bless their heroic deed which has cost so many sacrifices, and may He protect the fortress of Port Arthur from the attacks of the enemy."

"(Signed) NICHOLAS.

"The second attack began at two o'clock in the afternoon at five kilometres distance. The Russians this time opened the fight, the Poltava firing first. Fighting continued until darkness set in. Our admiral was killed and the ship was disabled. The Russians from the port side of the ship, the same shell killed two flag officers, one navigation officer and four sailors belonging to the signalling staff."

HIT THRICE IN FIVE MINUTES.

"A second shell struck the starboard side of the conning tower, entered the block house (barbette) and burst. The effect was simply fearful, for it killed or wounded everybody in the vicinity. The commander's arm was broken, and he sustained a contusion at the base of the skull.

"The shell burst in the foremast, leaving the foremast hanging in the stayropes.

"All these three 12-inch shells were received in less than five minutes. The second shell damaged the telephone, telegraphs, compasses and steering gear, causing the ship to tremble and travel rapidly in circles for ten minutes until temporary repairs were effected."

"The captain of the flagship then took command and made for Tsingtau, steering with her engines and setting his course by the stars, all the compasses having been broken during the battle.

"The junior navigation officer, however, managed to fix some spare parts to a compass temporarily at three o'clock in the morning.

"During the night Japanese torpedo boats attacked us no fewer than five times. We saw torpedoes fired and they passed us very close, but none of them struck.

"The Japanese left many floating mines in front of our fleet.

OTHER BATTLE SHIPS AFIRE.

"I cannot say how our other ships fared. We saw fire break out aboard the Retvizan, but it was soon extinguished. We also saw a great fire aboard the Peresviet.

"The Japanese shell struck the Askold between her funnels. All our ships received serious damage.

"The engines and guns worked splendidly and there was no leakage. The Krupp nine inch armor plates resisted the Japanese projectiles excellently. Their twelve-inch shells recoiled from it."

"An American named Nolits, who has been waiting as correspondent in the docks at Port Arthur, has arrived here. He states that a four funneled cruiser had been badly damaged, but was repaired and has left.

"The supply of ammunition is moderate, but that of food is small and depends on contraband, which is extensively smuggled in by land and sea.

"The Russian mines are covered with imported barbed wire. All the people there are obliged to take an oath of loyalty and are compelled to work, but not fight. Compensation is given for wounds, and wages of ten rubles (\$5) a day are paid in gold.

"The land mines have caused great slaughter, thousands of men being blown to pieces, and these engines are solely responsible for the maintenance of the defense."

"At 7:30 p. m., the Czarevitch was struck by a twelve-inch shell below the water line on the port side and suddenly turned to starboard, whereupon the other vessels, in order to avoid a collision, put helms to port and starboard and fell into confusion. This was the opportunity the Japanese did not fail to seize. They poured in a very hot fire at a range of three to four thousand metres. The Russian fleet was virtually silenced, except from the Retvizan, which, with conspicuous bravery, maintained a cannonade until having received the Japanese concentrated fire, she was reduced to fitful discharges of one or two guns. The slackening of the enemy's fire was seemingly not due to shortness of ammunition, but to the damage inflicted and the casualties sustained. At 8:30 p. m., when night fell, the combat terminated."

RUSSIANS IN FLIGHT.

The Russian cruisers and destroyers, under cover of darkness, started away at full speed, pursued by the Japanese torpedo craft, which had anticipated this manoeuvre. At 8:40 p. m., having been informed that the Russian main squadron was between Round Island and Shantung, Admiral Togo steamed in pursuit, accompanied by torpedo boats, which, dashing in through the Russian searchlights, delivered several attacks for a space of one hour. One torpedo was seen to explode against the side of the Czarevitch.

The cruiser Novik was sighted at 10 a. m. on August 18, in longitude 125.40 east, latitude 35.51 north, steering

southeast, doubtless bound for Vladivostok. She is believed to have taken a full complement of coal at Kiao-

TOOKIO, Aug. 17.—Commandant Ogura, of the Mikasa, who has arrived at Sasebo, wounded, gives the following description of the action of August 16: On the morning of that day the guardships telegraphed the information of the enemy's sortie. The news was received with delight. Admiral Togo rapidly made all dispositions. His plan was to draw the Russians as far south as possible in order to prevent a repetition of the fiasco of June 23. He did not know whether the enemy's destination was Vladivostok, therefore he steered south, being constantly informed by scouts of the enemy's movements. The squadron gradually approached, the Japanese squadron being on the east. At 1:30 p. m. being then thirty miles south of Port Arthur, Admiral Togo signalled his ships to go into action. The Russians thereupon formed a single column in line ahead, and the Japanese, consisting of six battleships, the Mikasa in the van; four cruisers, eight destroyers, and one hospital ship. At 1 p. m., the action began. Twice the boats approached, twice recoiled. There was severe cannonade on both sides, but whereas the Japanese guns were absolutely calm and scored hits with few misses, the Russian projectiles being all few wide. After two and a half hours' fighting miles south of the port, the Japanese fleet drew off for one hour, then approached each other once more. The Russians now opened fire, which was largely ineffectual. The Japanese Admiral Togo and staff, however, quite unconcerned, directed every operation. The enemy's vessels now changed their direction to the southeast and the Russians followed them.

"SHANGHAI, Aug. 20, morning.—The report that the 'Tao Tai' had ordered the Russian torpedo boat destroyer Groszovoi to cease making repairs at the harbor and leave the harbor before noon today or disarm, and the Russian cruiser Askold to leave Shanghai before noon on Monday or disarm, is confirmed.

"It is said to be impossible for the Askold to cross the bar before the spring tides, and official circles believe that both the Groszovoi and the Askold will be disarmed."

THE NEW OFFICERS.

At the afternoon session the election of officers took place and resulted as follows:

Grand Master Workman—J. J. Ulley, Montreal.

Past Grand Master Workman—W. J. Panjoly, St. John, N. B.

Grand Foreman—Thomas Brady, Westmount.

Grand Overseer—H. D. Everett, St. John, N. B.

Grand Recorder—A. T. Patterson, Montreal.

Grand Receiver—James Martin, Montreal.

Grand Inside Watchman—Lieut. Col. Carriere, Montreal.

Grand Outside Watchman—W. C. Starke, Montreal.

Grand Solicitor—T. P. Butler, K. C., Montreal.

Grand Medical Examiner—Dr. J. Z. Triguanne, Plessiville, Que.

Grand Trustees—Messrs. Thos. Liggett, Montreal; A. H. Holden, Fredericton; and E. C. Longueville, Longueville.

Executive Committee—T. A. Lynch, O. W. G. Detmers, and R. Lynch, Montreal, and A. Langlois, Sorel.

THE NEW GRAND MASTER.

J. J. Ulley, who was elected yesterday as grand master workman of the grand lodge of Quebec and the maritime provinces, A. O. U. W., was born in Newport, Isle of Wight, so justly termed the garden of England, and his father was part contractor in building Osborne House, which was for so long the favorite residence of our late beloved Queen Victoria, and which our present king presented to the nation as a permanent memorial to her majesty. Mr. Ulley joined the A. O. U. W. first at Rockford, Ill., in 1877, but coming to Montreal he became a charter member of Montreal lodge No. 243, of the grand lodge of Quebec (now No. 1 on the register of the grand lodge of Quebec and the maritime provinces), in 1885, and was one of that grand lodge's representatives to that grand lodge of the three lodges then in existence in Montreal. He has served in various grand lodge offices and at the biennial session in Charlottetown, P. E. I., two years ago, he was elected grand recorder. Mr. Ulley is also a member of the Masonic order, Royal Arcanum, Knights of Pythias, Independent Order of Oddfellows, Knights of Maccabees, Sons of England and Knights of the Golden Eagle, and is recognized as one of the most ardent fraternalists in the community.

CORPORATION DRIVE SAFE.

FREDERICTON, Aug. 21.—The lower corporation drive has safely reached the boom limits and the contractor has discharged his men. The recent slight rain was of great assistance in helping the logs along and no great difficulty was experienced in getting the lumber in. The lower end probably contains upwards of 150,000,000. The upper end has also been helped along by the recent rains and the logs are coming over Grand Falls. About sixteen millions is being sorted out above the falls for mill owners in that vicinity.

FOREST FIRES IN THE WEST.

Much Damage Being Done and Persons Rendered Homeless.

THREE PERSONS KILLED.

RICHMOND, Ind., Aug. 20.—A carriage, in which were four young persons returning from a dance at a summer hotel, was struck by a Pennsylvania passenger train last night. Three of the occupants were instantly killed and one seriously injured. The dead are: Charles R. Cherier, aged 32; John Moore, 32, and Miss Hattie Hall, 28.

ANOTHER INCREASE IN PRICE OF FLOUR.

The price of flour has again been forced up by the extremely strong wheat market Saturday. Manitoba went up 10c. in price; and yesterday Ontario brands followed suit with a rise of 10c.

J. A. Weaver, formerly head teacher in the St. John school for the deaf, left yesterday for Boston on the way to Ogden, Utah, where he has accepted an engagement in the Utah state institution for the deaf at Ogden.

A. O. U. W.

Election of Officers at Annual Convention.

J. J. Ulley, One of the Best Known Members, Chosen Grand Master Workman.

SOREL, Que., Aug. 13.—The excursionists who took part in the trip to Lake St. Peter yesterday as guests of the Grand Lodge of Quebec and the maritime provinces, Ancient Order of United Workmen, returned to Sorrel seven o'clock and all reported the trip as a most enjoyable one. On board the steamer the first session of the grand lodge was held, when the grand master workman, D. McCormick, K. C., delivered an address of welcome to the representatives of the supreme lodge, W. M. Narvis, supreme master workman, and Rev. W. W. Narvis, son of Detroit, Mich., past supreme master workman, and in doing so he referred to the historic associations that clustered around the St. Lawrence from the time that Samuel de Champlain founded the city of Quebec in 1608, and congratulated the order, which had more than 400,000 members, upon the fact that it had as its present head a man, who although only 43 years of age, had had a remarkable record in the way of promotion to the more important offices, until today he was at the head of the order. He also alluded to the fact that the Rev. W. W. Narvis, although an American citizen at the present time, had arrived in Montreal from England at the age of nineteen years, and a year later, when the Red River rebellion broke out, he was one of the first to offer his services as a volunteer to quell it, and he proudly wore the medal on his breast, which had been given by the Canadian government.

Mr. Narvis and Rev. Mr. Wilson made suitable acknowledgments in the course of which they outlined the causes which had led up to the change in the rates of assessment adopted a year ago by the supreme lodge, and which will come up for consideration at the present session of the grand lodge.

THE NEW OFFICERS.

At the afternoon session the election of officers took place and resulted as follows:

Grand Master Workman—J. J. Ulley, Montreal.

Past Grand Master Workman—W. J. Panjoly, St. John, N. B.

Grand Foreman—Thomas Brady, Westmount.

Grand Overseer—H. D. Everett, St. John, N. B.

Grand Recorder—A. T. Patterson, Montreal.

Grand Receiver—James Martin, Montreal.

Grand Inside Watchman—Lieut. Col. Carriere, Montreal.

Grand Outside Watchman—W. C. Starke, Montreal.

Grand Solicitor—T. P. Butler, K. C., Montreal.

Grand Medical Examiner—Dr. J. Z. Triguanne, Plessiville, Que.

Grand Trustees—Messrs. Thos. Liggett, Montreal; A. H. Holden, Fredericton; and E. C. Longueville, Longueville.

Executive Committee—T. A. Lynch, O. W. G. Detmers, and R. Lynch, Montreal, and A. Langlois, Sorel.

THE NEW GRAND MASTER.

J. J. Ulley, who was elected yesterday as grand master workman of the grand lodge of Quebec and the maritime provinces, A. O. U. W., was born in Newport, Isle of Wight, so justly termed the garden of England, and his father was part contractor in building Osborne House, which was for so long the favorite residence of our late beloved Queen Victoria, and which our present king presented to the nation as a permanent memorial to her majesty. Mr. Ulley joined the A. O. U. W. first at Rockford, Ill., in 1877, but coming to Montreal he became a charter member of Montreal lodge No. 243, of the grand lodge of Quebec (now No. 1 on the register of the grand lodge of Quebec and the maritime provinces), in 1885, and was one of that grand lodge's representatives to that grand lodge of the three lodges then in existence in Montreal. He has served in various grand lodge offices and at the biennial session in Charlottetown, P. E. I., two years ago, he was elected grand recorder. Mr. Ulley is also a member of the Masonic order, Royal Arcanum, Knights of Pythias, Independent Order of Oddfellows, Knights of Maccabees, Sons of England and Knights of the Golden Eagle, and is recognized as one of the most ardent fraternalists in the community.

CORPORATION DRIVE SAFE.

FREDERICTON, Aug. 21.—The lower corporation drive has safely reached the boom limits and the contractor has discharged his men. The recent slight rain was of great assistance in helping the logs along and no great difficulty was experienced in getting the lumber in. The lower end probably contains upwards of 150,000,000. The upper end has also been helped along by the recent rains and the logs are coming over Grand Falls. About sixteen millions is being sorted out above the falls for mill owners in that vicinity.

FOREST FIRES IN THE WEST.

Much Damage Being Done and Persons Rendered Homeless.

THREE PERSONS KILLED.

RICHMOND, Ind., Aug. 20.—A carriage, in which were four young persons returning from a dance at a summer hotel, was struck by a Pennsylvania passenger train last night. Three of the occupants were instantly killed and one seriously injured. The dead are: Charles R. Cherier, aged 32; John Moore, 32, and Miss Hattie Hall, 28.

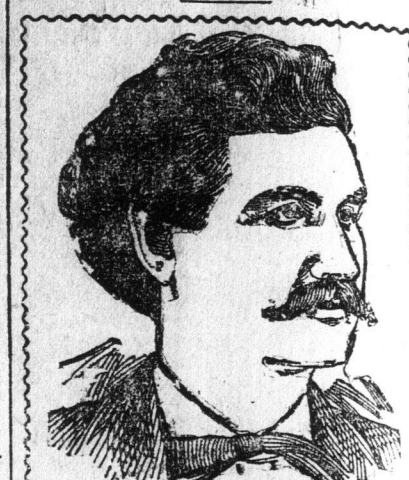
ANOTHER INCREASE IN PRICE OF FLOUR.

The price of flour has again been forced up by the extremely strong wheat market Saturday. Manitoba went up 10c. in price; and yesterday Ontario brands followed suit with a rise of 10c.

J. A. Weaver, formerly head teacher in the St. John school for the deaf, left yesterday for Boston on the way to Ogden, Utah, where he has accepted an engagement in the Utah state institution for the deaf at Ogden.

MEN OF PROMINENCE
(Use Pe-ru-na for Catarrh.)

Pe-ru-na Cures Catarrh Wherever Located.



F. Y. FITZPATRICK, M. C.

Hon. F. Y. Fitzpatrick, Congressman from Kentucky, writes from the National Hotel, Washington, D. C., as follows: "At the solicitation of a friend I used your Pe-ru-na and can cheerfully recommend it to anyone who needs a good remedy for catarrh or who needs a good tonic. You are not liable to catch fresh cold and delay your cure."

Hundreds of men of dignity and prominence from all over the United States endorse Pe-ru-na.

No other remedy receives such convincing testimonials. Send for free book of testimonials.

If you do not receive prompt satisfaction, return the bottle of Pe-ru-na, giving a full statement of your case and he will be pleased to give you his valuable advice.

Address Dr. Hartman, President of the Hartman Sanitarium, Columbus, O.

Richibucto.

RICHIBUCTO, Aug. 18.—The formal opening of the new post office and custom house took place last evening at seven-thirty in the presence of about five hundred people. An address was presented to the Hon. O. J. LeBlanc, by the Hon. O. J. LeBlanc, which he made an eloquent reply. He was followed by Revs. H. A. Meek and J. F. Estey. The St. Louis band was present and played several selections. At the conclusion of the speeches the electric light was turned on and the building was visited by the admiring crowd.

INSANE WOMAN.

Drowned Her Babe in the River. She Feared It Would Walk Back to Her.

KENTVILLE, N. B.

Walker Brook, that waters the meadows and the villages of Kentville, has been the scene of a terrible tragedy. Mrs. Wm. Bennett, in a fit of insanity and fear, threw her baby into the water. The little one was found floating in the stream and was taken to the hospital. Mrs. Bennett has been committed to the asylum.

KINGS COUNTY TEACHERS' INSTITUTE.

The Kings County Teachers' Institute will meet at Hampton Station on the 22nd and 23rd of September next. The secretary, W. N. Biggar, is now making up the programme, and it will be a most interesting one. The institute is for the teachers throughout the county in a few days.

LAURIER WILL TOUR THE WEST.

BOSTON, Aug. 21.—A despatch from Butte, Mont., states that Sir Wilfrid Laurier will shortly make a tour of the principal cities of the Northwest from St. Paul to Seattle, and will be the guest at Butte of the Canadian Institute in that city. The object of the premier's tour is not known.

AS EASY.

Needs Only a Little Thinking.

The food of childhood often determines whether one is to grow up well and strong, or weak and sickly. It is just as easy to be one as the other provided we get a proper start. A wise physician like the Doctor who knew about food, could help you to get a proper start. He is willing to help and will eat with you.

CORPORATION DRIVE SAFE.

FREDERICTON, Aug. 21.—The lower corporation drive has safely reached the boom limits and the contractor has discharged his men. The recent slight rain was of great assistance in helping the logs along and no great difficulty was experienced in getting the lumber in. The lower end probably contains upwards of 150,000,000. The upper end has also been helped along by the recent rains and the logs are coming over Grand Falls. About sixteen millions is being sorted out above the falls for mill owners in that vicinity.

THREE PERSONS KILLED.

RICHMOND, Ind., Aug. 20.—A carriage, in which were four young persons returning from a dance at a summer hotel, was struck by a Pennsylvania passenger train last night. Three of the occupants were instantly killed and one seriously injured. The dead are: Charles R. Cherier, aged 32; John Moore, 32, and Miss Hattie Hall, 28.