

The Semi-Weekly Telegraph.

ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 4, 1907.

NO. 105.

VOL. XLVI

PLEA FOR RECIPROCITY WAS COLDLY RECEIVED

Josiah Quincy's Words Fell Flat

Boston Politician Spoke at Toronto—W. K. George, in Reply, Said Canada Was Satisfied With Present Conditions—A Well Known Clergyman Dead.

(Special to The Telegraph.) Toronto, Sept. 2.—Settlement of industrial disputes and the question of closer commercial relations between Canada and the United States furnished topics at a luncheon given by the directors of the exhibition today and elicited important speeches from Hon. R. Lemieux, postmaster-general, and Hon. Josiah Quincy, of Boston.

Mr. Quincy's speech was a strong plea for closer commercial relations between Canada and the United States and it was interesting as showing the growing sentiment in favor of reciprocity on the other side of the line.

At the close of the luncheon W. K. George, president of the exhibition, administered a cold douche to the reciprocity project by remarking that Canadians are well satisfied with present conditions.

Among the guests at the luncheon was Henry M. Whitney, of Boston, who is to speak tomorrow on the question of reciprocity.

Well Known Clergyman Dead. Rev. Thomas Cutler DesBarres, M. A., formerly rector of St. Paul's Anglican church, died today in his seventy-fifth year.

Rev. Mr. DesBarres was born in Halifax about seventy-five years ago, his father being Judge DesBarres, of the Nova Scotia Supreme Court. He was graduated from King's College, Windsor (N. S.). His early ministerial work was done in the diocese of Huron. About 1878 he came to Toronto to become assistant to Rev. Salter Givin, rector of St. Paul's church. One year later he succeeded Mr. Givin as rector, in which position he continued twenty years.

His wife died about a year ago. There survives one son, Rev. T. C. DesBarres, of Nottingham, England, and a daughter, Miss Margaret DesBarres, living at home, 80 Bedford Road.

NON-UNION SHOES OF HORSES DELAYED NEW YORK PARADE

Many Labor Leaders Forced Out of Procession on That Account—25,000 Marched in Drenching Rain.

New York, Sept. 2.—The weather man failed to make good his prediction of a bright, sunny day for labor's annual outing, but in spite of the rain, which began early in the morning and lasted until after noon, 25,000 members of labor unions paraded the streets, drenched to the skin and were watched and cheered by thousands of umbrella-protected spectators.

New York had two parades, one under the direction of the Central Federated Union and the other in charge of the building trades organization. Both formed in the vicinity of Fifth avenue and 99th street, the federated union parade passing down the avenue to Washington square, while the building tradesmen marched in the opposite direction to 120th street.

A committee of the horse-show caused considerable delay in the starting of the federated union's parade by appearing at the starting point and examining the feet of all the horses in line to determine whether or not they were union made shoes. All horses whose shoes did not bear the proper mark were ordered out of the line, and a number of the marshals and aides and those who had intended riding in carriages were forced to walk. The delay caused many of the spectators to leave before the marchers arrived.

A feature of each parade was an enthusiastic band of strikers. In the Federated Union parade, marching in the sixth division, were perhaps 1,000 members of the Commercial Telegraphers Union, who are now on strike in the building trades parade were several thousand striking teamsters.

TORONTO CIVIC OFFICIALS IN LABOR DAY PARADE

Toronto, Sept. 2.—(Special)—Labor Day was celebrated with enthusiasm in Toronto today, some thousands of sturdy workmen belonging to every trade in the city parading through the streets and winding up at the grounds of the national exhibition.

The mayor and representatives from the board of control and city council had places in the parade. The police were given full charge at points where the line of procession crossed the street car lines and all went smoothly, with a minimum of inconvenience to the paraders and the car service.

ST. JOHN GOLFERS BADLY TRIMMED

Woodstock Players Made Them Look Like Novices Monday

SCORE 113 TO 4

Dr. Magee the Only One of the Seventeen to Win—Same Fate Befell Another Contingent That Went to St. Stephen—Next Match Likely at St. Andrews.

(Special to The Telegraph.)

Woodstock, N. B., Sept. 2.—The St. John Golf Club, seventeen strong, went up against the local players today and were badly beaten—113 to 4—the only winner for St. John being Dr. Magee. Four rounds were played. At 1 o'clock dinner was served at the club house. After the match speeches were made by President McAvity and Solicitor-General Jones. The clubs intend to meet on neutral grounds, preferably St. Andrews, in the near future. The score in detail:

Table with 2 columns: Player Name and Score. Includes names like C. Sprague, R. O. Ireland, Geo. McAvity, etc.

of appreciative spectators both at the parade in the morning and at the sports in the afternoon and last, but by no means least, the presence of such a representative number of departments from all over the maritime provinces and across the border in Maine, contributed to a successful outcome of the day's proceedings.

ST. STEPHEN TROUNCED ST. JOHN

St. Stephen, N. B., Sept. 2.—(Special)—St. Stephen was from St. John in a thirty-six hole game of golf today, scoring six holes up in the total score. Following is the record of the game:

Table with 2 columns: Player Name and Score. Includes names like W. D. Baskin, R. B. Kessner, J. T. Whitlock, etc.

HALIFAX HAD BIG LABOR PARADE

(Special to The Telegraph.)

Halifax, N. S., Sept. 2.—Labor Day was observed in Halifax by an absolute cessation from business. The labor day procession was one of the best, if not the best ever seen in Halifax. The longhoremen alone paraded more than 500 strong, and the whole procession was a mile in length. The attendance at the Labor Day sports was materially lessened by the circus, which drew many thousands to its tent.

In the various towns of the province there were sports. In Windsor the opening round of the ladies' golf championship of the maritime provinces took place. There was to have been a cricket match at Westville between the cricket team of that town and Halifax, but the Halifax eleven missed the train.

TWO KILLED AND SIX INJURED IN TRAIN WRECK

Schenectady, N. Y., Sept. 2.—Two persons were killed, six seriously injured, three of whom may die, and a score less seriously hurt tonight in a rear-end collision between two cars on the Albany line of the Schenectady Railway Company. The accident occurred on a short grade in the outskirts of the city. The brakes of the car ahead set suddenly and the car behind crashed into it, sending it down the hill. There were two other collisions before the cars could be got under control. Both cars were packed with persons returning from Albany. The most seriously injured were on the platform of the car which was run into. The two men killed lived in the city.

FIREMEN JUSTIFY ALL EXPECTATIONS FULLY

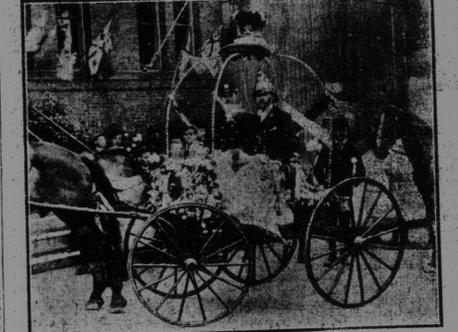
First Day's Tournament a Grand Success; The Parade a Splendid Pageant

Thousands Throng Streets and Cheer and Applaud the Home Laddies and the Visitors—All Carried Out Well—No. 1 Hook and Ladder Men Capture Prize—Sports Keenly Contested—Fine Evening Entertainments.

St. John, N. B., September 2. The success which attended the first day's programme of the firemen's tournament yesterday bids fair to make the event a memorable one for many a long day to come. Ideal weather, vast crowds

was due to leave King street east at 10 a. m. Although some delay owing to the late arrival of trains kept the spectators waiting past the advertised hour they were amply repaid when the long procession made its appearance. Some of the

But one protest at the sports, lodged against the men from Sydney in the horse reel race, remains to be adjusted today.



CHIEF KERR AND HIS TEAM IN THE PARADE.

Photo by C. T. Lugin.

There was abundance of good feeling and good fellowship among all who participated in the day's events. Few unpleasant incidents are recorded as far as the police and public were concerned. If less strenuous, today's proceedings

designs were of a striking and novel character and the elaborate decorations which must have kept the men busy for weeks past called for frequent applause. The hands interspersed throughout the procession added gaiety and the long lines of the fire-fighters, 1,000 strong, as they marched past made an impression which brought forth many a cheer, especially when some favorite company or appropriate device in passing caught the eyes of the thousands thronging the route. The pageant was carried out without a hitch and reflected great credit on all concerned.

The sports in the afternoon on the Barrack square were keenly contested, so much so that but half the programme could be completed and the remainder of the events will be decided today, commencing at 9:30 a. m.

Fireworks and band concerts brought a long day to a close. The local corps kept open house till a late hour in the various stations and entertained the visitors in royal fashion.

The awarding of the three prizes offered by H. W. deForest was the best feature in the parade among New Brunswick, Nova Scotia and P. E. Island and Maine departments, was no easy matter for the judges. Halifax bore away the palm for the sister provinces, Bangor was the victor across the border with Calais a close second, and to St. John was

W. W. Clark, Chief of Police, Chief Marshal of Parade.

R. W. W. Frink, Tournament Treasurer.

Fire laddies and citizens alike were up betimes preparing for the parade, which

awarded priority of place in this province, the winning turnout being No. 1 Hook & Ladder Company's novel and elaborate design of the amusement features in Rockwood Park. The same company also secured the prize of \$50 offered by the executive committee.

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The parade. The firemen began to assemble at 9 o'clock and King street east was filled (Continued on page 8, first column.)

HALIFAX FLOAT AND PIPERS IN BRUSSELS STREET.

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John Kerr, Chief of St. John Fire Department.

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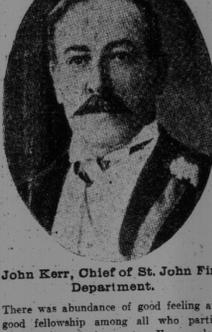
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Harry Ervin, Secretary of Committee.

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ANOTHER INCREASE FOR COUNTRY POSTMASTERS

EIGHT INDIANS IN SAME GRAVE

Impressive Service Over Victims of Quebec Bridge Disaster

A DESOLATE COMMUNITY

Thirty-Seven Families Among the Caughnawagas Afflicted and Forty-Five Children Are Left Fatherless.

(Special to The Telegraph.)

Montreal, Sept. 2.—Eight of the Indian laborers who perished in the Quebec bridge disaster, were buried yesterday at the Indian village of Caughnawaga, where they lived.

Arch-bishop Bruchesi came from Montreal to officiate at the funeral service. He was accompanied by Father Forbes, parish priest of St. Anne De Bellevue, who formerly had charge of the Iroquois community and who speaks their language.

The service was held in the village church which was draped in mourning. The modest coffins containing the bodies of the unfortunate victims were laid side by side on a large platform in front of the altar and on the nearest seats were the diabolical parents and relatives, who partook of no communion during mass.

At the close of the service his grace addressed a few words of sympathy to the bereaved families and Father Forbes translated what was said into Iroquois. Archbishop Bruchesi assured the descendants of the famous redmen that he shared their grief, which was like Rachel's and could not be allayed.

When the service was over the coffins were carried off to the neighboring churchyard and lowered in a large single grave. Thirty-seven families in Caughnawaga alone have been afflicted by the catastrophe.

The victims were nearly all heads of families and some forty-five children have been made fatherless.

SUDDEN DEATH OF ST. STEPHEN WOMAN

Mrs. Beverly Stevens Collapsed While at Her Household Duties—Labor Day Well Observed.

(Special to The Telegraph.)

St. Stephen, N. B., Sept. 2.—The friends of Mrs. Beverly Stevens were greatly shocked when they learned that she had passed away very suddenly this morning.

Mrs. Stevens, who has been suffering from gout for some time, underwent an operation in Chipman Memorial Hospital a few months ago, which gave her temporary relief.

Deceased was about her usual duties this morning when she was seen to fall backward. She was assisted to her bed and Dr. Murphy was hastily summoned, but Mrs. Stevens was beyond human aid, and passed away in less than an hour.

Mrs. Stevens will be greatly missed for she was genial and sympathetic, and a great favorite in social circles. The funeral will take place from her late residence, Rose avenue, on Wednesday afternoon at 2:30.

About 2,000 people attended the Foresters' picnic at Oak Bay today and about 1,500 witnessed the sports at Woodland, Maine.

The day has been very generally observed as a holiday and all places of business on the St. Croix are closed.

USED SHINGLE ON BOY WITH TERRIBLE RESULT

First Blow of Mother Exploded Dynamite Cap in Lad's Pocket—Both Badly Injured.

Chebeagan, Mich., Sept. 1.—Mrs. Fred Williams, living at Bear Point, on Crooked Lake, near this city, was severely injured, and her seven-year-old son was probably fatally hurt when a dynamite cap in the boy's hip pocket exploded while the mother was spanking him for a minor offense. The little boy had been out in the field where his father was using dynamite to blow up stumps and had slipped in his pocket one of the percussion caps which Mr. Williams was using. He later returned to the house where his mother called him in to be punished for some childish misdemeanor. Mrs. Williams used a shingle. The first blow from the shingle exploded the cap in the boy's pocket and the explosion tore a large hole in his hip, from which he is believed to be dying. The mother lost two fingers and received a number of minor cuts about her face and body.

BEST LABOR PARADE YET AT OTTAWA

(Special to The Telegraph.) Ottawa, Sept. 2.—Although threatening weather doubtless prevented a fuller turnout of unions for Labor day it was the best ever held in Ottawa. There was a lively dash of rain soon after the start but it soon cleared off. Many of the float designs were unique and attractive. The sports scheduled for the afternoon had to be called off owing to wet grounds and drizzling rain. All business houses were closed in observance of the day.

Boys Beat Another to Death. New Brunswick, N. J., Sept. 1.—Five boys whose ages range from 10 to 15 years were held to the grand jury here today on a charge of having caused the death of Joseph Chikinski, 11 years old. It is said that the five boys under arrest attacked the Chikinski boy on the steps of the Jewish synagogue last night and beat and kicked him. The child suffered severe internal injuries and died within a few minutes.

British Aerial Fleet to Be Floating Soon. Two Years' Secret Well Kept by War Office—First Airship to be Named for King. Aldershot, Sept. 1.—At least one military secret has been well kept in England. It was learned yesterday for the first time that for the past two years the construction of a military airship has been in progress here, and it is probable that within the next month Aldershot will see the first of the British aerial fleet floating over the parade grounds. It is believed that the new airship will approximate the type of La Patrie, the French military balloon. It will be named for King Edward, who recently inspected it. The balloon carries a light framework of steel and bamboo. The envelope is of great lifting power. It is eighty feet long over the parade grounds. Both planes and fan propellers are used in directing and propulsion. Petrol furnishes the motive power for the engines which are of the automobile type.

OTHER ARRESTS MAY FOLLOW THORNTON'S

Report That Other Hartland People May Be Apprehended Causes Great Excitement. (Special to The Telegraph.) Hartland, N. B., Sept. 2.—Today W. F. Thornton and a number of friends came to Woodstock for the purpose of securing counsel for his defence at his examination on a charge of arson, which will be held here tomorrow. Mr. Thornton is held on bail to the amount of \$6,000. He and his brothers-in-law, Deputy Sheriff Foster and Dudley Day gave bonds of \$2,000 each. Great excitement now prevails and your correspondent is informed on the very best authority that other arrests of a sensational nature will soon be made.

A RELIC OF THE FIRE-FIGHTING DAYS OF FIFTY YEARS AGO

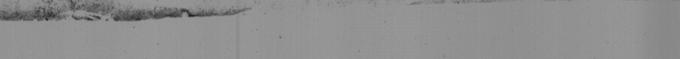


Photo by C. T. Lugin.





THE SEMI-WEEKLY TELEGRAPH is issued every Wednesday and Saturday by The Telegraph Publishing Company, of St. John, a company incorporated by Act of the Legislature of New Brunswick.

ADVERTISING RATES: Ordinary commercial advertisements taking the run of the paper, each insertion, 1/10 per inch.

SUBSCRIPTION RATES: Sent by Mail to any address in Canada at One Dollar a year. Sent by mail to any address in United States at Two Dollars a year.

IMPORTANT NOTICE: All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company.

AUTHORIZED AGENT: The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz.: Wm. Somerville

Semi-Weekly Telegraph

ST. JOHN, N. B., SEPTEMBER 4, 1907.

THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES New Brunswick's Independent Newspapers. These newspapers advocate: British connection Honesty in public life Measures for the material progress and moral advancement of our great Dominion No graft! No deals! "The Thistle, Shamrock, Rose and the Maple Leaf forever."

THE NEW MINISTERS

After a prolonged period of suspense, giving rise to many premature reports and confirming the general view that cabinet-making just now is somewhat complicated process, it is announced that Hon. William Pugsley is selected as Minister of Public Works, and that Mr. Graham takes the portfolio of Railways and Canals to which the public believed the versatile ex-Premier of New Brunswick was about to fall heir.

MR. BORDEN AND REFORM

The straightforward statement that Mr. Borden's civil service reform plank will force the hands of the government is made by the Montreal Witness (Ind-Lib) in an editorial dealing with the Conservative leader's programme. The Witness wholly endorses Mr. Borden's description of the evils of patronage as it is now handled by members of Parliament.

THE CENTRAL RAILWAY

It is suggested in connection with the coming inspection of the Central Railway by the newspaper men and members of the

THE STIR IN POLITICS

The appointment of Dr. Pugsley as Minister of Public Works will mean, among other things, a considerable stir in New Brunswick politics, without delay. The Conservatives of St. John City and County will now have to decide what steps, if any, are to be taken to retain for the Opposition the seat rendered vacant by the death of Dr. Stockton.

LAWS AND ALIENS

As discussion of the Japanese problem in the Pacific province becomes more general, more is heard of the so-called Natal Act. The Toronto News dears up some misunderstanding as to this matter. The Attorney-General of British Columbia, it explains, has pledged himself to re-enact the Natal Act, while Mr. E. G. Macpherson, M. P., declares they will pass Natal Acts till the statute book is loaded with them.

A VISITOR

The presence in St. John of Judge Alton B. Parker, who ran against Mr. Roosevelt in 1904, suggests some consideration of the condition of American politics. Judge Parker was not a demonstrative candidate, and at present he prefers to avoid discussion of subjects which our neighbors regard as live or controversial issues.

THE BRIDGE AND THE FUTURE

The country needs a bridge over the St. Lawrence at Quebec, and great as the disaster is the demands of national transportation will reassert themselves in the near future. The bridge should never have been entrusted to private enterprise in the first place. Had its promoters succeeded in carrying the project through in such a manner as to retain absolute control of it in the years to come their possession would have been a lasting tax upon the country for the gain of individual.

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JUDGE ALTON B. PARKER IN TOWN

Man Who Ran Against Roosevelt for United States Presidency Declines Talk on Matters Political. Speaks Highly of British Ambassador at Washington—Tells of American Bar Association Meeting—Praises St. John and Says Government Should Assist at Sand Point.

JUDGE PARKER.

border, spoke entertainingly of the recent meetings in Portland (Me.) of the Bar Association, of which body he has been president for the past twelve months. He paid a tribute to Hon. James Bryce, the British ambassador, who was a honored guest and delivered an address before the association.

THE CULLINAN DIAMOND

Two years ago I saw the Cullinan diamond, which Gen. Botha wants the Transvaal to present to the king. It is a rough lump, so much heavier than you would expect from merely looking at it that when it was put into one's hand its keeper put his hand down in case one dropped it. It had slanting, shinning surfaces in a rather like mica, and there dwelt at its heart, shifting slightly if you looked too close at it, a pale azure little mist of color like the blue of a moonstone.

THE AQUILAS OF AMIL-KANNER

Waken for the cock-crow scatters into light The dreams and visions that fret the night; The crows impatient in the distant barns Low mournfully. The milk-pans glisten white. Let us the sunrise glide Earth's level floor.

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Two years ago I saw the Cullinan diamond, which Gen. Botha wants the Transvaal to present to the king. It is a rough lump, so much heavier than you would expect from merely looking at it that when it was put into one's hand its keeper put his hand down in case one dropped it. It had slanting, shinning surfaces in a rather like mica, and there dwelt at its heart, shifting slightly if you looked too close at it, a pale azure little mist of color like the blue of a moonstone.

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QUEBEC BRIDGE DEATH LIST 75

Only 18 Bodies Recovered

Fifty-seven Bodies Buried in Mass of Girders 200 Feet Under Water--Sunbury Co. Man Fell 350 Feet and Swam Ashore--Strict Inquiry to Be Made.

Quebec, Aug. 30--The Phoenix Bridge Company today gave out a full list of the dead, injured and missing since the collapse of the Quebec bridge yesterday evening. They figure out that there are thirty-one missing, fourteen found dead, and eleven injured.

Mr. Waitzine, who is in charge of matters for the company, stated today that he felt confident this list included all the victims of the catastrophe, since the company kept a book with full details of each employee, with his name, address and nationality, etc., and also the address of a nearest friend in case of accident.

Mr. Parent talks. S. N. Parent, chairman of the National Transcontinental Railway, is of the opinion that the Phoenix Company, of Pennsylvania, who had the contract for the steel work, had been rushing the work a little too rapidly.

Mr. Parent is president of the Quebec Bridge Company, which undertook the enterprise of having the Quebec bridge erected.

Mr. Parent has received a telegram stating that the stone pier is not injured.

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assistance. Some minutes later a boat came alongside me, and I must have again lost consciousness, for I can remember no more until I found myself in this condition on the shore.

At daybreak this morning a gruesome spectacle was revealed. Part of the iron work was visible above the water line, but the great mass of it had disappeared below the surface.

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ST. JOHN BYE-ELECTION LIKELY SEPT. 25; NOMINATION SEPT. 18--WRITS ISSUED MONDAY

Ottawa, Sept. 1--The writs for St. John and Brockville will be issued tomorrow. Although the date of the elections has not been definitely arranged, it is likely that nominations in both constituencies will take place on Wednesday, Sept. 18, and the elections on Sept. 25.

REV. W. C. GAYNOR LEAVES THE CITY UNDER A CLOUD

Belgian Nobleman Long a Resident of This City

Stories of Scandal Following His Departure Referred to in West End Baptist Pulpit Last Evening--Women and Funds Both Are Talked Of.

Rev. W. C. Gaynor, who was curate of St. John the Baptist church, Broad street, has left the city and it is believed, should he return, that he would be immediately suspended from the duties of his office by Bishop Casey.

Count Robert Visart de Bury died on Saturday night about 10 o'clock in the private hospital here, aged 59 years.

There was also an English branch of the family. The earliest named of this is Phineas Bury, who in 1800, obtained a grant of land in New Brunswick.

Amherst, N. S., Aug. 31--A disastrous fire occurred at Pugwash at midnight last night, when the Maritime Manufacturers Building plant and stock and the store stock with warehouses of John A. Ash, were completely destroyed by fire, which broke out in the overhead department of the Maritime people are manufacturers of overalls, aprons and ready made clothing.

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HARTLAND MAN ARRESTED CHARGED WITH ARSON

W. F. Thornton Taken Into Custody Saturday, and Case Comes Up Tuesday

Prisoner is Alleged to Have Set or Caused to Be Set the Fire That Swept the Village, Entailing Ruin on Many--Magistrate at First Refused Bail, But Later Bonds Were Accepted.

Hartland, N. B., Aug. 31--At 3 o'clock this afternoon Wording Franklin Thornton was arrested on a charge of setting or causing to be set the disastrous fire that swept the village of Hartland on July 14th.

Thornton when a number of the latter's friends came to the conclusion that the prisoner might reasonably be released on bail and satisfactory arrangements were made for his appearance on Tuesday and Thornton permitted to return home.

W. F. Thornton, formerly ran a general store in Hartland. Seven years ago he took over the management of the Exchange Hotel, which he conducted with apparent success until July, 1905, when he was burned out.

Some time before the fire he was convicted of several offenses against the Canada Temperance Act and later made known his intentions of removing to another town.

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CAPTURED SEVENTEEN CHINAMEN SMUGGLED INTO CAPE BRETON

Were Brought from Newfoundland in Sailing Vessel

Sydney, N. S., Aug. 30--Eight thousand five hundred dollars worth of Chinamen were captured today by the customs officers of Sydney, assisted by the chief of police.

Count Robert Visart de Bury died on Saturday night about 10 o'clock in the private hospital here, aged 59 years.

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LUDLOW FLOATING RUM SHOP, SAYS MINISTER

Rev. E. C. Jenkins Criticises Up-River Trip for British Journalists--The Aldermen and the People's Money.

In Ludlow street United Baptist church Sunday Rev. E. C. Jenkins, in dealing with the subject of municipal government, condemned the use of liquor at entertainments given by the common council as a waste of the taxpayers money.

Some of the descendants of the original loyalist settlers of Kingston and others met on Wednesday last on the invitation of Miss Muriel Wainwright, daughter of the rector, and formed a historical society for the purpose of preserving the history and traditions of the place and especially to acquire information from some of the older residents.

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ARCHBISHOP WILLIAMS, OF BOSTON, IS DEAD

Boston, Aug. 30--Death came shortly before 9 o'clock to the Most Rev. John J. Williams, archbishop of the Boston diocese, Dean of the Hierarchy of the Roman Catholic church in America, and for a generation or more the spiritual head of the faith in New England.

Mr. Parent is president of the Quebec Bridge Company, which undertook the enterprise of having the Quebec bridge erected.

Mr. Parent has received a telegram stating that the stone pier is not injured.

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YARMOOUTH THIEVES, ARRESTED, CONFESS

Yarmouth, N. S., Aug. 30--On Thursday morning Mr. Nickerson, station agent of Halifax and Southwestern Railway, complained to the police that an envelope containing \$110 has been abstracted from his desk.

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FIFTY THOUSAND DOLLAR FIRE AT PUGWASH, N. S.

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Wm. N. Bovard of Newcastle Run Over by His Train

Newcastle, N. B., Sept. 1--Conductor William N. Bovard, of Newcastle, aged fifty-five, was killed Saturday forenoon at the Ludlow crossing, about two miles and a half from Charlottetown.

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Advertisement for Calcium Carbide, featuring a circular logo and text: 'The brilliancy of your light depends almost entirely upon the quality of the acetylene generated. The best light can only be obtained by using Calcium Carbide in this trade-mark in red.'





FIREMEN JUSTIFY ALL EXPECTATIONS FULLY

(Continued from page 1.) with a waiting crowd until the starting of the parade at 10.15 o'clock. Chief Clark and his assistant marshal, W. H. Simon, V. S., were kept busy getting the different detachments in line and there was little confusion. Police Sergeants, Baster, Campbell and Caples kept the line of march clear. The parade started off with Chief Clark and Dr. Simon following the mounted police. A number of barouches with Mayor Sears, a number of the aldermen, city officers and veteran firemen and guests followed and came along at intervals in the parade.

Sixty men from Charlottetown, including the Artillery Band, came next. The band was under command of Bandmaster Hines, and made a fine impression. The officers of the fire department were: Chief Kanaghan, Captains George Batcher, Rutter and Lays, and Fire Lieutenants, Martin, Connolly and Matthewson. The Sydney fire department whose names were inadvertently omitted from the line of march as published yesterday were next in line. Counting the seven pipers the Cape Breton contingent numbered fifty and presented a fine appearance. Chief R. Menzies was with the corps which was led by the following officers: Capt. H. Merseaux, Lieutenants, McMillan, R. Menzies and J. McLellan.

Eighteen men from Sackville under Chief A. E. Gault, and five from Turner and Arnold Reys were next in line.

Halifax Does Well. The representation from Halifax followed, and was large and showed to good advantage. The Union Protection Company, consisting of thirty men, led and were probably the oldest organization in the parade, having been established in 1789. The officers were: William Hoyt, captain; Captain, Prescott, vice-captain; D. Ewing, 1st officer; E. H. Johnson, 2nd officer; D. Wilson, 3rd officer; A. Gibson, marshal. The 63rd Pipes Band, twelve in number, under command of Bandmaster R. Thomson, preceded the decorated horse cart. This horse cart, which ranked with the best in the parade, represented the city by the sea with designs and mottoes emblematic of the sister city. Competition, not contentation, was a message of good-will. The fire department was well represented by about fifty men and the following officers: Chief Broderick, District Chief Dums, Capt. Haley, Lieutenants, Keefe, Churchill and Walters. John Banfield drove the horse cart and the young sons of Capt. Howley and Chief Engineer Condon rode in the carriage. W. F. Fidler, of the chemical staff, was the designer of the decorations.

Amherst, with thirty-four men and a decorated horse cart, was in charge. W. E. Stiles drove the apparatus. The horse is one of a pair purchased by Mayor Lowther, of Amherst, in London (Ont.), and is considered by expert horsemen as a model.

The Man With the Ladder and the Hose. The Fredericton Brass Band, 27 strong, under the direction of Albert Perkins, followed. The one piece of apparatus in the capital was an original specimen representing the Man with the Ladder and the Hose. A youthful fireman handled a good sized hose and decorated ladder and the float was gotten up in good taste, large quantities of cedar, flags and bunting being used. Thirty firemen followed with officers in charge: H. C. Rutter, chief engineer; Charles Frink, captain hook and ladder company; W. B. Gannan, captain No. 2; A. H. Woods, captain of the salvage corps.

Twenty men from Chatham in blue coats and white trousers, under command of Chief Fitzpatrick, looked picturesque. Lieut. Ryan and Capt. A. McLennan were also with the North Shore men. The Windsor men, ten in number, looked natty in uniforms, with gold braid. Captain Harry Dymock was in command. The Yarmouth representation, coming next, claimed attention at once. The float represented the King of the Cannibal Isles and was very elaborate. Wm. Wallace as Lex looked as though he were a cannibal. Miss Margaret McConnell, of Simonds street, as the guardian angel, with outspread wings, looked very pretty. Fred Day and Robert McConnell, as the prospective victims of Rex, covered under the angola wings and were not at all alarmed.

Sixteen Yarmouth men followed under command of G. H. Langtry. The Dominion Express greys drew the float. Cheer the Stars and Stripes. The 62nd Drum Corps followed. Then came the Maine representation. From Bangor, Augusta, Oldtown and Orono appearance seemed to find favor with the spectators. Carrying the banner with the words "We're here because we're here," was Thomas O'Leary, a former St. John boy. James Sullivan carried the Stars and Stripes which, in courtesy to the veterans, were received with bursts of cheering along the route. Some of the officers were: Chief, O. B. Finandes, of Oldtown; J. E. Granville, assistant marshal; Capt. D. J. Curran, Capt. H. F. McLarnes, Capt. Walter Herd, Chief Buckley, of Augusta, second marshal; P. O. Young, assistant engineer; Capt. C. G. Hunt, Capt. J. Matthewson, Capt. Geo. E. Reicker, Lieutenants, D. Diplock and H. T. McKeown.

Next in line came the Moncton Citizens' Band, twenty-four strong, under direction of Prof. H. Perry. Thirty firemen from Moncton under Chief Ackman and Foreman J. Brewster, R. MacKay and Dennis Malcolm, followed the band. Twenty-eight smart looking fire ladders from Truro under Chief N. B. Stewart called for admiration. The I. C. R. department from Moncton, under Chief Mackenzie, followed.

The Carleton Cornet Band came next. Many favorable comments were heard regarding the tasteful look of the Sussex hose cart, driven by Driver Golding. The word "Sussex" and other words imbedded in a background of moss and flowers looked very attractive. Chief Daley followed with thirty men. Six men from Newcastle under Lieut. Dickinson and two men from Milltown filed in next. In Racing Rig. The Calais department turned out in novel costume. Fourteen men dressed as road racers in sweaters and knee pants drew a racing reel laden with water lilies, and cheer after cheer greeted this display. The Fairville fire department which followed was not behind any of the others

in point of careful work and preparation. An ancient engine with hand pumping attachment was prettily trimmed and the words "I was 17 3/4 years ago" aroused pleasant memories. Fred McCormick held the ribbons and other officers were: Fred Ealey, marshal; Capt. W. Morrison, Robert Irvine, engineer and fire warden; J. J. Hennessey and James Mills. About thirty were in the Fairville detachment.

The City Men. After the 62nd Regimental Band had passed, discoursing good music, spectators began to look for familiar faces and Chief Kerr with Charles Davidson as driver led the local men. The oldest horse in the department, nineteen years of age, was between the shafts and carried moving ostrich plumes at saddle and head. The carriage was handsomely decorated and was greeted with cheers along the line of march.

No. 1 salvage corps wagon was a marvel of graceful decoration. Over the driver, Wm. Donohoe, was an arch constructed with flowers with the date 1882 in large gilt letters. A double arch was thrown over the body of the wagon and was made of red, white and blue flowers with red bells hanging underneath. On the apex was a large gilt crown. On each side were two large gilt wheels. A ring along the back of the vehicle against a white ground in gold letters was "No. 1," while the bed of the wagon was filled with red, white and blue flowers.

Hose cart No. 1, driven by Wm. Bell, represented Ever Ready, and a boy stood by an open gate in the carriage. The carriage was decorated with flowers and gilt ornaments were profusely used to good advantage. James Gallivan drove No. 1 engine, nicely decorated, and J. J. J. Day was at the engineer's post.

No. 2 hose company followed their horse cart, which was also gotten up to represent the Adam and Eve story. The horse, Henry Johnson guided the horses and Rupert Powers and James Bond were the two lads directing the hose on a supposedly burning house.

All eyes turned towards the float of No. 3 hose company. This was a creation in white and looked very delicate and chaste. A dainty doll held the reins from a varicolored peacock and the driver, Frank Furlong, looked as immaculate as could be wished.

Represented Rockwood. The City Cornet Band, playing well, followed No. 3 hose company and No. 1 Hook and Ladder truck, driven by Chas. Conway, was next in line. The truck was for the occasion turned into a miniature pleasure resort. It was called Rockwood and on top it bore a shoot-the-chutes and Ferris wheel. Immediately underneath the shoot-the-chutes was a merry-go-round. All the features were handily done and a small swing in the rear also had an occupant. The design was conceived by Jeremiah McLeod and he was assisted in the work by Wm. G. Grant.

Following the truck was a small two wheeled donkey cart elaborately decorated with two boys sitting in it dressed in the work of Wm. G. Grant. No. 1 chemical was very artistically decorated with flowers and bunting. A handsome arch was thrown over the top. The hose, boiler and reel were almost hidden in the mass of many colored flowers and the whole effect reflected great credit on those who designed and carried out the work.

Carleton's Clever Design. District Engineer McLeod, of the west side, headed the Carleton department in a barouche. No. 6 Hose Co. had a very clever creation of an exceptionally small house and a fire in actual progress. The firemen playing the water on the flames.

No. 2 Hook and Ladder Company represented Auld Lang Syne and showed the old fire-timer and hand pump of 1850. St. Mary's Brass Band, under Sergt. R. Doole, preceded the North End men. Leading the North End department was the district engineer's cart, occupied by C. F. Brown and the driver, Hazen Brown. On the back of the wagon were the initials N. E. in white roses on a background of green and red.

For real beauty and tastefulness the float of No. 2 Salvage Corps was selected by a large number as their favorite. The Swan was the idea and the graceful bird was represented just passing under a bridge of stone work. The float was decorated with white doves fluttering around glass and silver. The float was a masterpiece of work and this float was a favorite with many, especially in the North End.

Elaborately trimmed as it was, No. 4 hose cart caught the eye of many. Representing the Gates Ajar, there was something about this piece of apparatus which called for more than a cursory glance. Plate glass mirrors walled up the sides and gave a shining appearance. Trimming in green and gold lent the desired color effect while the two white doves fluttering around gave the realistic touch. As angels, the Misses Shannon and Haslit, daughters of members of the company, looked the part. No. 4 engine was not elaborately trimmed, as the shining brass work looked too nice to cover up. Alex. Johnson named the hose cart "Gates Ajar" and Charles Perry had charge of the engine.

No. 2 chemical, driven by G. Gallagher, carried three large arched flowers from the largest of which hung a bell of considerable proportions. S. Cowan and Samuel Taylor also occupied seats on the chemical.

There was something original and appropriate about hose cart No. 5, which came next, that claimed attention and admiration at once. On cart was built a miniature house, well finished and painted with gold leaf. Alex. Long held the ribbons and three boys—Lewis Kennedy, James McCullough and Willie Orr—rode on the cart and while the parade was in progress gave a clever representation of an fire alarm. A large iron bell rang in an instant, the boys hanging a fire, and they masted the water on the flames, using the ladders and hose on a small scale, with great efficiency. They were decorated as firemen and looked very important.

Decorated by the hands of ladies, No. 5 engine could not but look attractive. A large bell surmounted the smoke stack, a handsome wreath draped by Chief Kerr graced the back part and horns of flowers covered the work box. Imitation pumpkins vines were wound around the suction pipes and gaily colored silk ribbons were used lavishly in the trimming. Arthur Delany was in his place as driver and John Cunningham was at the engineer's post.

Big Crowds Out. It took the procession twenty-five minutes to pass a given point. It was generally declared to be the best firemen's parade ever seen in St. John and the local men and visitors are given every credit. They were heartily applauded and cheer-

ed by the thousands who lined the streets along the line of march and Chief Clark and his marshals were also given credit for the excellent way the big line was handled, while the police, foot and horse gave a good clear passage. Chief Clark and his aides did their work well and were always found where needed. In every way, in short, the initial feature of the department was a decided success. It was 1 o'clock when the last of the line had reached King street, east, and the parade was ended.

SPORTS PROVED VERY ENJOYABLE

The sports in the afternoon were a great feature and the attendance was about 3,000. The track was in good condition and the weather favorable for a good afternoon of sport, and the crowd was well represented. The sports were held at the local men last year in Charlottetown.

The chief interest centered in the quarter mile horse race and the contestants were the local men. The sports were held at the local men last year in Charlottetown. The horse and ladder race was very exciting in character and was very exciting owing to the close finish.

The sports began at 2.45 o'clock and were stopped at 4.30. They will be resumed at 9 o'clock this morning and some warm contests are expected. No entrance fee to the grounds will be charged this morning.

The races resulted as follows: In the 100 yards dash for amateurs only there were five entries. It was a fine finish but Bovard won handily, coming in first in 12.5 seconds. Garnett was second.

Four men were entered in the 100 yards dash for salvage corps men only. There were two starters—Hooper, of Charlottetown, and Howard, of this city. Hooper was the winner in 11.5 seconds.

The most exciting contest in the afternoon and the one which was most appreciated by the spectators was the horse and ladder race. There were ten teams in the event. Sussex and Chatham tied with 17.35 seconds but in the final finish Chatham won by a fine opportunity for the laddies to display their agility and the way they mounted the ladder was the winner.

The following was the time made by the different teams of ten entries: Sussex, 17.35; Chatham, 17.35; St. John, 19; I. C. R. brigade, Moncton, 20.25; Amherst, 18; Sydney, 18.35; Halifax, 19.15; Charlottetown, 19.25; St. John, 19.25; in the final Sussex made it in 17.45 and Chatham 18.15. During this final heat James Bradley, a member of the Sussex team, was the winner.

There were five entries in the 220 yards race. This was a very close race. The entries were: Grieson, Garnett, Kerr, Bovard, Kille, all this city. Garnett came in first, followed by Bovard and Grieson in the order named. The time was 20 seconds.

First heat 100 yards dash, hook and ladder men only—1st, McLeod, Charlottetown; 2nd, Black, Amherst; 3rd, Farren, Sussex; 4th, Grieson, Moncton. Second heat—1st, P. Ball, Sydney; 2nd, McKeen, Sydney; 3rd, Smith, Sydney; time, 0.11 2/5.

Leading the Charlottetown, time, 11 1/5. Ball's victory was protested immediately after the final heat, but it was withdrawn after the referee had seen the work.

The quarter mile horse race proved very close. Thirteen teams started. The following was the time made by each team: I. C. R. brigade, Moncton, 1.28; Sussex, 1.29; Sydney, 1.28 3/4; Moncton, 1.30; 2.5; Sackville, 1.30 1/2; Chatham, 1.29; St. John, 1.29 1/2; Windsor, 1.31; Sussex finished the running in 1.27 1/2, but on account of slowness in coupling the time was changed to 1.29 1/2.

The local firemen kept open house for visitors till a late hour last night and a happy time was enjoyed. In No. 3 Hook and Ladder corps, Portland street, an informal programme, Mr. Cavanaugh and George Carr sang and Wm. McLellan gave a recitation.

TO PUSH FORWARD DREDGING HERE

The following letters were received by Chief Kerr last evening: The Award of Prizes. The following letters were received by Chief Kerr last evening: Dear Sir: Your committee appointed to award the prizes for the best apparatus of men and best decorated apparatus from Maine, New Brunswick, Nova Scotia and the Island, find that the first prize is awarded to Halifax department for Nova Scotia and that Amherst have honorable mention. For Maine they find that the first prize is awarded to the department in Calais; for New Brunswick, the prize goes to No. 1 Hook and Ladder Company of this city, with honorable mention for No. 1 hose company.

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Dear Sir: The committee appointed to judge as to the best decorated piece of apparatus have awarded the prize to the Halifax department, representing Rockwood Park. For committee, A. O. SKINNER.

LOCAL NEWS. It is said that W. B. Tennant has purchased the Patton property in Dock street for \$12,000. Dr. Cliff, Mrs. Cliff and Miss Cliff, of Boston, Mass., home on the steamer Yale Saturday night.

James Rourke, of St. Martins, is announced to contest St. John county in the next elections for the local legislature. Mrs. T. A. Rankine has purchased for \$2,000 house No. 66 Westwood street, which was occupied by the late Mrs. J. V. Troop. Mrs. Rankine will move there.

A few days ago was published a paragraph stating that Mrs. Mary C. Matthews, daughter of Mrs. George Sydney, was married to Herbert S. Duplisea. The announcement was not correct, though accepted for publication as authorized. A fine bull moose was an attractive sight for many people in the vicinity of Courtenay Bay and Margate Saturday afternoon. The lord of the forest swam the marsh creek near the cotton factory wharf, but was given an unfriendly reception by a crowd of boys who threw stones at the animal. It then swam the creek again, took to the flats and up the shore at Red Head. A moose, perhaps the same one, was seen at Moss Saturday morning.

People on the Lancaster road in the vicinity of the Provincial Hospital complained that annoyance is caused by the freedom of the road given to one of the hospital patients, a man named Holmes. He has the liberty of the grounds and more on a recent occasion joined in a funeral party to the annoyance of those assembled for the sad ceremony at a grave. It is hoped that he has a habit of seeking people, men or women, and desiring to enter into conversation with them.

The government Railways Provident Fund has already been diverted to a number of faithful and venerable officials of the staff of Mr. Allison Ladies' College. St. John, who has been a railway official for over forty-eight years, is the first to come under this fund. The fund is administered by Mr. St. John, and Conductor Angus McLellan, of Campbellton, will also be retired. It is likely that Mr. St. John will be able to plant and retire, and get the privileges of this fund, the advantages of which they have so honorably and faithfully earned—Amherst News.

Monument in Fernhill in Memory of Dr. Holden. A handsome and appropriate monument to the late Dr. Charles Holden will be erected in Fernhill within the next few days as a permanent record of the esteem in which he was held by his many friends and the community. The monument is in the form of an obelisk and stands sixteen feet high from the bottom of the plinth or sub-base to the apex of the pyramid. The obelisk and base are highly polished. The plinth is fluted and has the name Holden in full relief on one side. Above on the base a wreath has been beautifully carved in the stone and on another side appears the following inscription: IN MEMORY OF CHARLES HOLDEN, M. D., B. C., R. C. S. Born in this city January 2nd, 1845. Died May 2nd, 1907. This monument has been erected by his friends as a lasting memorial of his life and work, and as an evidence of the love and esteem in which his many virtues were held.

The place selected for the memorial stone in the cemetery is near the rear entrance to Fernhill from the Westmoreland Hotel. The monument is a bed of flowers. The concrete foundations have already been laid and the monument will be erected in a few days. The list of the subscribers to the fund indicates that the late Dr. Holden numbered among his friends among the best and best as well as those in better circumstances. His memorial will no doubt be visited with a sorrowful interest by those who knew and loved him, and who will be glad to see his name in perpetual remembrance.

ABOUT IT. "Dear me," cried the mother, surprising the boy in a squabble in the pantry over the remnant of pie, "what is all this quarrelling about?" "I imagine," said her husband, taking in the situation at a glance, "that it is a piece of confederate—Baltimore America."

TO PUSH FORWARD DREDGING HERE

Dr. Pugsley Says Chief Engineer Lefleur Will Be Here Today. NEW MINISTER OF PUBLIC WORKS HOME. Does Not Anticipate Any Rearrangement of Portfolios Nor Any Cutting Down of Works Department—Most of His Time to Be Spent in Ottawa.

Hon. William Pugsley returned yesterday from Ottawa and was the recipient of many congratulations from his friends on his appointment to the portfolio of public works in the dominion cabinet. Among the first of Dr. Pugsley's official acts has been to arrange a conference to be held in the city today between Chief Engineer Lefleur, of the public works department and the local harbor committee, with a view to pushing forward the dredging on the west side, 200 is anxious to have the 600 feet in berth in addition to the Clarke wharf operation as soon as possible. He has notified the mayor that it would be necessary for him to resign from the harbor committee.

Interviewed by a Telegraph reporter on matters relating to his appointment, Dr. Pugsley said that some of the duties of the public works department to the marine and fisheries department would likely be carried out. Dr. Pugsley replied that he was not aware that any changes in the working of the departments were contemplated. "Neither do I know of anything," he added, "that would lead to believe that there is a redistribution of portfolios on the return of Mr. Fielding, and if the idea of the late Hon. Raymond Prendergast to transfer some of the duties of the public works department to the marine and fisheries department would likely be carried out. Dr. Pugsley replied that he was not aware that any changes in the working of the departments were contemplated.

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Special Bargains. Men's Scotch Tweed Suits, reg. \$10 values, now \$6.43. Men's Pants, regular \$1.50 values, now 91 cts. Men's Hats, regular \$1.35 values, now 98 cts.

UNION CLOTHING COMPANY. 26-28 Charlotte Street, Old Y. M. C. A. Building. ALEX. CORBET, Manager.

Quiet Labor Day at Fredericton. Fredericton, N. B., Sept. 2.—Labor Day was pretty generally observed in this city as a public holiday and passed off very quietly, a great many people spending the day out of town, nearly 300 going to St. John to take in the firemen's tournament. The chief event here in the sporting line was a cricket match this afternoon on Officers' square between a team of old-timers and an eleven from the Fredericton Cricket Club. It was a very close and interesting game. The young fellows seemed to be hard pressed all the way, having a margin of only one run at the close of the second inning, and scores standing at 20. The superior batting of James D. Reid, aged 83, was the star feature of the game, and he came in for great applause.

The esteem in which the late Alderman J. D. Hanlon was held in the community was shown this morning by a large concourse of representative citizens who turned out to attend his funeral, which took place at 9 o'clock. The body was taken to St. Dunstan's church, where high rector, Rev. J. H. Kingdon, officiated. The Rev. Canon, at the close of the service the procession formed and proceeded to the Hermitage, where interment was made. The late Alderman was 83 years of age. He was a member of the Fredericton Division of the O. H. and had been in the city for many years. He was a very successful business man and a very popular citizen. He was a member of the O. H. and had been in the city for many years. He was a very successful business man and a very popular citizen.

Obituary. Daniel P. Tapley, Jr. The death of Daniel P. Tapley, Jr., occurred at his father's residence Friday. The young man—he was in his 30th year—had been ill for many months and it was realized some time ago that recovery was impossible. His parents, his wife, five sisters and two brothers survive him, and to them the sympathy of the best friends will be extended in their hour of mourning.

Wm. P. McLaughlin. William P. McLaughlin, foreman of the city street workmen, died suddenly in his home, 64 Brussels street, on Saturday morning. Deceased was sixty-seven years of age and had been in the employ of the city for a great number of years and was well liked by all with whom he came in contact. He appeared to be in his usual good health till 7 o'clock Saturday morning, when he was taken ill with heart trouble and died in a short time. Deceased was a native of Ireland. He is survived by his wife and five sons. They are Frank, John, George and Charles at home, and William H., in Vancouver.

Capt. Wesley B. Milberry. J. Willard Smith Friday received a telegram announcing the death of Capt. Wesley B. Milberry, of St. Martins, who passed away on the three-masted schooner Advance, of which he was commander, while on a voyage from Hantsport (N. S.) to Havana. The schooner left Hantsport on Saturday afternoon and arrived at Havana under charge of Capt. Adams, of this city, who was Capt. Milberry's mate. No particulars of the captain's death have been received but the body was buried at sea.

Capt. Milberry was about fifty-five years of age and was born at Advocate Harbor (N. S.). He had been in the coasting trade for a number of years and a long time sailed out of St. John, principally in the employ of J. Willard Smith. Mr. Smith, yesterday, spoke highly of Capt. Milberry and said he was a first class mariner and well thought of. His home was in St. Martins and there was one sister. A brother lives in Boston. The Advance, in which Capt. Milberry died, is owned by R. E. Burgess, of Wolfville (N. S.).

Capt. C. H. Holder. Charles H. Holder, a retired sea captain, died suddenly at his residence, 244 Rodney street, Carleton, about 4 o'clock Friday afternoon. Mr. Holder and wife had been living with their son, Geo. Holder, sailmaker. Mr. Holder was in his usual good health and was about 60 years of age. He was a member of the Carleton Methodist church and some friends called on him yesterday afternoon. After they left the house, Mrs. Holder left her husband in the kitchen and went out to get some wood. When she returned she found him dead in a chair.

Capt. Holder was born in Holdville, Kings county, 81 years ago and was a member of the Carleton and Long Island families. He came to St. John early in life and engaged in the shipping trade, by his industry and ability rapidly rose to the position of master. He first commanded a vessel in 1849, and in 1853 sailed the Mossie to Australia for George Travis, of this city. For many years he sailed ships on St. John, and by the ship owners was regarded as a very trusty master. On one of his last voyages he was injured on the River Plate and had not been strong since.

He leaves his wife, one son, George E. sailmaker, of this city, and three daughters—Mrs. Medley Belyea, Mrs. John T. Crawford and Mrs. S. R. Mayes. Two brothers—Capt. A. B., who is 91 years of age, and Capt. Robert Holder, and one sister, Mrs. Daniel Pitt, all of Holdville, survive.

George Way. Friends will be sorry for the loss of the death of George Way, which occurred Monday morning at his home, corner of Tower street and City Line, West End. He was in his 82nd year and is survived by his wife and one sister in New York, besides other relatives. Mr. Way was janitor of Leinster street school a few years ago. His funeral will be held at 2.30 o'clock Wednesday to Cedar Hill cemetery.

Mrs. R. D. Gilchrist. Mrs. Jennie Gilchrist, wife of Capt. R. D. Gilchrist, occurred early Tuesday at the residence of her son-in-law, E. E. Flewelling, 187 Dundas avenue, aged 73 years. She was a Miss Belyea and was born in Wickham, Queens county, where she was married in 1857. She moved with her family in 1872. She is survived by two sons—C. E., in Malden, and L. M., in Norwich (Conn.). There is one daughter, Mrs. Flewelling, at whose home she died.

Letters to the Editor. The opinions of correspondents are not necessarily those of the editor. The editor does not undertake to publish all communications. Communications on one side of the paper only. Communications must be clearly headed. Stamps will be returned. Stamps should be enclosed. The name and address of the writer should be given. The name and address of the writer should be given. The name and address of the writer should be given.