

The Semi-Weekly Telegraph

VOL. XLVII

ST. JOHN, N. B., SATURDAY, OCTOBER 19, 1907.

NO. 14.

COPPER MAGNATE MIXED UP IN WALL ST. FAILURE

F. Augustus Heinze Retires from Presidency of Mercantile Bank

Otto Heinze & Co. Suspended by Stock Exchange for Queer Work in Trying to Corner United Copper—Hamburg Bankers Insolvent, With \$7,500,000 Liabilities—Butte Savings Bank Closes Its Door.

New York, Oct. 17.—Sensations followed each other in rapid succession in the financial district today as the result of the collapse of the projected corner in United Copper and the suspension of a prominent brokerage firm yesterday.

Mercantile National Bank, but has not yet decided whether or not he will accept the low price of refined copper, which dropped even lower today and the disorganized condition of the metal in the market is the reason even for the reduction of the dividend of the copper companies.

HAMBURG BANKERS FAIL FOR \$7,500,000 Hamburg, Oct. 17.—The old private banking firm of Haller Soehle & Company failed today.

HOUSTON BANKER FAILS FOR \$2,000,000 Houston, Tex., Oct. 17.—L. W. House, private banker, made a general assignment today. Liabilities over \$2,000,000.

SHAUGHNESSY FAVORS LETTING JAPS COME

Declares at Vancouver They Are Equal to Whites in Many Respects

(Special to The Telegraph.) Vancouver, Oct. 17.—Sir Thomas Shaughnessy has joined C. M. Hays in favor of the Japanese.

FISHING SCHOONER LOST WITH CREW OF TEN MEN

St. John's, Nfld., Oct. 17.—Portions of wreckage washed ashore on the east coast today indicate that the fishing schooner Belay was lost in the recent gale together with her crew of ten men.

QUEBEC AND MARITIME A. O. U. W. SECEDES FROM U. S. SOCIETY

(Special to The Telegraph.) Montreal, Oct. 17.—The Grand Council of the Ancient Order of United Workmen of Quebec and the Maritime Provinces at a special meeting held here today amended their constitution to such an extent that while the question of seceding from the supreme lodge of America did not come up, it practically means that the order in Quebec and the Maritime Provinces will be independent.

AMERICAN MAIL SUBSIDIES FOR CUNARD TURBINERS

Washington, D. C., Oct. 17.—By reason of their speed, the new Cunarders, the Lusitania and Mauretania, will receive from the United States government from \$4,000 to \$6,000 every time they leave New York, for carrying first class mail destined to Europe.

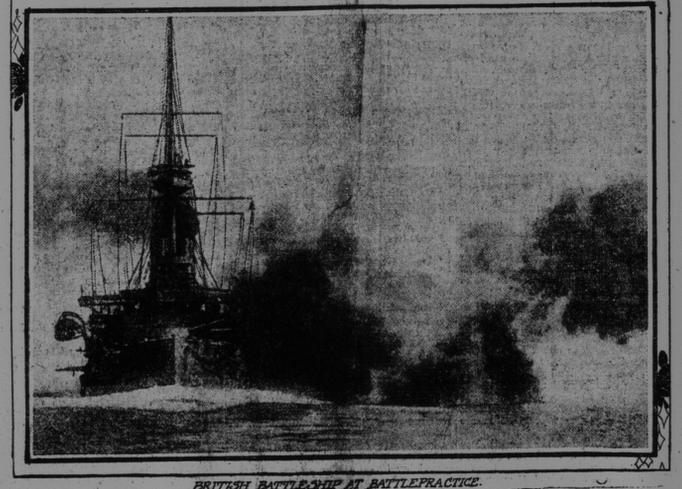
JOE WALCOTT KNOCKS OUT BILLY PAYNE

Rockland, Me., Oct. 17.—With only a few minutes remaining in the last round of the six round contest between Joe Walcott, of Boston and Billy Payne, of Philadelphia, tonight, the latter was counted out. Walcott inflicted severe punishment with body blows all through the contest and Payne was down for the count of nine four times.

TORONTO MAIL COLLECTOR GOT FOUR YEARS FOR THEFT

(Special to The Telegraph.) Toronto, Oct. 17.—Horace Mountain, employed as mail collector for the last month, stole eleven letters from the post box. He is an English lad about eighteen years old, frail looking and apparently weak in intellect.

H. M. S. ILLUSTRIOUS, FLAGSHIP OF REAR-ADMIRAL LOWRY, FIRING DURING BATTLE PRACTICE



Admiral Lowry's splendid flagship had just been through her battle practice when the above photographic picture was obtained.

DYNAMITE FACTORY WIPED OUT AT PRETROLIA, ONT.

Nothing Left to Mark the Spot But Big Hole in the Ground Only One Man Seriously Injured, But Buildings in the Vicinity Suffered Severely—Shook Felt Ten Miles Away.

(Special to The Telegraph.) Pretoria, Ont., Oct. 17.—This morning about 4 o'clock at Lowry's glycerine factory, about a mile and a half from the town, 400 or 500 quarts of glycerine exploded and just left a hole eight feet deep and sixty feet long, where the factory was.

LIBERALS ABANDON HYMAN'S SEAT WITHOUT A CONTEST

(Special to The Telegraph.) London, Ont., Oct. 17.—The Liberals of London (Ont.), in convention tonight decided not to place a candidate in the field for the bye-election.

OTTAWA HOUSE LIKELY TO MEET NOVEMBER 21

(Special to The Telegraph.) Ottawa, Oct. 17.—Sir Wilfrid Laurier is expected here tomorrow and there will be a meeting of the cabinet in the afternoon or on Saturday when parliament will be summoned. It is likely that the 21st of November will be the date.

C. R. DEVLIN IN QUEBEC CABINET

Sworn In as Minister of Mines, Fisheries and Colonization

(Special to The Telegraph.) Quebec, Oct. 17.—L. A. Taschereau, M. L. A., was sworn in at the cabinet meeting today as minister of public works in succession to Hon. W. A. Weir, who becomes provincial treasurer.

TORONTO BANK CLERK CONVICTED OF FORGERY

(Special to The Telegraph.) Toronto, Oct. 17.—(Special)—Walter H. Richard, a young man well known here, pleaded guilty to forging the name of Miss Eliza Smith to a cheque for \$70, and was sentenced to six months imprisonment. He was ledger keeper in the Home Bank.

ARRESTED FOR \$40,000 THEFT, COMMITS SUICIDE

George Kincaid, a Dominion Government Employee in the Yukon, Took Fatal Dose

(Special to The Telegraph.) Vancouver, Oct. 17.—George Kincaid, formerly of Peterboro (Ont.), is dead at Dawson City, as a sequel to one of the most sensational robberies ever known in the Yukon.

ARRESTED AT BOSTON ON CHARGE OF ROBBING PLYMPTON POST OFFICE

Two Members of the Schooner George N. Warner in Custody—Will Be Returned for Trial.

FOUR OIRA MAY LOSE DECKLOAD

(Special to The Telegraph.) Vineyard Haven, Mass., Oct. 17.—Schir, Cora May, (Br.), Waterville (N. B.), for New York, lost portion of deckload of latus during the gale in the Bay of Fundy, Sept. 28. She sailed from there this morning for destination.

MARCONI'S COMMERCIAL WIRELESS SERVICE OPEN

First Messages Sent from Cape Breton Station Across Atlantic Yesterday

Inventor's Chief Operator Dying from Pneumonia in Same Building Prevents Any Celebration Over the Event—More Business Filed Than Can Be Handled in a Fort-night—Rates Cut in Two—Cable Companies Not Alarmed.

(Special to The Telegraph.) Sydney, N. S., Oct. 17.—Through measureless realms of hitherto unfathomed air, out into the ether waves that roll their restless way about the world, Signor Marconi sends greetings from Canada to the motherland across the sea, via Morier, to Clifden today.

In a flash the receiver on the other side has caught the flying signal, and the dream of a single individual among us is realized and a new epoch is marked in the history of man's determined efforts to conquer the practically untamed element of air.

(Special to The Telegraph.) Vancouver, Oct. 17.—George Kincaid, formerly of Peterboro (Ont.), is dead at Dawson City, as a sequel to one of the most sensational robberies ever known in the Yukon.

(Special to The Telegraph.) Amherst, N. S., Oct. 17.—William I. Bell, an employe of the Hewson Woolen Mills had his collar buttoned last evening while playing football on the Ramblers grounds.

SPRINGHILL MINERS, AFRAID OF JOKER IN AWARD, REFUSE WORK

(Special to The Telegraph.) Springhill Mines, Oct. 17.—The Springhill miners this afternoon declined to go to work. They allege that the company is reading something into the award that they had agreed to accept, which is not included in it.

THE LINER OF THE FUTURE

An Engineer's Study of the Lusitania's Run.

Obviously the Limit of Speed in Ocean Greyhounds Has Almost Been Reached Under the Present Power--The Lusitania Does Little Better Than the Luconia, Carries Only a Few More Passengers and Its Operation is More Expensive--But a Vessel of the Luconia Type Equipped With Oil Engines Might Make 30 Knots--Why This Ship May Not Be Tried Soon, But Will Eventually.

(John F. Wentworth, in Boston Transcript.)

In this age of speed the ocean represents the chief bar to rapid transit. In order to travel the 3,000 miles coast must be carried to land the whole trip, and provisions for crew and passengers and an allowance made for a possible breakdown at sea. As the attempt is made to increase the speed of the liner great additional resistance is encountered at each extra knot speed. This condition of affairs has spurred on inventors and naval architects to cut down the resistance to vessels and to improve the marine engines. The recent trip of the Lusitania shows that not much more speed can be obtained without great sacrifice of comfort, durability or safety. Of some recent attempts to get speed the Howard Casard is really most promising, and though it was not commercially a practical type of vessel. Still, for that matter, the present liners of extreme speed depend largely upon their subsidies for their support.

The Howard Casard was built in Alexandria, Va., and is 400 feet long and 60 feet wide. Had this vessel been a success it was planned to build another vessel 500 feet long and 40 feet beam. The Howard Casard has a fine back and a fine set of practical men at the head of the project. The distinctive feature of the vessel was that the passengers were to sleep and be fed in sections similar to the sections of a sleeping car. By reducing the comforts at present given the passengers on our ocean liners it was hoped that the Lusitania would be able to compete with the Howard Casard. This type of vessel could not be a commercial success because the cost of repairs would be excessive, the performance of the vessel would be unreliable, and last and most important, the passengers would not be content with fewer comforts. A sample of the ways that inventors have attempted to reduce the resistance of vessels to propulsion is the Knapp roller boat, which was merely a cylinder which was designed to roll on the surface of the waves and not plough its way through them, as is done by the conventional type of boat. This type, however, is of interest only to those who wish to see what can be done to overcome the resistance.

For good practical steam liners the two Cunard liners, the Lusitania and the Luconia, which have just finished a most sensational race across the ocean, give a fair idea of what is possible with the present type of liner. It would be a mistake to suppose that these two vessels and their speeds, that the limit of the speed of a steam liner had about been reached.

The Lusitania was put in commission in 1885, and is 600 feet long and 65 feet beam. This vessel draws 28 feet 10 inches, has a displacement of 32,500 tons, and is propelled by four turbines, each driven by a single propeller. The turbines are arranged on the principle of a compound steam engine. The steam from the turbines is sent to the two turbines to the extreme port and starboard, and from there turbines it passes to the two turbines situated inboard and then to the turbines of the Lusitania, with twenty-five boilers supplying steam at a pressure of 160 pounds per square inch, was able to maintain a speed of twenty-five knots from 7,000 horsepower. The actual speed of the vessel on its maiden trip was 23.8 knots, and the total time consumed was five days and one hour. This performance will no doubt be improved upon by the Lusitania after her machinery has been run a little more.

The Luconia, ex-queen of the Cunard fleet, consumes about 450 tons of coal a day, in place of the 300 tons of the Lusitania and carries 600 first-class passengers, 400 second-class and 1,000 third-class passengers in place of the 550 first-class passengers of the Lusitania. The Luconia carries 220 tons of coal, and is propelled by twenty-five boilers supplying steam at a pressure of 160 pounds per square inch, was able to maintain a speed of twenty-five knots from 7,000 horsepower. While the Lusitania carries no considerable increase in passengers, yet the requirements are met by the company on these vessels by the British government.

Herr Ballin, head of the Hamburg-American Line, which owns the Deutschland, during the maiden trip of the Lusitania said: "If the Lusitania makes twenty-five knots or better all the way across we shall at once begin work on a boat that will cross the ocean at twenty-eight knots' speed and give to the fastest land liner of the world's fastest ocean liner." In order to carry out this threat and still have a reasonable sized vessel some new means of propulsion must be obtained in place of the steam engine of either the turbine or the reciprocating type. The slight gain in speed between the Lusitania and the Luconia is an indication of how near the present type liner is to perfection.

Lewis Nixon, the great naval architect and shipbuilding authority in this country, in 1894 predicted that the internal combustion engine would supply the means for the propulsion of the future liners across the ocean. At the date mentioned above Mr. Nixon favored the gas engine and the gas-producer. At present Mr. Nixon favors the oil engine. His reason for this change of opinion being, most

likely, that the gas-producer was more bulky than he at first thought.

In an interview dated March 31, 1907, Mr. Nixon asserts that the gas engine, burning petroleum and alcohol, will be the means of beginning a new struggle with England for the shipbuilding supremacy.

He says: "I am satisfied that battleships should have been built two years ago with gas-burning engines, and I believe that the first gas engine battleship will be an American man-of-war. While our men-of-war, as lately designed, on less displacement are as good as the Dreadnought, no more steam battleships should be constructed after the present ones have been given out for construction."

"I have not completed designs for a passenger steamer, but have schemed out one with about 100,000 horse-power and with a speed of thirty knots. The best index to what can be accomplished, however, is that, for a gasoline engine torpedo boat destroyer, the 12,000 horse-power engines weigh, with all auxiliaries, 210 tons; the revolutions only 300."

In the same interview Mr. Nixon made further claims for the gas engine, and signified his intention to start a shipyard in the near future to build what he called "auto liners," which are merely ocean liners driven by internal combustion engines.

In 1901 the plans of the Lusitania were taken by a competent naval architect and the interior of the vessel was rearranged in order to allow the installation of two oil engines, each composed of eight cylinders ninety-six inches in diameter and seventy-two inches stroke. These engines would make about seventy-five revolutions per minute and develop the equivalent of 84,000 horse-power (indicated). This amount of power could be installed in the present Lusitania without reducing the cargo capacity or the passenger accommodations.

This is possible because the heavy boilers are taken out and the fuel is cut down in weight from the 2,900 tons of which the Lusitania carries 1,400 tons of oil, which would be all that would be needed by the new vessel. The space taken up by the present boilers would be utilized by the somewhat larger engines and by the fuel and cargo, giving the passengers somewhat better accommodations than they at present have on the Lusitania.

As for the commercial side of this proposed liner, much can be said in its favor and nothing against it. Supporting the liner to be under power 150 days in the year, she will have to compete with vessels like the Luconia, burning 450 tons of coal a day, or the Lusitania, burning 300 tons with the same power. On the Lusitania the new vessel will burn only 220 tons of fuel oil. One and one-half tons of coal per horse-power per hour is a satisfactory result. A first class steam engine, but there are crude oil engines at present on the market which generate one horse-power per hour on six-tenths of a pound of oil. If coal is taken at \$2 a ton and oil at \$4 a ton, the power of the Lusitania will cost \$300,000 a year against \$200,000 for the new vessel. This is a saving of \$100,000 in fuel and there will also be a saving of about \$40,000 a year at least in labor in the stokehold.

The new vessel, having the same shape and size as the present Lusitania, would be able to make the voyage from land to land (23 1/2 knots) at 34 knots, and the Lusitania can do this. This new vessel would be without any stacks and would look queer at first. The exhaust from the engines could be sent up through a stack which would be much smaller than the stacks at present used for smoke from the fire of the present steam liners.

One trouble from this arrangement, however, would be from the danger of falling grease injuring the garments of the passengers. The exhaust from the engine is very apt to carry particles of lubricating oil or greasy dirt. To avoid these difficulties the exhaust from the engine should be led through the vessel and leave the ship at the stern not far from the water line.

While this type of liner could be built at once, there being sufficient data to enable all the details to be worked out, yet it is doubtful if such a liner will be built within the next decade. The Great Eastern was a costly experiment and ship owners and ship builders are very likely to be inclined to be quite conservative in regard to the structure of the future. This liner will be built after confidence has been gained in the oil engine from its successful use on coasting schooners, coastwise steamship lines and ocean tramp tonnage. When this has been done the development of this type of liner should be but a short step.

In case this type of liner is not developed in this way and within the next decade or two it must certainly come in the distant future. The coal and oil producing territory of the world is pretty well known and it is certain that within a short time, as history is written, our fuel supplies must be exhausted. With coal and oil gone the problem of rapid transit is much more difficult of solution. The waterfalls will provide a source of power for the railroads in certain locations but water transportation must have fuel to burn or go back to sail power. Wood and alcohol are the two inexhaustible fuels of the world. The science of forestry may enable wood to become a factor again but wood can never be used on the ocean liners owing to its bulk and small fuel value. Alcohol, however, compares favorably with oil and the supply is absolutely inexhaustible. Unless some unexpected development of electricity is made, rapid transit across the ocean will depend absolutely upon the boundless supply of alcohol. The business of making alcohol will render farms more profitable by giving the farmer a cash income from what is at present waste, this alcohol being collected in comparatively small quantities from farmers all over the world and shipped to distributing centres where it will be kept till it is shipped to the steamship lines, railroad companies and for the retail use. Of these uses the marine use is the only vital one. As long as our present civilization exists every effort will be made to decrease the time needed to cross the oceans.

Sussex to Have Exhibition.

At a meeting held in Sussex Monday evening it was decided that an exhibition should be held next year by the Sussex and Studholm associations. The dates decided on were from September 28 to October 3. A committee consisting of E. O. McIntyre, S. J. Goodfellow and S. C. McCully was appointed to interview the government regarding a grant.

Sussex did not have an exhibition this year and it is expected that the fair next year will be a big success.

ST. PIERRE IS RISING FROM ITS ASHES



THE SITE OF ST. PIERRE, OVERGROWN WITH SHRUBS AND GRASSES

A Fort De France, Martinique, letter to New York Herald says: That St. Pierre is rising from its ashes, as published in the Herald, I now confirm. Houses are now going up rapidly. Rue Victor Hugo, which has been cleared out of the ashes and rubbish, is now in good condition and is used as a main road to go to the north of the island and to Morin Rouge.

Leon Morin is the owner of one of the buildings and a pioneer of the new St. Pierre. He is doing much in the way of pushing improvements. As I hinted in my last letter, the example set by Mr. Morin is being followed, and ground is now being cleared for two more buildings, one to be erected for a wholesale provision store, the other for a hardware store.

Pending the re-establishment of a custom house by Fort-de-France, and St. Pierre will become a commercial center for the north of the island. Already an ocean truck service is being established between St. Pierre and Morin Rouge and

for small boats to land their goods for several weeks, and with inland communication from St. Pierre the former seaport will be reached easily by truck.

The sea is so rough on the northern shore that it is quite difficult sometimes

from the latter point the modern villages Basse-Pointe, Loran, and Marigot may be reached easily by truck.

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UNITED BAPTIST YOUNG PEOPLE'S LEAGUE FORMED

Convention Held at Tracy Station Tuesday and Wednesday

A. J. DEARNESS OF ST. JOHN PRESIDENT

Delegates from Young People's Societies Hear Encouraging Addresses, and Decide to Form Provincial Organization--The Officers.

Previous to the union of the two Baptist bodies in this province the Free Baptist young people had a provincial organization designated the Free Baptist Young People's Provincial League. When the two bodies were united this organization was suspended with the hope that a larger organization might be called into being to replace it. At the United Baptist Association held in Woodstock in July a committee, consisting of Revs. A. B. Deane, H. H. McQuinn, E. H. Cochrane, J. B. Daggett and D. Hutchinson was appointed to call together delegates from the young people's societies throughout the province for the purpose of forming a new organization. This committee met at Tracy Station on Tuesday and Wednesday last. The delegates from the various societies were well represented and the meeting was well attended. The delegates were well pleased with the addresses given by the speakers and were well pleased with the reports of the various societies. The delegates were well pleased with the reports of the various societies.

The meeting of the delegates convened in the United Baptist church at Tracy at 8 o'clock. Rev. A. B. Deane, moderator, called the meeting to order. The first business was the reading of the report of the committee. The report was read by Rev. J. B. Daggett. The report was well received and the delegates were well pleased with it. The delegates were well pleased with the reports of the various societies.

Then and Now.

Another hymn was sung and then Rev. J. W. Keirstead was called to the platform and discoursed interestingly on the subject, "Methods and motives to be employed by the young people in their evangelistic enterprises." The speaker briefly sketched the history of the United Baptist body during the last century and a quarter. At that time there was only one Baptist in the maritime provinces, with no church, no educational institutions, and no missions. But now, after 100 years, what have we? As an answer he pointed his audience to the 50 United Baptist churches in the maritime provinces; to the 70,000 members who, having been baptized upon a profession of their faith in Jesus, are now living in fellowship with their churches; to the well-equipped colleges, seminaries and academies, with property and endowment worth \$200,000, with a teaching staff of about 1,000 well trained and consecrated men and women; to the 200 missionaries, through whom the maritime Baptists are endeavoring to reach the heathen of the world.

After the singing of a hymn, Rev. A. B. Deane, moderator, followed with a stirring address.

He said he wished to give the young people of the province the message which Moses was commanded to give the Hebrews as they stood on the shores of the Red Sea, namely, "Go forward."

The session on Wednesday morning was opened with a devotional service, led by A. B. Deane, of St. John.

This was followed by an address by Rev. D. Hutchinson, of St. John, on the "Problems in Young People's Work, and How to Solve Them." He first gave a review of the birth and growth of the young people's movement in a Congregational church in North-ville (Me.), and of the monster conventions in Boston, Toronto and Buffalo.

Conducted a Conference.

He mentioned the following as conducive to the weakness of local organizations: Lack of preparation by leaders, failure to select appropriate hymns and to vary the form of service. For the purpose of a society there should be three well defined features of work, the platform, the social and the evangelistic.

At the close of this address, Mr. Hutchinson remained upon the platform and conducted a conference on the matter of his address. Rev. Mr. Daggett thought that if a few years ago any one should have asked Rev. Clark, of Christian Endeavor fame, what he had in mind in instituting this movement, he would have been regarded as a heathen and a public enemy, and would have been hanged. He said that there are now at least half a dozen Congregational churches in the province which are in a state of collapse.

Rev. J. W. Keirstead thought we had a place to be filled in our churches by the young people's societies. He advised that when the societies should come together it would be a good thing and then to carry out the plan of meeting, they should be held to hold a brief prayer and then scatter and go to two, into homes of sick and aged and shut-ins, there to speak words of cheer and to pray.

Mr. Deane, of St. John, told of the inspiration of his home society, and of how the spiritual tone of the society was helped there. At the close of this discussion Rev. J. B. Daggett, of Fredericton, moved the following resolution, which was unanimously adopted: "Resolved, that the young people's societies be organized in accordance with the second clause of the resolution."

(1) Resolved, that we believe the young people's movement is of God; (2) that we hereby confess our shortcomings and carry out our duty to God and to our fellow men; (3) that we hereby bind ourselves together, and that a committee be appointed to report next afternoon on the name and form of organization.

The session then adjourned until the afternoon. The first quarter of an hour in the afternoon was spent in devotional exercises, led by Rev. J. B. Daggett.

Rev. J. B. Daggett was then called to the platform and gave a most inspiring address on the Young People as a Factor in Missions. The report of the committee on organization was then presented and adopted.

Mr. Deane's President.

While the nominating committee were finishing their report, Mr. Lake was called to the platform and discoursed upon the different features of young people's work. It was presented and accepted in toto. It was as follows: President, A. J. Dearness; vice-president, E. H. Cochrane; recording secretary, Rev. J. B. Daggett; treasurer, C. A. Lake; corresponding secretary, C. R. Wasson; auditor, Rev. D. Hutchinson; superintendents for districts: No. 1, Rev. L. A. Fenwick; No. 2, Rev. B. S. Freeman; No. 3, Rev. A. B. Deane; No. 4, Rev. E. H. Cochrane; No. 5, Rev. E. C. Jenkins; No. 6, Rev. L. L. Park; No. 7, Rev. H. H. McQuinn; No. 8, Rev. J. P. Stackhouse.

President Dearness was then called to the platform and, in a very graceful speech, thanked the members of the league for the unexpected honor which they had thrust upon him.

The matter of the young people's page in the Maritime Baptist was taken up. It was the unanimous opinion of the members of the league that if the new organization should be formed it must have an organ through which it can communicate its life.

Rev. J. W. Keirstead was by vote appointed to edit the new paper. He was also appointed to see that the new paper should be published at least 100 new subscribers for the first year. The matter of the new paper was then taken up and it was decided that the new paper should be published at least 100 new subscribers for the first year.

At 7 p. m. President A. J. Dearness took the chair and, after conducting devotional service, took up the few fragments of business left over from the afternoon. A resolution of thanks to the Tracy people was enthusiastically passed.

Rev. W. Allen, of Sussex, was then called to the platform and preached a very helpful sermon on the subject of Conversion. The brief conference at the close of the session, conducted by Rev. D. Hutchinson, was a sermon of heart searching and many in the congregation rededicated themselves to God and a few indicated their desire to give themselves to Jesus. After singing and benediction this first session of the United Baptist Young People's League was adjourned to meet on the Tuesday before the first full moon in October.

Sweden has the lowest marriage rate of any country.

KLING'S CURE FOR JAP TROUBLE

Says at Toronto That Immigration from Old Country Will Solve It

WORK MUST BE DONE

Declares That White Laborers Will Not Do It and Yellow Ones Will--Britain Has 5,000,000 Settlers to Spare, But Labor Unions Are Against the Exodus.

Toronto, Oct. 16.--"Pump in the immigrants from the old country. Pump them in."

That is the solution Rudyard Kipling suggests should be applied to the Asiatic problem, with which Canada finds herself confronted on the Pacific coast.

Mr. Kipling, accompanied by his wife, arrived in Toronto from the west last night by special train. He has paid special attention to the matter during his trip through the west, and he was very decided in expressing his opinion to newspaper men tonight.

"Immigration," he said, "is what you want in the west. You must have laborers there. You want immigration, and the way to keep the yellow man out is to get the white man in. If you keep out the white man you will have the yellow man, for you must have laborers. The pump must be done, and there is certain work which the white man won't do, so long as he can get a yellow man to do it. Pump immigrants from the old country. Pump them in. In England has 5,000,000 people to spare."

Mr. Kipling expressed the opinion that the Asiatic problem is a Canadian labor party is opposed to immigration.

"In England," he said, "the party is opposed to immigration because it would reduce the number of unemployed. In Canada there is a feeling in opposition to immigration on the part of labor, because they are afraid they will be swamped."

MAY BE FATAL ENDING TO SUSSEX FIGHT

Sussex, Oct. 15--On Saturday, Oct. 5, a street fight took place in Sussex which gives promise of serious consequences. The participants in the row were Thomas McShane, of Waterford, and Ernest Garnett, who lives near Smith's Creek. Garnett challenged McShane to fight and in the battle which followed Garnett, who was very drunk, was knocked down and kicked. He was also trampled by a horse and was arrested a short time after and confined to the town lockup.

On Sunday evening Garnett was released and taken to the home of Mrs. McEwan, where he developed serious symptoms. Dr. Burnett was called and at first little was thought of the case but Garnett became rapidly worse, and on Sunday a consultation was held by Doctors Burnett and Pearson and both consider Garnett's condition as grave. This morning he was very weak and little hope is held out for his recovery. In the meantime McShane has been committed for trial for participating in an affray and is out on bail for \$2,400, with three sureties of \$800 each.

The preliminary examination it was shown that Garnett was injured about the liver, has received an injury to the brain and was suffering from congestion of one lung. The latter injury is supposed to have been caused by the horse. In case of Garnett's death the affair will assume a far more serious aspect.

LETTERS TO THE EDITOR

(The opinions of correspondents are not necessarily those of The Telegraph. This newspaper does not undertake to publish all or any of the letters received. Communications will not be noticed. Writers on one side of the paper only. Communications must be plainly written; otherwise they will be returned. The names and addresses of the writers should be given. If return of manuscript is desired in case it is not used, the writer should so indicate. The writer should be sent with every letter as evidence of good faith.--Ed. Telegraph.)

NEW BRUNSWICK FINANCES

To the Editor of The Telegraph: Sir--A correspondent of your morning contemporary taking, as his basis of proof, portions of the auditor-general's report and the synopsis report of the proceedings of the legislature, endeavors to throw discredit upon certain statements attributed to the leader of the opposition, Mr. Hazen.

The sources from which he derives his information have been found misleading in so many instances that "Fairplay" would be standing upon safer premises in building up an argument in regard to provincial finances if he were to wait until he had a report before him of an independent auditor, an auditor who would be untrammelled and could follow out his investigations to a conclusion.

The present auditor, if left to his own inclinations, would not be a capable official, but when accounts aggregating thousands upon thousands of dollars are paid and he has no knowledge of what goes to make up these accounts, it is not surprising that he should be so misled.

The synopsis report of the legislature also contains a number of statements which are not only untrue, but which are calculated to mislead. The auditor-general's report, which is a public document, should be made available to the public. It is not surprising that the public should be misled by the statements of the auditor-general.

With a large and servile following, "Fairplay" cannot expect to reach absolute accuracy, and he concludes that he did not "court" for his utterances the widest publicity, as in the case of the auditor-general's report, which is a public document, and should be made available to the public.

Fredericton (N. B.), Oct. 16, '07.

Kent County Municipal Elections

Richibucto, Oct. 16--The Kent County municipal elections were held yesterday and the following returns were made in each parish with the following returns:

Carleton--C. Atkinson, 103; H. Daigle, 79; Sullivan, 76; G. Jardine, 103; St. Louis--Mallory, 114; Borsage, 109; LeBlanc, 83; Poirier, 99.

Wellington--Richard, 463; Boudreau, 410; Bean, 403; Crossman, 403; Bellevue, 131; Melanson, 78; Cormier, 53.

St. Mary--E. Cormier, Max. LeBlanc, Dumas--Robichaud and Dominique LeGere.

In Aederville, Harcourt and Weldford, which is represented by the warden of the county, John Morton, and by Robert Murphy, no elections were held, the old representatives being elected by acclamation.

In Richibucto there were no tickets, each nominee running alone. Following are the returns for Richibucto parish:

Murray, Hebert, Richard, Richibucto (town)... 109 41 38 Richibucto Village... 11 92 117 Rexton (Hall)... 39 99 12 Rexton (Palmer's)... 63 48 9 St. Charles... 17 22 12 Total... 320 312 188

It spoke well for each nominee in Richibucto parish, that they led by considerable margins. In the town of Aederville (in the town), is said to have polled the largest vote ever received here by one man.

Mrs. M. F. Keith of Moncton has been visiting her parents, Mr. and Mrs. J. S. Black.

Mrs. J. D. McMillan, who has been visiting in Fredericton the past month, returned to her home on Friday.

J. H. Baird, who has been visiting at his old home in Salisbury, has returned to his duties at A. & R. Loggie's.

WOODSTOCK MAN AWARDED PAY FOR TEN YEARS NIGHT WORK

Woodstock, N. B., Oct. 16--The civil case of Amariah Wright vs. executors of L. P. Fisher estate was finished this afternoon. Mr. Wright sued for \$4,000 due for work at night during the lifetime of Mr. Fisher. The jury gave him a verdict for \$1,000, which was at the rate of fifty cents a night. F. B. Garwell was plaintiff; E. K. Connel and D. McL. Vince for defendants.

The King vs. Jonathan Shannon of Greenfield, for common assault on Fred Tapley, growing out of a dispute over land. W. P. Jones for plaintiff, A. B. Council for defendant. After being out for some time the jury brought in a verdict not guilty. Tomorrow afternoon court will resume sessions in the armory building.

A BALLY ATTRACTION

Trate Passenger (who finds himself marooned at lonely Irish station for the rest of the day). "How, portab, is there nothing doing in this rotten place all day?" "Portab--O'll be shammin' the engine about eight tonight, sorr."--The Talbot.

Premier Says This Will Be Done if There is Session Before an Election

RECEPTION AT NORTON

Hon. Mr. Robinson Announces That He Is in Perfect Accord With Hon. Dr. Pugsley--Ora P. King Defends the Central Railway and Declares the Province Got a Bargain.

Norton, N. B., Oct. 16--Temperance hall was fairly well filled this evening at the reception given to Premier Robinson and the addresses were well received. Nothing of great importance was said, the speakers carefully stating that the gathering was not a political meeting but merely a social reception.

Premier Robinson, Hon. James Barnes, Ora P. King, M. P., A. B. Copp, M. P., P. P., and Dr. W. B. McVey spoke at some length.

A procession headed by the Norton band left the station at 7:40 o'clock and the meeting opened at 8.

In his opening remarks the chairman, G. G. Scovill, M. P., P., told of the object of the meeting and called upon Ora P. King, M. P., to give an address.

Mr. King said he wished to remind the people that the promises made them at the time of the last election had been fulfilled. He spoke of the changes of government which had been made, and the support of the local government would be carried out. The purpose of the meeting was to introduce the Premier, who had been promoted to the first position in the gift of the people of the province, in his youth and strength, having occupied many minor positions.

Defends Central Railway.

Mr. King claimed that the Central Railway had become the property of the province at a cost of \$12,000 a mile, when the average cost was \$30,000 to \$70,000 a mile. Speaking of the highway act, Mr. King said that he would advise the government to appoint a commission to inquire into the merits of the law.

Dr. W. B. McVey was heartily received. After declaring he was proud to be a Liberal, he spoke of the educational policy which he said had been adopted by Premier Robinson. The teachers' salaries had been raised and other improvements had been made. He also dealt with the highway act, the agricultural policy and the encouragement to industries.

A. B. Copp, M. P., P., spoke of the railway policy of the government, dealing with the Central Railway and the International road. Speaking of the pamphlet made by the opposition entitled "Provincial Finances," Mr. Copp characterized the figures as false and the man who figured it as base and mean.

Hon. James Barnes, M. P., P., who told of scientific road making and things he had learned about it. Perfect drainage was the object to be sought, and the opposition members were merely fault finders. They were always tearing down, but could never build up.

Premier Robinson was received with cheers. He spoke of the changes of government regarding the failure to fill

THE POWERS AND MAXINE

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CHAPTER XVI

Diana Underaker's Strange Errand.

If I had not been tingling with anger against Lisa, who had seemed to enjoy saying needlessly cruel things to me, perhaps I would have been utterly discouraged when she pricked the bubble of my hope. She had made me realize that the plan I had was useless, perhaps worse than useless; but in my desperate mood I caught at another. I would try to see Ivor, and downstairs, for I had not taken of my hat and coat since coming in.

Perhaps this new idea was a mad one. I told myself. Perhaps I should not be allowed to see him, even in the presence of others. But what had I to lose? I would not give up. Without waiting for a cooler or more cowardly mood to set in, I almost ran out of my room, and downstairs, for I had not taken of my hat and coat since coming in.

I had no knowledge of French law, or police etiquette, or anything of that sort. I knew that in France there was a gallant nation; and I thought that if a girl should go to the right place, begging for a short conversation with an accused man, as his friend, an interview—probably with a witness—might possibly be granted. The authorities might think that we were engaged, for all I cared. I did not care about anything now, except seeing Ivor, and helping him if I could.

I hardly knew what I meant to do at the beginning, by way of getting the chance I wanted, until I had asked to have a motor-car called for me. Then I suddenly thought of the British Ambassador, a great friend of Uncle Eric's and Aunt Lillian's. Uncle Eric had already been to him, but I fancied now with a view of trying to see Ivor. That idea had apparently not been in his mind at all. Anyway, the Ambassador would already understand that the family took a deep interest in the fate of Ivor Dundas, and would not be wholly astonished at receiving a call from me. Besides, hearing of some rather venturesome escapades of mine when I first arrived in London, he had once, while visiting Uncle Eric, laughed a good deal and said that in future he would be "surprised at an American girl not coming to see me."

I told the driver to go to the British Embassy as fast as he could. There, I sent in my name, and the Ambassador received me at once. He did not seem much, but came to the point immediately, and said that I wanted—oh, but wanted and needed very much indeed—to see Ivor Dundas. Could he, would he help me? "Ought I to help you?" he asked. "Would Mountstuart and Lady Mountstuart approve?"

"Yes," I said firmly. "They would approve. You see, it is necessary. Then, if it's necessary, I believe when you say that it is, it is. I'll do what I can."

What he could do and did do, was to write a personal letter to the Chief of Police in Paris, asking as a favour that his friend, Miss Forester, a young lady related through marriage, to the British Foreign Secretary, should be allowed five minutes' conversation with the Englishman accused of murder, Mr. Ivor Dundas.

I took the letter to the Chief of Police myself, to save time, and because I was so restless and excited that I must be doing something every instant—something which I felt might bring me nearer to Ivor. The Chief of Police himself, who proved to be a most courteous person, I received an order to give to the governor of the gaol or prison where they had put me. This, he explained, would procure me the interview I wanted, but unfortunately I must not hope to see my friend alone. A warden who understood English would have to be present.

So far I had gone in the wild venture with out one thinking of the fact that I was to encounter such a face to face with Ivor in such terrible circumstances, or what he would think of me for coming in such a way that we were no longer as simple to each other—not even friends. But I had a kind of age-torture crept over me while I sat waiting in an ugly little bare, stony reception room. My head was going round and round, my heart was pounding so that I could not make up my mind what to say to Ivor when he came. I then, suddenly, I heard the sound of footsteps outside the door; and when it opened, there stood Ivor, between two Frenchmen in blue uniforms. One of them walked into the room with him—I suppose he must have been a warden—but he stopped near the door, and in a second I had forgotten all about him, and felt capable of forgiving him anything, if only I had the chance to forgive, and if only I really loved me and not the other.

"Thank you, a hundred times—more than I can express," he said, with a faint quiver in his voice—his beautiful voice, which was the first thing that charmed me after knowing him. "It does cheer me to see you. It gives me strength and courage. You wouldn't have come if you didn't trust me, and I believe me innocent."

"Why, of course, I—believe you innocent of any crime," I faltered. "And of any lack of faith?"

"Oh, as for that, low can—but don't let's speak of that. What can it matter now?"

"It matters more than anything else in the world. If you could say you're not you anxious. Everything will come right for me sooner or later, though I may have to suffer some annoyances first."

"Annoyances?" I echoed. "If there were nothing worse."

"There won't be. I shall be well defended. It will all be shown up as a huge mistake—another warning against trusting to circumstantial evidence."

"Is there nothing we can do?" I asked, hoping that he understood that I meant one other: Maxine de Renzie.

I guessed by his look that he did understand. It was a look of gloom; but suddenly a light flashed in his eyes. "There is one thing you could do for me—you and no one else," he said. "I have no right to ask it."

"Tell me what it is," I implored. "I would not, if it didn't mean more to me than my life to me." He hesitated, and then, while I wondered what was to come, he bent forward and spoke a few hurried words in Spanish. He knew that I understood it, as I was as familiar as English. He had heard me talk of the Spanish customs still existing in the part of California where I was born. He had heard me and Spanish words. We had sung them together—one or two I had taught him. But I had not taught him the language. At least, as a boy, when first he thought of taking up a diplomatic career.

They were so few words, and so quickly spoken, that I—remembering the warden almost hoped they might pass unnoticed. But the man in uniform came nearer to us, and the whole French police officer, almost, he hoped they might pass unnoticed. But the man in uniform came nearer to us, and the whole French police officer, almost, he hoped they might pass unnoticed.

"Spanish," I answered. "He only had me good-bye. We have been—very dear friends, and there was a misunderstanding, but—his over now. It was natural he shouldn't want you to hear his last words to me."

"Nevertheless, it is forbidden," repeated the warden obstinately, "and though the five minutes you were granted together are not over yet, the prisoner must go with me now. He has forfeited the rest of his time, and must be reported."

"As I thought of this task he set me, and of all it meant, it appeared more and more incredible that he should have had the heart to ask such a thing of me. It meant more than his life." And I would do the thing, if it could be done, because of my pride.

As I drove away from the prison, a kind of fury grew in me and possessed me. I felt as if I had fire instead of blood in my veins. I had known that death, waiting for me in the ghastly house to which Ivor had sent me, I would still have gone there.

My first thought was to go instantly, and get it over—with success or failure. But calmer thoughts prevailed. I hadn't looked at the papers yet. I hadn't seen the night's dreadful happenings had come from Uncle Eric and Lord Robert West. I had said to myself that I didn't wish to read the newspaper account of the murder, and of Ivor's supposed part in it. I remembered now, however, that I did not even know in what part of Paris the house was, and I had not even read the name of the street, because it was a curiously grim one—like the tragedy that had been acted in it.

I couldn't tell the catman to drive me to the street and house. I must search the papers, and find out from them something about the neighborhood, for there would surely be plenty of details of that sort. And I must do this without first going back to the hotel, as it might be very difficult to get away again, once I was there. Now, nobody knew where I was, and I was free to do as I pleased, no matter what the consequences might be.

Passing a Duval restaurant, I suddenly ordered my motor-car to stop. Having paid and sent it away, I went to a shop where to get a cup of chocolate at the end of the little, deadly respectable-looking marble tables. Also I asked to see an album of photographs.

It was a shock to find Ivor's photograph, horribly reproduced, gazing at me from the front page. The photograph was a small one, which had been a good deal shrunken; but I had no thought of sleep—no wish for it. When I had unlocked the door of my boudoir, I found Ivor Dundas gone, as if he had hoped he would be there by and-by come back, or end—with news.

Hour after hour of deadly suspense passed on, however, and he did not come or make any sign. At five o'clock, Marianne, who had fitted about all night like a restless ghost, made me drink a cup of hot chocolate, and actually put me to bed. My last words to her were: "What is the word to her? Will she be worse to be and to see in a fever, than sit up?"

Yet I did sleep and heavily. She always deny it, know, but in a dream she had slipped a sleeping-powder into the chocolate. I was far too much occupied with my own thoughts as I drank it to please her, to think whether or no there was anything at all peculiar in the taste.

But that as it may, I slept; and when I woke up, I found the door of my boudoir open, and I saw a shadowy figure (yet scarcely worse than reality), to my horror it was nearly noon.

I was wild with fear lest the servants, in their stupid but well-meant wish not to disturb me, might have sent important visitors away. However, when Marianne came flying in, in answer to my long peep at the electric bell, she said that no one had been. There were letters and one telegram, and all the morning papers, as usual after the first night of a new play. My heart gave a spring at the news that there was a telegram, for I thought it might be from Ivor, saying he was on the track of the treaty, even if it hadn't got hold of it. But the message was from Raoul; he had not found the broad bag.

out—staying in Paris. Perhaps I should stop with the friend to dinner; but at latest I should be back by nine or ten o'clock. That would save a bother at the hotel (for Aunt Lillian knew I had heard of America), and the advertisement, which yet no one would know where to search for me, even if they were inclined.

Next I drove to a street near the Rue de la Fille Sauvage, and dismissed my car. I asked for no directions, but after one or two mistakes, found the street I wanted. Instead of finding the house of the murder, I passed on to the next house on the left—the house of the balcony almost adjoining the dead man's.

There were several rooms to be had, it appeared, but it would have been too good for me. I hesitated, and then, while I wondered what was to come, he bent forward and spoke a few hurried words in Spanish. He knew that I understood it, as I was as familiar as English. He had heard me talk of the Spanish customs still existing in the part of California where I was born. He had heard me and Spanish words. We had sung them together—one or two I had taught him. But I had not taught him the language.

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He did not put this in so many words, but said, "I have not found what was lost, or means that he had heard of it."

From Ivor there was not a line, and I thought this cruel. He might have written, or written me a note, even if there were no means of getting the message every year. He might have written, or written me a note, even if there were no means of getting the message every year.

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you are not surprised, Count Godensky—except, perhaps, that I should guess who had me spied upon at the Elvys Palace Hotel. A disappointment, that affair, wasn't it? But you haven't told me your news."

"It is this: 'That Mr. Ivor Dundas, of England, has been on the rack to-day.' 'What do you mean?' 'You have seen in the hands of Juge d'Instruction. It is much the same, isn't it, if one has secrets to keep? Would you like to know, if some magical bird could tell you, what questions were put to Mr. Dundas, and what answer he made?'"

"Strange, that this very thought had been torturing me before Godensky came! I had been thinking of the Juge d'Instruction, and his terrible cross-examination, which only a man of steel or iron could answer without trembling. I had thought that questions had been asked and answers given which might mean everything to me. I could only have heard of this. Could it be that I was to hear, now? But I reminded myself that this was impossible. No one would know except the Juge d'Instruction, and he would never tell me. 'Only two men were present at that scene, and they never will tell what went on,' I said aloud."

"The men were present," Godensky answered. "Besides the two of whom you speak, there was another: a lawyer who speaks English. It is permitted now—what a foreigner, if he demands it, can be accompanied by his legal adviser when he goes before the Juge d'Instruction. Otherwise, his lack of knowledge of the language might handicap him, and cause misunderstandings which would prejudice his case."

"He passed a moment, but I did not know who he was," Godensky said. "I know that Ivor Dundas spoke French as well as I; but I was not going to tell this Russian that fact. 'The adviser your friend has chosen to employ must be more than once seen. Odd, that a penitent Mr. Dundas seems to have for men in whom I, too, have confidence. It was Girard, I think. I wouldn't let Godensky see that I winced at the name of the lawyer.'"

"You keep yourself singularly well-informed of the movements of your various proteges," I said—"as well as those of your enemies. But if the information in the one case is no more trustworthy than in the other—why, you're not faithfully served. I've made several mistakes lately, and you're likely to make more."

"Thanks for the warning. But I hope you don't mean to say that I'm a spy. I don't know of a more appropriate name—after the baseness that you haven't even tried to hide, in your dealings with me."

"I thought all was fair in love and war," I said. "Do you make war on women?" "No—I make love to them. But here is one who won't listen."

"At least you will listen while I go on with the news I have to give you. I do not, you know, I confess to being curious. No doubt what you say will be interesting—even if not accurate."

"I can promise that it shall be both accurate and interesting. I called on Lenormand as usual, and he told me what had happened—that he'd been mixed up in this case and expressed myself extremely concerned for the fate of his client, friends of whom were intimate friends of mine. So you see, there was no question of treachery on his part. He trusted me, and I trusted him. I even offered my help for Dundas, if I could give it consistently with my position. Naturally, he refused, and I thought that could be said against Dundas, so far as he knew, even if I wished to go against him—whenever my coming here ought to prove to you that I do not."

"I read the proof rather differently," I said. "But go on. I'm sure you are anxious to tell me certain things. Please come to the point, if you can."

"In a few words, then, the point is this: One of the most important questions put by the Juge d'Instruction, after hearing from Mr. Dundas the explanation of a document found on him by the police—ah, that takes you up, Mademoiselle. You are surprised that a document was found on the prisoner?"

"(To be continued.)"

HANGING JUDGE SPORT AND WIT

Character Sketch and Stories of Lord Brampton

A REMARKABLE FIGURE

The Most Popular of Judges, Though Feared—At the Bar He Was a Terror in Cross-examination—How He Handled Hostile Witnesses—His Part in the Tichborne Trial.

But for the obituary notices accompanying the announcement of his death, not many people would have realized that in the past of Lord Brampton England had lost one of the greatest judges of the nineteenth century, one whose name for thirty years was a household word throughout the land. Sir Henry Hawkins, or "Hawkins," as he was familiarly called, was not only the most noted judge of his time, but also the most popular, and the most feared. A more remarkable figure, indeed, never adorned the British bench. Merciless in his punishment of crime, and off the bench a most genial companion, his detestation of criminals was equalled only by his love of animals, and while he would hang a man unmoved, he could not bear the sight of a dog being cruelly treated. Terribly severe in his manner when the occasion demanded, he was yet the soul of humor. People thought him heartless but secretly admired his fearlessness; and when they were not shuddering at his sentences they were laughing at his wit. Those conflicting impressions of the man and judge were traceable in his possession of a comical quality not usually associated in one individual.

A Man of Varied Interests. Sir Henry Hawkins was a man of varied interests. A great lawyer and an upright judge, he was also, in the words of a famous contemporary, "a ser of me and things, a distinguished member of the Jockey Club, a good sportsman, and too many judges lack a remarkable knowledge of human nature. As a matter of fact his reputation as the "hanging judge" was not due to his severity, but to the fact that he was so much more than the qualities that made him popular. Severe he undoubtedly was, but it was because he regarded criminals, and particularly murderers, as the enemies of society. "I was never hard on a prisoner," he once wrote. "The least circumstance in mitigation found in me a heavy reception, but cruelty in man or woman, an unfeeling judge." A guilty prisoner knew that if "old Hawkins" was on the bench it was all up with him. But while hardened criminals quailed before his lash and were visited by condign punishment, there were occasions on which, done justice to your teacher." Affected across a really good rogue," he wrote, "I played him as though I had hooked a salmon. I let him have a little line now and then, and a little air, and then he would take a plunge into deep water. But he never got away if I could help it." It was seldom that he had the words of an encounter with a witness, but on one occasion he nearly met his match.

Irritated by the coxcomb airs of a witness, who like most witnesses, was very jealous of his counterpane, the manager of a circus, who affected the style and appearance of a military general with formidable mustache waxed at the end of his hair, resolved to "take him down." "Now, Captain Phillips," he began, involuntarily putting his fingers to his chin, which was always a habit. "I'm not a Captain Phillips," indignantly protested the witness, and then he added, "but we are not all as bareheaded as you, Mr. Hawkins." The lawyer was disconcerted, but only for a moment. "I beg your pardon, Mr. Phillips," he retorted, "the circus whip has made you smart and you have done justice to your teacher." Affected across a really good rogue," he wrote, "I played him as though I had hooked a salmon. I let him have a little line now and then, and a little air, and then he would take a plunge into deep water. But he never got away if I could help it." It was seldom that he had the words of an encounter with a witness, but on one occasion he nearly met his match.

Hard on the Expert. He had not been long in the profession before he observed that as a class experts in handwriting were frequently called upon to give evidence were disposed to be vain of their powers. He accordingly resolved to make an example of one of these infallible guides at the first opportunity, and this is how he did it. Handing the expert six slips of paper, each of which was written in a different kind of writing, the lawyer asked him to examine them closely.

"I see, Mr. Hawkins, what you are going to try to do—you want to put me in a hole," said the witness, as after much polishing of his glasses, he perused the slips.

"I do," replied Hawkins, "and if you are ready for the hole, tell me. Verily those six pieces of paper written by one hand at about the same time?"

"No," was the confident reply. "They were written at different times and by different hands!"

"By different persons, do you say?" "Yes, certainly."

"Then you are in the hole," remarked Hawkins, "for I wrote them myself this morning!"

When there was really no substantial defence to a case Hawkins used the weapon of ridicule with great effect. He was once retained by the defendant in a slander action founded on the fact that his client had pointed his thumb over his shoulder and asked another man, "Do you know him? That's Joe Smith." Counsel for the plaintiff was Mr. Joseph Brown, Q. C., who eloquently sought to make out that the defendant meant that plaintiff was a rogue. Hawkins got up and turned Mr. Brown's speech to ridicule in two or three sentences.

"Gentlemen," he said, pointing his thumb over his shoulder at his opponent, "do you know him? Do you know Joe Brown?"

There was a roar of laughter, counsel for the plaintiff turned red, and the jury there and then returned a verdict for the defendant.

It was in the famous Tichborne case, however, that Hawkins made his name as a cross-examiner. The whole case from the commencement of the chancery proceedings down to the beginning of the trial had been a comedy of blunders, and it was not until Hawkins' cross-examination of Baigent, Orton's friend, that the truth came out. Even the claimant was moved to admiration, and the story goes that when he saw J. L. Took, the celebrated actor, taking a seat in court, he remarked: "There's Toole come to learn acting for 'Arry Orkins." It was during the Tichborne trial that Took took occasion to protest, as head of the English bar, against something or other, whereupon Sergeant Ballentine, who was along with Hawkins, got up and, making a bow, said, "Sir John is head of the English bar—an accident." "Yes," chimed in Hawkins, "a Colliery accident."

Offered a judgeship in 1874, Hawkins declined to give up his practice, but two years later, when the offer was renewed, he accepted it, and became a judge of the exchequer court, with the title of Sir Henry Hawkins. His first great trial was the celebrated Pongre murder case, and was said at the time that the great sensation which that case caused was almost overshadowed by the realization that a judge of power had been offered a judgeship. It was in consequence of his stubborn refusal to be swayed by public sentiment in his conduct of the trial, that he was dubbed "the hanging judge," and the name stuck to him throughout his long career. One of his characteristics was his outspokenness, and when he was on the bench, the newspapers devoted more space to his observations sometimes than to the evidence. While some judges on circuit discouraged the conduct of the trial, Sir Henry had frequently something to say about the miserable condition of the quarters assigned to his majesty's judges. On one occasion he congratulated the jury, "not only on their being so few prisoners, but also on the fact that you are not holding inquest on a man who is heartless but secretly admired his fearlessness; and when they were not shuddering at his sentences they were laughing at his wit. Those conflicting impressions of the man and judge were traceable in his possession of a comical quality not usually associated in one individual."

The Judge and His Dog. A lover of animals, Sir Henry had for years, as his constant companion, a fox terrier named Jack. It accompanied him on all his travels, and sometimes even sat on the bench beside his master. "Gorblime Jemmy!" said "im. The old bloke's been peachin' again. See what he's got," exclaimed a man on the bench, as he saw the judge, entering the court one morning with his dog and a brace of pheasants.

As a sportsman Sir Henry was well known to all frequenters of the great race meetings, where his reputation as a judge excited a healthy influence upon the spectators. "I've never seen a judge struck by lightning that he was moved to confess the crime with which he was charged. Why," he said, "I should like to see a judge, with his member of the Jockey Club, he'll warn me off every case in the kingdom."

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WANTED

WANTED—A second class female teacher for District No. 2, Parish of Kingsport, starting salary, to Thos. H. Braman, Secretary.

WANTED—A second or third class female teacher in school district No. 8, Parish of Kingsport, starting salary, to Ernest A. Shaw, New River Mills, Charlotte county, N. B.

WANTED—Third class female teacher for District No. 2, Parish of Clarendon, for beginning of term. Apply to Wm. S. Nixon, Secretary, Clarendon, Charlotte County, N. B.

WANTED—First or second class female teacher for District No. 1, rated poor, three miles above Plaster, Rock. Apply to Miss E. Flanders, Secretary, school trustees, Maple View, Victoria county, N. B.

WANTED—A second class male or female teacher for School District No. 8, Parish of Gordon, County of Kings, for beginning of term. Apply to Miss E. Flanders, Secretary, school trustees, Maple View, Victoria county, N. B.

WANTED—Second or third class teacher (male) for school district No. 14, Parish of Drummond, Victoria county, N. B. Apply to Miss E. Flanders, Secretary, school trustees, Maple View, Victoria county, N. B.

WANTED—A first class male or female teacher for School District No. 14, York county, N. B., to begin at once. Apply to Miss E. Flanders, Secretary, school trustees, Maple View, Victoria county, N. B.

WANTED—Reliable and energetic man for the position of "CASHIER" in a well established business. Large list of hardy, energetic men. Apply to J. H. Scammell & Co., 145 Water Street, St. John, N. B.

WANTED—Reliable man in every locality in Canada to advertise our goods and services in all conspicuous places. Small advertising matter. Commission or salary. Apply to J. H. Scammell & Co., 145 Water Street, St. John, N. B.

WANTED—Men and women students in the Rhode Island Hospital for the Insane. Men begin at \$23 and women at \$20 per month with room and laundry. For application blank, address Superintendent State Hospital for the Insane, Howard, R. I.

Ambitious young men for large insurance company as agents. Experience not necessary. Men of character, energy and push can make big money and position. A few good country districts open for the right parties. Address at once, "AGENT" P. O. Box 13, St. John, N. B.

MONEY TO LOAN. MONEY TO LOAN on City or Country Property at low rate of 5 to 12-1/2% W. A. DYKEMAN, 17 GERMAIN STREET, ST. JOHN, N. B.

FOR SALE. FACTORY BUILDING FOR SALE OR LEASE. In Fredericton, a two story wooden factory building, 100 x 100 feet, 24,000 sq. ft., brick boiler house, 22 x 22, 2 story with iron roof, electric light is installed throughout, upper part of boiler house is fitted up as a dry house. There are also some shafting and pulleys, and 4 1/2 hp. Patankas engine, engine installed, these could be left in factory if purchaser desired. Both buildings are in good repair, very warmly built and are just right for a wood factory or repair shop, paint shop or any industry. Call or write the J. C. Kisteen Co., Ltd., Fredericton, N. B.

SCHOONER FOR SALE. The able and commodious schooner yacht "Havron", 31 tons registered, built in 1904, dimensions over all 35 feet beam 16 feet, draught 7 feet. Flush deck, gear in good order. Suitable for fishing or freighting. For further information address: W. A. DYKEMAN, 17 GERMAIN STREET, ST. JOHN, N. B.

M. SINCLAIR'S 65 BRUSSELS STREET. The only place in the city you can get Men's Hand-Made Long Boots. Every pair made in our own shop of whole stock. Long legs. Heavy bottom. \$3.50 per pair.

Card Systems Loose Leaf Systems Duplicating Systems. And other up-to-date methods are some of our latest features for which we hold royal exclusive. Students can enter at any time. Send for Catalogue.

J. S. Kerr & Son. The Child of the Town. See the woodland maples flame. While the night wind o'ers and clear is calling, calling, calling. That the autumn days are near. From the distant city din. A sweet voice cries "Away." And by pasture, lane and hillside. No more my footsteps stray.

Slipp & Hanson. BARRISTERS-AT-LAW. FREDERICTON, N. B. Solicitors for the Bank of Nova Scotia. Long distance telephone connection.

DEATHS

LEATON—In this city, on Oct. 16th, Edward, beloved wife of Andrew Leatch, leaving a husband and one daughter to mourn. KENNEY—In this city, on Oct. 5, Andrew Freeman Kenney.

STEWART—In this city, on Oct. 16, Mrs. M. A. Stewart, widow of Alex. Stewart, in the 86th year of her age. HARRIS—In this city, on the 17th inst., Miss Sarah Harris.

SHIP NEWS

PORT OF ST. JOHN. Arrived. Tuesday, Oct. 15. Stmr Calvin Austin, 2,583, Thompson, from Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Tuesday, Oct. 15. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Wednesday, Oct. 16. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Thursday, Oct. 17. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Friday, Oct. 18. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Saturday, Oct. 19. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Sunday, Oct. 20. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Monday, Oct. 21. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Tuesday, Oct. 22. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Wednesday, Oct. 23. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Thursday, Oct. 24. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Friday, Oct. 25. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Saturday, Oct. 26. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Sunday, Oct. 27. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Monday, Oct. 28. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Tuesday, Oct. 29. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Wednesday, Oct. 30. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Thursday, Oct. 31. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Friday, Nov. 1. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Saturday, Nov. 2. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Sunday, Nov. 3. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Monday, Nov. 4. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Tuesday, Nov. 5. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Wednesday, Nov. 6. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Thursday, Nov. 7. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Friday, Nov. 8. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Saturday, Nov. 9. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Sunday, Nov. 10. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

Went to Sea. Monday, Nov. 11. Stmr St. John, 1,200, Thompson, for Boston and Maine ports, W. S. Lee, pass and cargo.

WOODSTOCK MEETING

WOODSTOCK, Oct. 17.—The motive spirit amongst the citizens of Woodstock to improve the town and to secure a better telephone system, was the subject of a meeting held in the town hall, on the evening of Oct. 17.

The meeting was held in the town hall, on the evening of Oct. 17, and was attended by a large number of citizens. The meeting was held in the town hall, on the evening of Oct. 17, and was attended by a large number of citizens.

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ST. JOHN MARKETS

ST. JOHN MARKETS. In the produce market last week, beef again eased off in price a little, though pork, owing to the demands of the packing establishments, is half a cent dearer.

Western beef is now quoted at 5 and 5 1/2 cents a pound wholesale and country beef at 7 cents. Potatoes are held at 12 to 13 cents a barrel, carrots and beets are selling at 11 to 12 cents a barrel and turnips from 20 to 25 cents a barrel.

No change took place in the price of flour during the week, although in the present state of the market dealers say they would not be surprised if soon prices may again take a jump. Oatmeal is at present considerably higher than four years ago. Local meal is now reaching the highest point for many years. Roller oatmeal is now worth from 7 to 7 1/2 cents a barrel and standard oatmeal is held at 7 1/2 and 8 1/2 cents a barrel.

Country Market. Beef, western, per lb., 0.09 to 0.09 1/2. Beef, country, per lb., 0.07 to 0.07 1/2. Pork, per lb., 0.08 to 0.08 1/2. Mutton, per lb., 0.06 to 0.06 1/2. Chicken, per lb., 0.05 to 0.05 1/2. Turkey, per lb., 0.04 to 0.04 1/2. Eggs, per doz., 0.25 to 0.25 1/2. Butter, per lb., 0.20 to 0.20 1/2. Cheese, per lb., 0.15 to 0.15 1/2. Apples, per barrel, 1.50 to 1.50 1/2.

Three Crown loose muscats, 0.11 to 0.11 1/2. Four Crown loose muscats, 0.12 to 0.12 1/2. Fancy do., 0.13 to 0.13 1/2. Malaga do., 0.14 to 0.14 1/2. Malaga black, baskets, 0.15 to 0.15 1/2. New York do., 0.16 to 0.16 1/2. Currants, cleaned, 0.17 to 0.17 1/2. Raisins, 0.18 to 0.18 1/2. Dates, per lb., 0.19 to 0.19 1/2. Figs, per lb., 0.20 to 0.20 1/2. Prunes, per lb., 0.21 to 0.21 1/2. Apples, per barrel, 1.50 to 1.50 1/2.

Standard granulated, 4.50 to 4.50 1/2. Bright yellow, 4.50 to 4.50 1/2. Well as white, 4.50 to 4.50 1/2. Paris lump, 4.50 to 4.50 1/2. Pulverized, 4.50 to 4.50 1/2.

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GREATEST APPLE CROP ON RECORD

GREATEST APPLE CROP ON RECORD. Annapolis Valley Orchardists Figure on 750,000 Barrels.

GROWERS COMBINE. Will Pack Their Whole Output Under One Brand, and Guarantee Every Grade—Bridgewater Telephone Lineman Meets Horrible Death.

WOLFVILLE, N. S., Oct. 17.—A co-operative apple from the three counties of Hants, Kings and Annapolis will be considerably over \$2,000,000.

An accident occurred at Bridgewater on Tuesday, resulting in the death of Alvin T. Hobbs, lineman in the employ of the fruit packing company. He was killed by a large number of the leading orchardists of the Annapolis Valley. They purpose to pack their whole output under one brand and to put on the market apples so good that they will be the standard of the grade.

The orchardists of the Annapolis Valley are happy in the feeling that this year's apple crop will be the greatest for nearly a quarter of a century. It does not, in fact, eclipse any previous yield. At the present time only Miss Marjorie Harris, of the Hants county, has a difference of opinion necessarily regarding this, but at 600,000 barrels, and those also in a position to buy fairly expertly, go higher, and one gentleman, whose knowledge is thoroughly practical, gives it as his opinion that the yield of this year will reach 750,000 barrels.

Buyers are offering \$2.50 per barrel for all varieties. This means that the farmers will receive \$1,875,000 at least and perhaps \$2,000,000. These figures, however, represent only the amount of the crop that is to be transferred to the market. The amount taken out of the Nova Scotia Telephone Company, which was engaged with a young man, named Jayne, in making a change of the telephone line near the residence of Dr. J. P. Harris, was then the wires at the top of a pole about 25 feet from the ground. The wires were then transferred to a pole on the opposite side of the street. The man who was working was attached a number of wires coming from different points of the compass. When three of the wires in one direction were released, the pole swayed, snapping the wires and breaking the foot of the pole and falling to the ground with a crash and carrying with it the man who was working. He was killed on the spot. His body was taken to a hospital, but he died before he could be removed.

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COL. McLEAN FOR QUEENS-SUNBURY

Hon. Mr. Pugsley at Convention Says McKenzie & Mann Now Want \$30,000 a Mile for Valley Railway

TALKS ALSO ABOUT HIS PURITY SPEECH

Minister Refers to Mr. Hazen's Criticism of New Brunswick's Financial Position--Premier and Others Make Addresses--Dr. J. E. Hetherington's Name Before Convention, But He Withdraws.

At a Liberal convention at Gagetown Thursday, Col. H. H. McLean of St. John was unanimously chosen as the candidate for Sunbury-Queens at the next federal election.

Neither had Mr. Hazen accepted his challenge to submit the accounts to three lawyers, one to be selected by himself, one by Mr. Hazen and the other by the other two.

Mr. Pugsley also referred to the occasion on which certain charges for private telegrams were placed in the public accounts and explained that the mistake was made by a clerk during his absence in England.

Turning to a recent charge made by Mr. Hazen that the burden of provincial debt had rolled up to an enormous amount, Mr. Pugsley quoted the following financial statement given by the leader of the opposition:

Table with 2 columns: Item, Amount. Includes Bonded debt, International Railway bonds, Provincial bonds, etc.

Colonel H. H. McLean. Several friends went up from St. John in H. J. Fleming's gasoline launch Ben Hur, and arrived about 11 a. m.

The convention was held in the court house, which was crowded, and opened a little before two o'clock.

As soon as the meeting was called to order Dr. Peake, of Truro, nominated Col. McLean, E. L. Perry of Johnson parish, nominated Dr. J. E. Hetherington, and Dr. Hetherington, who was elected.

Mr. Pugsley contended that the accusation that the government had brought the province to that condition was a criminal charge against himself as a member of the government.

Mr. Hazen makes the debt of the province \$2,122,945.06 more than it actually is you will see that it is not merely a mistake on his part as the St. John man kindly said yesterday.

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called the circumstances which led to his accepting the portfolio of public works and spoke of his being chosen leader of the Liberal party in the province.

He was there, he said, to discuss domain issues but, as success depended so much on the character of a leader, he regretted he would have first to consider some provincial questions because of the unwarranted attacks of the opposition on himself and the government of which he was a member.

Mr. Hazen was gathered together with Mr. Pugsley and the other members of the provincial treasury had been plundered to the extent of \$48,000 by the ex-attorney general in the last six years.

Mr. Pugsley then said that the sum mentioned for service rendered in connection with the proceedings against the Dominion government to establish a claim which had brought the province \$283,000 and which amounted to ten years ago.

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Halifax and to the reception tendered to Sir Wilfrid Laurier and Mr. Fielding, Mr. Pugsley went on to speak of purity in elections.

Some attacks, perhaps he should say observations, by the press and public on the independent of the electors should prevail. He did not deny that money had been expended in the past by both parties, but it was hypocritical of politicians to claim that the virtue was all on one side.

Mr. Borden had been winning that he lacks respect in Halifax through money. He (Mr. Pugsley) had stated in Fairville that if there was anything he hated it was hypocrisy--and lying was as bad as anything else.

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OBITUARY. James E. Fairweather. Tuesday afternoon there passed to his rest at his home in Lower Norton, James E. Fairweather, a well known and highly respected man in his neighborhood.

Mr. Fairweather was a son of the late Thomas Fairweather, one of the United Empire Loyalists. Although he possessed the greater part of his life on the farm upon which he was born, he always took a very lively and effective interest in all public affairs affecting the municipality.

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GREAT CROWDS THROUGH THE MONSTER

Winter Clothing Sale!

NOW GOING ON AT THE Union Clothing Co. 26-28 Charlotte Street, St. John, N. B. Opposite City Market

A Genuine Sale Price on every garment and every garment is marked in Plain Figures.

DON'T MISS THIS SALE as it positively ends SATURDAY, OCTOBER 26, at Midnight.

WEDDINGS. Coburn-Golding. At 6:45 Tuesday morning in the Brussels street United Baptist church Miss Olive Blanche Golding, only daughter of Mr. and Mrs. John N. Golding, was married to Mr. George Coburn, of Boston, an official of the New England Telephone Company.

At the home of the bride's father, 106 Dorchester street, Wednesday, Mrs. G. G. Bishop, of Kentville (N. S.), was married to Miss Jessie P. Bain, daughter of John Bain, of this city.

The bride was unattended. Her costume was a tailored dress of royal blue cloth, with a wide hat of Copenhagen blue, trimmed with dove grey wings.

The groom's gift to the bride was a new and handsomely finished home at 64 Prince street, Melrose (Mass.), where the happy couple will make their home.

The death of Mrs. John McConnell, 107 Somerset street, occurred Tuesday evening, Oct. 15, at her home. She was an elderly lady, had been ill for some time. She is survived by her husband.

The death of Capt. Andrew Freeman Kenney took place Tuesday evening at his residence, 34 St. George street. The deceased was a widower. He is survived by his wife, formerly Miss Wheaton of this city.

Word of the death of Miss Mary Pheasant, of Newton Hospital, Newton (Mass.), reached here Wednesday and will be learned with much regret.

A pretty wedding took place in the Roman Catholic church at Golden Grove Tuesday at 5 p. m., when Michael L. Horgan and Miss Mary Maggie J. Hamill, daughter of the late Neil McLaughlin, were married by Rev. A. J. O'Neill.

The bride was unattended. Her costume was a tailored dress of royal blue cloth, with a wide hat of Copenhagen blue, trimmed with dove grey wings.

The groom's gift to the bride was a new and handsomely finished home at 64 Prince street, Melrose (Mass.), where the happy couple will make their home.

The death of Mrs. Sarah Harris which occurred at her residence, 68 St. James street, removes from the north end one of its oldest and most respected residents.

Mr. Harris had for more than thirty years been a resident of the north end, and for a long time lived with his wife, Mrs. Bogart, (now deceased).

Mr. Harris will be missed by many friends of his family who will be glad to hear of his recovery from his illness.

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Miss Agnes T. Kelley, who was attired in blue nun's veiling with hat to match. The groom was supported by John Kiernin, brother of the bride.

The groom's present to the bride was a gold necklace, and to the bridesmaid a gold chain and locket. The happy couple received many valuable presents, including cut glass and silver.

Mr. and Mrs. Kiley will reside in Bridge street.

At the home of the bride's father, 106 Dorchester street, Wednesday, Mrs. G. G. Bishop, of Kentville (N. S.), was married to Miss Jessie P. Bain, daughter of John Bain, of this city.

The bride was unattended. Her costume was a tailored dress of royal blue cloth, with a wide hat of Copenhagen blue, trimmed with dove grey wings.

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LOCAL NEWS. A meeting of the Senate S. S. Co. was held at Rothery Tuesday evening. The steamer Senla is to be repaired and go on the south about route again.

William Evans, of Milford, is to remove to Dalhousie to open a grocery business. He was postmaster at Milford for some years.

Earle Crocker, of the Royal Bank, Carleton Place, is home in Newcastle on a holiday for two or three weeks. Chatham World, Oct. 16.

Rev. F. S. Crisp, of St. Martins, who was brought to the isolation hospital Tuesday evening, suffering from smallpox, is