





## TO LET.

Advertisements under this head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

TO LET—Brick Cottage on Wright street, at present occupied by Mrs. J. H. Vassar. Will be fitted with bathroom and otherwise to suit a desirable tenant. Can be seen on Wednesday and Saturday afternoons. Apply to W. TREMAYNE GARD, 48 King street.

## HELP WANTED, MALE.

Advertisements under this head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

WANTED—A number of good laborers. Apply to J. P. CLAYTON, Superintendent Fernhill Cemetery.

WANTED—A boy, apply to JAMES McDADE, Hill Street.

WANTED—At once, one First-class Telegraph Operator, to work on coasting wire. Apply to E. C. BECK & CO., 72 Prince William Street.

WANTED—A compositor of about four years' experience at the Sun office.

GENERAL AGENTS WANTED in each town for special accident, sickness, identification policies and general insurance business. Liberal terms to reliable men. Write Box 274, Montreal.

## HELP WANTED, FEMALE.

GIRL WANTED—To do general housework. Apply to MRS. EDWARD A. EVERETT, 41 Sydney street, opposite St. Malachi's school.

WANTED—A capable girl, to whom good wages will be paid. Apply to GEO. H. WATERBURY, 220 King street, east.

WANTED—A housemaid, with references. MRS. T. E. G. ARMSTRONG, 217 Germain Street.

WANTED—Girl for general housework. MRS. ROBERT H. RUBINS, 33 Portland street.

WANTED—An experienced table girl, also a chambermaid. Apply at PARK HOTEL.

WANTED—A young girl to take care of a child during the day time. Apply during the evening to MRS. JOHN BURPEE, 31 Pleasant.

WANTED—A lady as stenographer and for general office work. Apply by letter to P. O. BOX 231.

WANTED—A girl for general housework. Apply to Mrs. G. H. HENNON, 87 Sewell street.

## WANTED.

WANTED—By a young man, a position as canvasser or general agent. Address P. S. care STAR Office.

WANTED—Young man (married) would like situation as janitor. Good references. Apply STAR Office.

WANTED—By two young ladies, two rooms with or without board, must be centrally located. Apply by letter to "W," care STAR Office.

WANTED—By a young lady, a position as stenographer. Has had several years' experience, and can furnish first-class references. Address A. B. C. care STAR Office.

WANTED—Persons wanting wire mattresses repaired can have them done by calling at 206 Union Street, head of Brussels.

## MISCELLANEOUS.

Advertisements under this head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

BOARD—Two gentlemen can be accommodated with board at 134 King street, St. John West.

WHITEWASHING and Kalsomining done to order. Orders left at Allan Turner's, No. 21 Charlotte street, or 223 Queen street. J. H. GRAVES.

## FOR SALE.

Advertisements under this head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

FOR SALE—One Walnut Top Counter, twenty-one feet long, and shelves. No. 40, FRASER, FRASER & CO., 71 Germain Street.

FOR SALE—One 14 in. x 12 in. Door, 6 ft. 6 in. by 2 ft. 8 in., with 2 glass panels. Apply Sun Printing Co., St. John.

FOR SALE OR EXCHANGE—A quantity of rooster or hen manure. No. 40, Colts. Apply to CRACK SHOT, Star Office.

FOR SALE—An ear lamp, complete, nearly new. Apply to Sun Printing Co., St. John.

FOR SALE—A quantity of steam pipes and iron, fifty-six pound weights. Apply at Sun Office, St. John.

FOR SALE—A Metal Furnace, capacity about 500 pounds. It has a fire brick lining, with smoke and ventilating pipes complete. Apply Sun Printing Company, St. John.

## LOST.

LOST—On Saturday night, May 2nd, a Gold watch chain with pearl handled pen knife attached. By way of Charlotte, King, Germain, Union, and Waterloo streets. Finder will receive a great favor by leaving same at this office.

LOST—On Saturday evening, a ten dollar bill, either in the City Market or Scott's Block, or between the two places. The owner will greatly oblige by leaving it at the office of this office.

LOST—A lady's black fur collar, on Sunday between the city and Ben Lomax. The owner will be obliged by return of it to this office or 14 Mill Street. D. H. SPRAIGUE.

**HAMM'S LIVERY STABLE**  
134 Union Street. Telephone 11.

HORSES BOARDED—Clean and Warm Stables, best care and attention.

DRIVING OUTFITS and COACHES for hire at any hour.

**DAVID CONNELL,**  
BOARDING, HACK and LIVERY STABLE,  
45 and 47 Waterloo St., St. John, N. B.

Horses boarded on Reasonable Terms. Horses and Carriages on Hire. Fine Fitting at short notice.

**EFFECT OF THE STRIKE.**

As yet there has been no noticeable falling off in the freight from Montreal to this city, but it is expected that delays will occur from this time until the end of the strike. The freight which is still being received here by both railroads was loaded in the cars in Montreal before the teamsters stopped work. Reports are to the effect that it is almost impossible to have even local freight bound either east or west loaded on the cars, and in consequence of this all importers here may expect to be put to considerable inconvenience.

**CAPT. ROBINSON ILL.**

(Moncton Transcript).  
The many friends in Moncton and Albert county of Capt. Wm. E. Robinson, will regret to hear that he lies critically ill at his home in Cheshire, England. No hopes are entertained for his recovery. Captain Robinson is a native of Hopewell Cape, Albert Co., and two years since Mr. and Mrs. Robinson visited Albert and Westmorland counties during the summer, and were guests of Ald. J. S. Magee for some time.

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (LTD.), at St. John, New Brunswick, every afternoon (except Sunday) at \$2.00 a year.

## ST. JOHN STAR.

ST. JOHN, N. B., MAY 6, 1902.

## CIVIC AFFAIRS.

The new city council, which is with one exception the old city council, has entered upon its duties. The mayor's assumption that the return of the old council was in a measure an endorsement of their course was quite natural and in a sense justified; for if the people had been greatly dissatisfied there would have been opposition. Something, however, must be conceded to the apathy of the public with regard to civic affairs, and it may be taken for granted by the aldermen that however satisfactorily they may have performed their duties last year they will be expected to make a better record in the year now begun. The fact that they will receive a larger allowance this year will not be considered at all in the matter, because it is probably agreed by the great majority of the citizens that the enlarged allowance is none too large if the aldermen attend faithfully to their duties. It is all right in theory to have aldermen who give their services to the city without any consideration, but the members of the St. John council are not rich men, and cannot be expected to give up so much of their time as is necessary to a proper performance of the duties of an alderman without a reasonable compensation. The people would no doubt be highly pleased if a group of wealthy citizens of high character would volunteer to attend to civic affairs from motives of pure patriotism, but no such offer has even been made, or is likely to be in the life of this generation.

Having conceded so much it is fair to affirm that since the aldermen have fixed a figure which they deem satisfactory, and since it has been agreed to without any outburst of popular disapproval, it ought to be earned. That is to say, the citizens, having cheerfully assented to the proposition of the council, have a right to assume that however faithfully civic duties may have been performed in past years there will be an even greater zeal in the time to come.

The council has before it some very important questions, which require immediate attention. First and most important of these is the question of harbor improvements. If St. John is to go on increasing its winter port business it must have more harbor facilities, and the council should expedite the matter by bringing to a conclusion as quickly as possible the conference with the board of trade committee, and urging upon the government whatever plans may be agreed upon by the two bodies. There is no time to lose.

Another important matter is that relating to the assessment law. There is a difference of opinion and a certain degree of friction between the council and the board of trade. It ought to be obvious to the gentlemen of the council as well as to those of the board that so long as there are divided councils in the city there is not likely to be much progress in the legislature, and that the sooner there is an end to petty personal feeling the sooner a measure of reform will be secured. The first step would seem to be to invite a friendly conference and forget everything but the interests of the city of St. John.

There is also the question of the ferry. There has been during the past few days a condition of affairs in regard to the ferry which no citizen can regard with complacency. It is surely possible to overcome the difficulty. The traffic between the east and west sides will grow greater every year, if the projected harbor improvements are carried out, and a recurrence of such a state of affairs as the present must be made impossible. Imagine for a moment what would have been the result if the ferry steamer had broken down in a busy week of the winter port traffic.

There is the perennial problem of the streets of the city. There was a hope, ill-founded it must be confessed, that a regular system of street improvement would be entered upon, with the result that in a few years the city could boast of at least some streets in a perfectly satisfactory condition. That can hardly be said of any street today in the whole city. Money expended has not yielded satisfactory results. There is continual complaint about the condition of streets and sidewalks, and there always will be, so long as the present happy-go-lucky system is endorsed by the council.

Nor will it be universally affirmed that the present system of water supply is satisfactory. Not infrequently when a fire occurs there is complaint about the water supply, and it is hinted that the service is not all that it should be. It is impossible to satisfy everybody, but even in regard to the waterworks system there may be room for improvement.

The new-old council therefore has before it a number of problems worthy of very serious consideration, and calling not only for the exercise of vigilance but the development of a decidedly progressive civic policy.

## LIFE INSURANCE.

The Insurance Press of New York has just issued its very valuable summary statement of life insurance payments in the United States and Canada for the year 1901, with much important information on the whole subject.

The total disbursements to policy holders and their beneficiaries in 1901 was in excess of \$250,000,000. Of this amount \$14,718,049 was distributed in Canada, over five hundred being in the list. The following shows the amount of life insurance payments made to policy holders and beneficiaries in some Canadian towns and cities in 1901:

Montreal	\$1,338,617
Toronto	1,238,036
Ottawa	540,618
Quebec	382,423
St. John	231,317
Hamilton	231,317
Halifax	158,500
London	99,265
Winnipeg	128,559
Victoria	82,896
Charlottetown	39,968
Annapolis	12,284
Antigonish	11,000
Sydney	7,000
Arichat	13,500
Bridgeville	11,424
Chapman	8,800
Dartmouth	18,865
Dorchester	6,686
Edmundston	8,228
Fredericton	49,100
Hampton	10,000
Hartland	6,000
Lunenburg	10,000
Mabou	12,000
McAdam	10,000
McDonald	8,000
Middleton	9,000
Moncton	19,115
Newcastle	9,000
New Glasgow	21,174
North Sydney	18,250
Rothesay	5,000
Shediac	4,000
Souris	14,000
Stanley	5,000
St. Andrews	5,000
St. George	11,000
St. Stephen	22,178
Summerside	6,048
Sussex	5,352
Tiverton	6,000
Truro	18,250
Yarmouth	26,223
Windsor	36,000

## LETTERS FROM THE PEOPLE.

## RE REDISTRIBUTION.

To the Editor of the Star:  
I am sorry to learn that your correspondent, "C," has re-read the sections of the B. N. A. Act which made "Canada" out of four provinces (or three provinces as the case were), and yet is unable to see that the word "Canada," made and defined so fully and clearly by competent authority, means in the act of creation what it says it means. The care which the makers took in the closing sections to prevent any infringement on the rights of the parties to the contract, in the event of other provinces coming in, counts for nothing with either of the original four, if they or any of them might be swamped by added territory.

Your correspondent fails to see "how the representation of our provinces, subject to constant change in population, is to be determined if Canada is to be only the Canada of the four original provinces." "C" must certainly be aware that the addition of other provinces was wholly a matter of negotiation and legislation. Great Britain having consented, and that the Canadian parliament has ample power and is under ample obligation to determine the representation to which they are entitled.

There seems no difficulty in regarding the Quebec as the basis of calculation and allotting members to the other three in proportion to population, and, after that is done, fixing the representation of the others in accordance with the terms on which they entered the union. If these terms are found in any respect unfair then parliament has full power to change them, but parliament has not power, I think, to change in any respect the relative states of the original four provinces as fixed by the Imperial Act. Clearly it would not be fair to do so, and I don't think it could be legal.

Yours,

MAY 5. PETER.

## RECENT DEATHS.

The death took place at Amherst very suddenly yesterday morning of Harvey Brownell, aged 64 years, one of Amherst's prominent business men. Deceased leaves a widow, who was a Miss Oulton of Joliette, N. B., and three sons, Fred, Aubrey and Boyd, all residing in Amherst, and one daughter, Mrs. George A. Andrews, Boston. Mr. Brownell was a native of Joliette, N. B., and carried on business for some time in Sackville, N. B.

The death occurred at Truro yesterday of Conductor William Henry Donkin, aged 71 years. The deceased married Miss Schurman, sister of A. C. Schurman, Truro; A. B. Schurman, Sydney; C. S. Schurman, Rodney, N. B.; J. W. Schurman, River Phillip, and S. P. Schurman, Montserrat. Deceased left four children—Mrs. W. C. Cutten, Walter S. Donkin, Madge Donkin, Mrs. J. Bentley, all of Truro. Mr. Donkin was not a member of the order of railway conductors, nor of any fraternal organization.

"COME FOR A SPIN WITH ME, MAUD."

Up with the first light of the sun, on with your sweater and away with me for a spin along the quiet country road—the hum of your wheel keeping time with the sweet rhythm of bird song and rustling leaf. Out beneath the overhanging elms with their dark green foliage, dew-glistening in the slanting rays of a new day, floating past the daisy dotted roadside sward, smoothly guiding our silent steeds. Ah fill your lungs with that breeze of clover-scented air. This is summer, that is a Canadian summer morning on a bicycle. A Canadian summer morning is enjoyable even in bed; to walk in it is delicious, but to glide swiftly and smoothly along some quiet path is to condense into a few minutes a panorama of sensations bed; to walk in it is delicious, but to feel to be appreciated, being felt, they cannot be expressed in words.

## THE VERONICA MURDERERS.

LIVERPOOL, May 5.—The grand jury today returned a true bill against Otto Monson, Gustave Rau, alias August Malah, and William Smith, alias Dickierhar, seamen of the British barque Veronica, of St. John, N. B., from Ship Island, Miss., who were indicted on the charges of murder and arson. The Veronica was burned at sea Dec. 25. The prisoners are charged with murdering Captain Shaw of that vessel and six other members of the crew.

## MORNING'S NEWS.

## LOCAL.

Bishop Kingston will hold confirmation at St. Mary's church next Sunday morning and at St. Luke's the same evening.

The electrical workers met last night and discussed the proposed union. The organization for the province of Quebec, installed the new officers.

Repairs having been completed to the rudder of the ferry star, Western Enterprise, it went on the route yesterday afternoon.

The Canada Cycle & Motor Co., Ltd., have sent to the Thistle Athletic Club, St. Stephen, a handsome water pitcher and tray, to be competed for on the 25th.

The government steamer Lansdowne, Capt. Bisset, will be ready next week to undertake her season's work. She will proceed first to locate the Lurcher buoy.

The new tug Lord Kitchener came up the harbor yesterday afternoon and will take in some coal. The tug is ready for operations, but she still requires some finishing touches at the hands of the painters.

At a meeting of the rifle club last night it was decided to have a match on the range on Saturday afternoon. All competitors can obtain ammunition by applying to Neil J. Morrison, the secretary.

J. Willard Smith, the selling agent here for the Gibson shingles, looks for the first cargo of the season today. The wooden shingle Alice is bringing them down and she left Gibson on the 2nd inst.

Thomas Bell is retiring from the firm of W. H. Thorne & Co., Ltd., to go to his home for himself. A complimentary dinner was given him at the Union Club this evening by the head of the firm.

Word comes from Campbellton to the effect that the grand concert Monday night under the direction of F. G. Spencer was a great success. The hall was filled. Miss Clary, Mrs. Spencer and Mr. Kelly were encored every time they appeared.

The Purmest liner Gulf of Venice, Capt. Cook, will after receiving a lot of general cargo here, proceed to Halifax, where a large shipment of lobsters will be taken in. The ship will call at Havre to discharge the lobster.

The drawing for the fast trotting mare Alex. T., by the Shamrock A. & B. Club, last night, resulted in the animal being won by John C. McNeill of Glace Bay, Cape Breton, with ticket C C 84. Much interest was taken in this drawing all over the maritime provinces. Several prominent citizens conducted the drawing.

The funeral services were held last evening of the six-year-old daughter of Mrs. Mayna Camp, of Main street, corner Harvey. The little one died on Monday after a brief illness. Mrs. Camp is a widow, her husband, William Camp, having been drowned on a trip to North Carolina. The dead girl was her only child.

St. John Amateur Minstrels had an excellent rehearsal last evening at the residence of Joseph A. Baxter, 168 St. James street, Monday evening, and it is expected that the performance to be given at the Opera House on May 18th and 19th by this excellent amateur organization will surpass any previous minstrel shows given by amateurs in this city. The full programme will be published in a few days.

Joseph Henderson has gone on duty as a messenger in the inspector's department of the post office.

His Lordship Bishop Mills, of Ontario, who has been here in connection with the jubilee of St. John's (Stone) church, was entertained at luncheon at the Union Club yesterday by Rev. J. de Souza, rector of St. John's. The dinner party numbered ten.

The stationery engineers held an enjoyable smoker last evening in Orange hall, Simonds street. Speeches were delivered by Dunham, E. W. Graham, W. H. McDonald, and Mr. Ganong. Wm. Terris gave a song. The serving of refreshments rounded out a very happy evening.

A large number of friends called at the residence of Joseph A. Baxter, 168 St. James street, Monday evening, and aided in the celebration of Mr. and Mrs. Baxter's wedding anniversary. William Fraser, on behalf of the committee, presented a handsome oak hat rack. A very pleasant evening was spent by those present.

**JACK McLEAN.**  
MONCTON, May 5.—Jack McLean and Frank Connolly were billed to box ten rounds here tonight. About 160 sports gathered to witness the bout, which lasted only four rounds on account of Connolly being rather a poor match for the big baseballist. McLean will go to St. John tomorrow to get into shape for baseball.

**SENT TO DORCHESTER.**  
SYDNEY, May 5.—George Dagher, who was convicted here two weeks ago of receiving stolen goods in connection with several burglaries and in whose behalf an appeal was made to the full bench and refused, was today sentenced to three months in the Dorchester Jail.

Chronic Constipation surely cured or money back. LAXA-CARA TABLETS, never fail. Small, chocolate coated, easy to take. Price, 35 cents. At drugists.

## MARRIAGES.

DEWDNEY-HANINGTON.—At St. James' church, on May 5th, by the Rev. John de Souza, D. D., rector of St. John's church, assisted by the Rev. E. Mathers, the Rev. A. D. Dewdney, rector of St. James', to Alice Ashwood, daughter of A. H. Hanington, K. O.

ADAMS-OGGSWELL.—At Centenary parsonage, May 5th, by the Rev. Geo. P. Campbell, Wm. Adams of Dorchester, N. S., to Mary Ellen Oggswell of St. John.

CAMERON-WILSON.—At the Free Baptist parsonage, Victoria street, May 5th, William R. Cameron, of Greenwood, Kings Co., to Susan E. Wilson, of St. John.

## DEATHS.

WHITTAKER.—At his home, 105 Wright street, on May 4th, Edward L. Whittaker, aged 48 years.

WARD.—In this city, May 4, Julia E. widow of Charles C. Ward, and daughter of the late A. J. Wetmore, of St. George, N. B. Burial at Mount Pleasant.

GANTER.—At Woodstock, N. B., May 5, John B. Gantier, aged 82 years. (Bangor and Boston papers please copy.)

CHAPPEL.—At Moncton, May 5th, Jack Whillard, son of John and Florence T. Chappell, aged 6 months.

TERRY.—At Shediac at residence of her son, Wm. Terry, on the 5th inst., Margaret Terry, widow of the late Henry Terry, aged 72 years. Leaves three children to mourn their loss—Mrs. Wm. Baker, of Gardiner, N. S., George and William Terry, of Shediac.

## Manchester, Robertson, Allison, Limited.

## Ladies' Knitted Golf Vests, Blouses and Jackets.

For golfing and general outing purposes nothing equals the Knitted Garments now so popular. The vogue this season promises to be greater than ever.

Thursday Morning, May 7th, we will place on centre counters, ground floor, a fine range of this season's newest styles in LADIES' KNITTED GOLF VESTS, BLOUSES AND JACKETS, which devotees of outdoor exercise will do well to examine.

Ladies' Knitted Golf Vests, dark fancy effects, \$1.00, \$1.10, \$1.35.

Ladies' Knitted Golf Blouses, plain white, plain cardinal, \$1.50.

Ladies' Fancy Knitted Cashmere Golf Blouses, plain cardinal, plain white, and light blue with white stripes, \$1.50, \$1.65.

Ladies' Knitted Golf Jackets, double breasted, plain white, plain cardinal, \$1.50. Glass Counters, near elevator, ground floor.

## The Biggest Bargain Ever Offered in Men's Rainproof Coats.

A small lot of Men's English Rainproof Coats, sizes 38, 40, 42 only, will be cleared at \$5.00 each. Regular \$10.00 coats, but these are samples and odd garments. A small quantity only. Will not be sent on approval or exchanged.

Men's Clothing Department.

M. R. A'S. UNRIVALLED \$10.00 SUITS FOR MEN.

## FURNITURE DEPARTMENT. Baby Carriages and Go-Carts!

Easy Riding, Easy Wheeling Carriages. Very Best Made. Most Reasonable Prices.



**\$12.00** RECLINING GO-CART, Oak Enamel, Upholstered Seat and Back, Lace Covered Parasol.  
**\$15.00** RECLINING GO-CART, Oak Enamel, Upholstered Seat and Back, Lace Covered Parasol.  
**\$18.00** RECLINING GO-CART, Oak Enamel, Upholstered Seat and Back, Lace Covered Parasol.

WRITE FOR BABY CARRIAGE CATALOGUE.

## Manchester, Robertson, Allison, Limited.

## THE COLUMBIA

Demonstrates Her Superiority Over the New Reliance.

GLENN COVE, L. I., May 5.—It required just 20 minutes for the peerless cup defender Columbia to demonstrate today that in a light wind and beating to windward she is a better boat than the new Herreshoff cup yacht Reliance. Starting from a position to leeward and slightly astern of the Reliance, the Columbia sailed through the new boat's lee, tacked across her bow and in the next leg of a mile and a half increased her lead to nearly a quarter of a mile. The Reliance then withered. When the Columbia went through her lee the Reliance kept off and voluntarily gave up the advantage of her windward position, but she was none the less decisively and emphatically outclassed. This was the first brush between the two boats. The sea was as smooth as a pond. The two boats with the Constitution had been put out for a spin in an air that was little better than a calm. The Columbia left her moorings in a perfectly steady breeze and stood off into the Sound.

A quarter of an hour later the Reliance got under way at New Rochelle and still later the Constitution left Glen Cove for a spin. The boats were five miles apart and moving slowly. After sailing about in that fashion for a while, the Columbia headed for Glen Cove, and the Reliance followed her. The Reliance caught a freshening breeze and setting a big jib topsail went romping off down the Sound to within a few minutes of the Columbia. Ten minutes before the Reliance was to start she was ahead of and to the windward of the Columbia.

Both boats carried mainsail, staysail, working jib and small topsails. Reliance was carrying a reaching jib topsail, while the Columbia wore a baby one, better fitted for windward work. Reliance held her position only a few minutes. As the breeze freshened the Columbia drew up on her rival in astonishing fashion, ran by her to leeward and in ten minutes was leading the new boat by lengths. Columbia heeled easily while the Reliance stood up much more stiffly, though carrying more canvas.

With the Columbia leading under her lee bow, Reliance kept off and fell into her wake nearly 200 yards astern. As they tacked, both boats took in their jibtopsails and stood across the mouth of the harbor, the Columbia to windward and leading. Though Capt. Barr gave the Reliance a hard pull and then pinched her into the wind the Columbia steadily drew away from her, seeming to go faster and sail nearer to the wind. Both boats held on this tack for about eight minutes, and then Columbia came about and headed for her moorings.

Reliance followed her about in about half a minute, and then the Columbia's lead became apparent. She was a quarter of a mile ahead. Reliance followed in her wake, but the Columbia was easily dropping her, seeming to carry the better wind. Half way to the moorings the Reliance tacked and

The Attractions of Our stores are Their Low Prices.

## D.A. KENNEDY

(Successor to Walter Scott),

32-36 King Square, St. John, N. B.

## Some Big Bargains Here This Week for Cash Buyers.



## THE STRIKE

At Montreal—24 Cargo Laden  
Vessels Hung up in Port.

Shipping Men Say This is a National Fight and That Canada Will Not Submit to Dictation From Washington on Any Terms.

MONTREAL, May 5.—The longshoremen's strike grows in seriousness without signs of settlement. The entire harbor is congested with shipping.

The rush of business to the port since the opening of navigation has been unprecedented. At noon there were no less than 24 cargo-laden vessels in port. A greater volume of shipping has seldom been berthed in the harbor so early in the season. Under ordinary circumstances the resources of the port would have been taxed to the utmost to handle the business adequately and expeditiously. The circumstances under which the work in the harbor is being conducted today are a force of about 1,100 men is at work discharging vessels. Between fifteen and twenty teams manned by non-union crews, are engaged in transferring the cargo from the wharves to the freight cars. Not more than half of the accommodation has been erected. The wharves are choked with cargo, which there are no teams to remove. On each of the ships no work is being done, either owing to lack of berth room or lack of wharf space to deposit cargo. Vessels are lying two abreast at some of the piers, and recent arrivals are unable to get near the docks. The independent labor bureau succeeded in getting about two hundred men to wharves since last night.

The railway position has assumed an entirely new phase. Yesterday's decision to decline all freight of a perishable character has been enlarged so as to embrace all kinds of freight.

The Grand Trunk freight management issued today a notice instructing agents to accept no freight, whether domestic or export for Montreal until further notice. This is because the Grand Trunk sheds, yards and sidings are choked with cars. The management fears that if it continued to bring cars here for which the freight cannot be moved, it will seriously cripple the entire system.

The Canadian Pacific will only accept freight at the owner's risk.

The appeal of Mayor Cochrane to the prime minister for regular troops to replace the volunteer militia guarding the docks, was answered today, when the minister of militia offered to send regulars from Toronto and Quebec and maintain them here if the city of Montreal would pay cost of transportation. The city has agreed to do this. One company of the corps at St. John's, Que., has already arrived.

Today two more strikes developed. Four hundred employees of ash and door factories quit work to enforce demands for minimum \$2-3 etc. an hour. Employees of the Canadian Transfer Co. 75 in number, went out in sympathy with other teams. This means that no heavy baggage can be transferred between railways, hotels or steamships unless by cabmen.

Canadian Pacific liner Montrose, with 1500 tons of general cargo for Montreal, is being discharged at Three Rivers, 90 miles below Montreal. She will come here to load.

As a result of the strike, the board of trade is drawing up a bill, asking parliament to compel labor unions to incorporate and making it illegal for anybody to strike or import strike goods. Robert Bickerdike, M. P., will father the bill.

Peirs Davidson, representing the shipping men, today, gave out this statement: "This is a national fight and we shall not submit to the dictation of Washington over Canadian trade and labor, even if the trade of the country is temporarily tied up in the struggle."

LONDON, May 5.—In the course of interviews today, prominent Canadian shipowners said that the shipping federation was nearly all composed of British shipowners. They were determined to ship thousands of laborers to Montreal, and if necessary to lodge them on board the ships. There had been no strike of a similar magnitude in many years, hence the federation had a full purse, which was made up by annual subscriptions. The object of the federation, he said, was to handle cargoes of subscribers in case of a strike at any port.

It is the feeling among shippers here that the strikers must be beaten. The shipping trade generally is so depressed that extra wage expenses is impossible.

OTTAWA, May 5.—At a meeting of the cabinet this evening it was decided to call off all arrangements for sending regular troops to Montreal.

Mayor Cochrane wired to defray all expenses in connection with the force, including pay and transportation, reserving the right, however, to demand a refund later. The government will not listen to any condition to that end, and withdrew its offer. Men were to have been brought from Quebec, Fredrickton and Kingston.

TWO STEAMERS AT HALIFAX.

HALIFAX, May 5.—The German R.R. Adria arrived this p. m. from Hamburg and the Allan liner Mongolian from Liverpool. They brought between them 2,000 immigrants. The Adria had 1,800, mostly Hungarians, Galicians, Roumanians and Bohemians. The Mongolian's 700 are largely English and Scotch. The whole crowd, except 120 from the Adria, are bound for Canada. The Adria on Sunday passed an iceberg on the edge of the banks of Newfoundland which was 70 feet high and 500 feet long. Two deaths occurred on the Adria, both children, who were buried at sea.

## TRANSCONTINENTAL RAILWAY.

The regular meeting of the board of trade was held yesterday afternoon. W. M. Jarvis presided. The members present were T. H. Bullock, J. Hunter White, W. S. Fisher, W. F. Hatheway, S. E. Hall, A. C. Currie, C. F. Kinnean, D. J. McLaughlin, P. H. Arnold, H. A. Austin, H. B. Schofield, C. M. Bostwick.

Norman R. Burroughs, representing the Union Bank of Halifax, was elected to membership on the board. Mr. Jarvis read a letter from Engineer Anderson, of the Dominion government, stating that he would probably be here next week in connection with a communication was read from the Teamsters' Union asking for permission to discuss the question of Sand Point trucking with the council of the board of trade. Arrangements will be made for a meeting some evening soon.

Mr. Jarvis announced that the board of fire underwriters had by their investigation before Magistrate Rupp, located the origin of the Sand Point fire in a box in the carpenter shop of No. 3 warehouse. It had also been ascertained that there was an ash bin in this shed containing all kinds of rubbish, including oil and shavings. It was very fortunate that the fire occurred just at the time it did. He attributed the early stopping of the fire largely to the work of Mr. Thomson's tug Neptune and to the intelligence of some two citizens who had directed the firemen to fight the blaze from the elevator and through the conveyors.

A letter was read from the Montreal board drawing attention to the importance of the fifth congress of the Empire in Montreal, Aug. 17, 18, 19 and 20 of this year. This congress, which is of vast importance to the Empire, has never before been held outside of Great Britain, and Canada, in securing the honor of entertaining it, has won a great privilege and obtained a grand opportunity.

The transportation and freight committee, which met at noon yesterday morning, considered the following resolution, which was moved by D. J. McLaughlin and seconded by W. F. Hatheway:

Whereas the application by the Grand Trunk Pacific R. Co. to the Dominion government for a charter to build a trans-continental railroad, provides that the company shall build easterly from Gravenhurst to Quebec City, but does not provide that such company shall extend through New Brunswick to an Atlantic port.

Therefore Resolved: That we ask the New Brunswick legislature to petition the Dominion government not to grant such, or any trans-continental railway charter unless distinct provisions be made for extension of such line through the Maritime Provinces to the winter seaports in those provinces, and unless rigid guarantees be exacted that only Canadian seaports should be used, both in summer and in winter.

And further resolved: That in case the New Brunswick legislature decides to grant charters to intermediary companies for the purpose of extending trans-continental railroads through New Brunswick, we strongly favor the St. John River Valley route as of great benefit to the country.

The winter port statement for the year was presented, but errors were discovered in it and it was handed back to the secretary for correction before publication.

A letter from the Pretoria chamber of commerce looked forward to a growth of trade between Canada and South Africa.

Hon. James Sutherland, minister of marine, wrote that the government was giving its attention to the telegraphic service with Prince Edward Island.

A letter from the Methodist temperance and moral reform department asking for a resolution of the board with regard to the suppression of political corruption, was received.

Meeting adjourned.

## ST. JOHN DEANERY.

The St. John deanery met at St. Jude's church, Carleton, yesterday morning. There were present Revs. Mr. Hoyt, Dicker, Raymond, McDonald, McKim, Sampson, Scovill, McKell and Bacon. After service in the church there was a meeting at Rev. Mr. Scovill's rooms, at which the usual routine business was transacted. A chapter of the Greek Testament was read, followed by a discussion.

Rev. L. A. Hoyt and Col. J. R. Armstrong were elected to represent the deanery on the home mission board at the synod.

Rev. Dr. Raymond and J. K. Scamell were elected a standing committee on Sunday schools.

No action was taken as regards electing a governor for Kings College. J. R. Campbell remains the representative.

An interesting discussion took place on inter-parochial relations. Among the subjects considered were inter-changing of pulpits and uniform hymn books.

The next meeting of the deanery will be held in August at Musquash.

## I. O. F. WORK.

A meeting of the central committee, I. O. F., was held last night at the office of the chairman, E. R. Chapman. Representatives were present from nearly all the courts in the city and vicinity and the reports were very encouraging. It was decided to celebrate the anniversary of the Order by attending divine service on the day fixed by the supreme executive. The usual committees were struck and the meeting adjourned to meet again on Tuesday, 12th instant, at 8 o'clock.

Wm. J. Southern, who is working in the city in the interest of the Order at the present time, called in at the close of the meeting and discussed the work with the members present.

## FOUND DEAD IN BED.

AMHERST, N. S., May 5.—Harvey Brown, aged 64 years, died in bed some time before morning. His son, sleeping with him, made the discovery on waking. The deceased kept a butcher shop on Havlock street. He leaves four children.

## BASE BALL.

National League Games Yesterday.

At Pittsburgh—Pittsburgh, 4, St. Paul, 3. Chicago, 10, Philadelphia, 1. St. Louis, 1, Cincinnati, 0. Boston, 1, New York, 0. Baltimore, 1, Philadelphia, 0. Cleveland, 1, St. Louis, 0. Detroit, 1, Chicago, 0. Milwaukee, 1, St. Paul, 0. Washington, 1, New York, 0. Philadelphia, 1, St. Louis, 0. Cincinnati, 1, Baltimore, 0. Cleveland, 1, Detroit, 0. Milwaukee, 1, Chicago, 0. Washington, 1, Philadelphia, 0. Philadelphia, 1, St. Louis, 0. Cincinnati, 1, Baltimore, 0. Cleveland, 1, Detroit, 0. Milwaukee, 1, Chicago, 0. Washington, 1, Philadelphia, 0.

At Philadelphia—Philadelphia, 1, St. Louis, 0. Cincinnati, 1, Baltimore, 0. Cleveland, 1, Detroit, 0. Milwaukee, 1, Chicago, 0. Washington, 1, Philadelphia, 0.

At New York—New York, 1, St. Louis, 0. Cincinnati, 1, Baltimore, 0. Cleveland, 1, Detroit, 0. Milwaukee, 1, Chicago, 0. Washington, 1, Philadelphia, 0.

At St. Louis—St. Louis, 1, Cincinnati, 0. Baltimore, 1, Cleveland, 0. Detroit, 1, Milwaukee, 0. Chicago, 1, Washington, 0. Philadelphia, 1, St. Louis, 0. Cincinnati, 1, Baltimore, 0. Cleveland, 1, Detroit, 0. Milwaukee, 1, Chicago, 0. Washington, 1, Philadelphia, 0.

At Cincinnati—Cincinnati, 1, Baltimore, 0. Cleveland, 1, Detroit, 0. Milwaukee, 1, Chicago, 0. Washington, 1, Philadelphia, 0.

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At Detroit—Detroit, 1, Milwaukee, 0. Chicago, 1, Washington, 0. Philadelphia, 1, St. Louis, 0. Cincinnati, 1, Baltimore, 0. Cleveland, 1, Detroit, 0. Milwaukee, 1, Chicago, 0. Washington, 1, Philadelphia, 0.

At Milwaukee—Milwaukee, 1, Chicago, 0. Washington, 1, Philadelphia, 0.

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At Washington—Washington, 1, Philadelphia, 0.

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## THE COMPENSATION ACT.

Trades and Labor Council Pass Resolution of Protest.

The Trades and Labor Council met in Berryman's Hall last night and stamped their disapproval upon the bill entitled an act respecting the liability of employers for injuries to workmen, which is before the legislature at Fredericton. The resolution which they passed reads as follows:

Resolved, that the Trades and Labor Council do not accept the present laborer's compensation act; and further resolved, that we do protest against any class of labor being debauched from the protection of this act; and further resolved, that we do not accept any compensation act that does not embody the principles of the New Zealand act.

During the discussion it was stated that Hon. Mr. Pugsley, in reply to Mr. Purdy, said that an employer would not be liable for damages to a longshoreman injured by a deal slipping out of his hands. Those who spoke on the matter claimed that the majority of injuries sustained by longshoremen were caused by the slinging of deals. It was contended that an inferior workman might be placed at certain points of danger to save expenses to the employer and cause bodily injury to a laborer without a remedy under the proposed act.

One important objection was that competent laborers by reason of the mercy of inferior laborers, that if injured through the negligence of such laborer they could not recover damages.

Section 5 of the bill, which was most strongly objected to, reads as follows: "If any person, or his legal representative, or any person entitled in case of his death, shall not be entitled under this act to any right of compensation or remedy against the employer in any of the following cases: (a) where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(b) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(c) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(d) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(e) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(f) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(g) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(h) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(i) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(j) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(k) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(l) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(m) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(n) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(o) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(p) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(q) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(r) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(s) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(t) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(u) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(v) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(w) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

(x) Where personal injury is caused to such workman by reason of any defect in the condition or arrangement of the ways, work, machinery, plant, building or premises of the employer, unless such defect was not discovered by reasonable inspection of the employer or of some person entrusted by him with the duty of seeing that such condition or arrangement is proper."

## NATURAL HISTORY SOCIETY.

The regular meeting of the Natural History Society was held last evening. Senator Ellis, the president, in the chair. Two fine specimens of serpentine rock (ophite) found on Lookout Hill in Rockwood Park were presented to the society by Dr. G. F. Mathew; several specimens of continental marine fossils issued by the State of Maryland at the time of the American Revolution, from Miss Beale Bowman; and a large number of pamphlets and periodicals for the library from different governments and societies.

A Gordon Leavitt read a paper on the structure of birds, explaining several types and showing a complete skeleton of the semi-palmated sandpiper and many other finely mounted specimens from his own well equipped museum.

J. W. Banks followed with a paper on birds and their nests in which he described with the evident sympathy of a bird-lover the nesting habits of some of the feathered tribe, and showed many beautiful and ingeniously constructed nests from his own collection. Mr. Banks pointed out that many birds have their own foraging grounds adjacent to their nests and do not interfere with the foraging grounds of other birds—an observation of the homestead law that is not always found among higher animals.

A hearty vote of thanks was tendered the readers of the papers and a very interesting discussion took place on some of the points brought out. The president gave some good advice to the many boys present about protecting birds and their nests. Such industrious and ingenious little workers are deserving of our regard and protection.

A SAD DEATH.

Officer Crawford, of the St. John police force, received a fatal blow yesterday in the death of his brother-in-law, John B. Genter, of Woodstock, after a short illness of pneumonia. A family of four small children survive. Only three weeks ago Mr. Genter died, thus the children within one month are bereft of mother and father. Mr. Genter was a native of St. John. He was a valued official of Woodstock and his comparatively sudden death has caused much sorrow. He was 45 years old. The funeral will take place on Thursday. Officer Crawford and his brother Henry Crawford, will leave for Woodstock this evening to attend the funeral.

TEMPLE OF HONOR OFFICERS.

The following officers of Victoria Temple of Honor, No. 2, were elected April 28th and installed last evening by F. A. Estey, D. G. W. T.: Frank McFarlane, W. C. T.; J. McMurray, W. V. T.; W. C. Simpson, W. R.; Albert Chamberlain, W. A. R.; F. A. Estey, W. F. R.; D. McNally, W. Lynch; Ald. Wm. Lewis, W. Chap. J. Trench, W. usher; T. E. Simpson, W. D. U.; G. T. Whitenet, W. G.; A. Maiten, W. S.

R. K. Y. C. QUARTERLY.

New Members Elected—Annual Cruise Begins May 23rd.

The quarterly meeting of the Royal Kennebecasis Yacht Club was held last night with Commodore Macdonald in the chair. The following new members were elected: Hon. Wm. Pugsley, R. C. Elkin, J. H. Ritchie, Thos. Gallivan, J. C. Miles, R. O. Skinner and F. C. Trives. A committee was appointed to make arrangements for better transportation to Millidgeville.

The report of the commodore was very encouraging showing a good balance to the club's credit in the bank. It was decided to have a club cruise on the 23rd to the 25th of May. The entry of R. C. Elkin means the addition of the steam yacht Hudson, recently built for him.

TEAMSTERS WILL CONFER WITH BOARD OF TRADE.

The teamsters' union met last night at Berryman's hall where they have comfortable quarters. A committee consisting of Samuel Kelley and F. W. Kirkpatrick was appointed to confer with the council of the board of trade in reference to the misunderstanding about the teamsters being unwilling to go to Sand Point for goods.

It was decided to hold a meeting of the union every Tuesday instead of every first and third Tuesday as heretofore.

For applications were received for membership.

LUMBERING AT MUSQUASH.

The Knight firm will operate the saw mill at Musquash this season, despite the fact that their large timber limits and the mill were some time ago sold to a syndicate which expected to erect a large pulp mill to replace the present lumber manufacturing establishment. During the winter some four million feet of logs were cut and they will come along in a satisfactory way. It is thought the mill will begin operations in a week or so.

RECEPTION TO LT. COL. WHITE.

The officers of the 62nd Fusiliers held a smoker at their headquarters, Charlotte street, last evening in honor of Lt. Col. White, D. O. C. Lt. Col. Sturges spent the evening with the regiment and was present, and in addition to Lt. Col. White, Messrs. Fox, Tod, Bell, Brown and Lt. Col. White, Lt. Col. A. J. Armstrong, Lt. Col. MacLaren and Surgeon Col. March attended. It proved a very enjoyable affair.

A GENTLE HINT.

(Chicago Post.)

He had taken the curtain lecture meekly, but at the conclusion he remarked casually:

"Now, there's the case of that woman who was accidentally pushed under water while she was in bathing."

"What of her?" "his wife demanded."

"Why, if she had learned to keep her mouth shut," he answered brutally, "she wouldn't have drowned before she reached here."

## MORNINGSIDE PHILOSOPHY.

It does not necessarily follow that a man with flowing locks has water on the brain.

An original



