

THE I. O. F.

The City of Toronto Extends Its Hospitality.

Interesting Address by the Mayor—Supreme Court Opened—Moonlight Excursion.

Lower Province Men Present—Extract from Supreme Chief's Report—Some Proposed Changes.

TORONTO, Aug. 26.—Three years ago the supreme court of the Independent Order of Foresters met in London, England. The party that went over from New Brunswick consisted of Le Baron Coleman, F. W. Zimmerman, A. W. Macrae, William Klighorn, G. G. Sovill, M. P. P., John McAllister, M. P., and A. M. Belding. Judge Wedderburn was also there, but went by a different route.

All of the above except Aid. Macrae are now in Toronto, and there are also with us Dr. B. M. Mullin of St. Mary's, W. W. Wells, M. P. P., and J. S. Fleming of Newcastle. Mrs. Mullin and Mrs. Fleming accompanied their husbands. The whole party, except Judge Wedderburn and Aid. Kinghorn, who had arrived previously, came together over the I. C. R. to Montreal, arriving there yesterday afternoon. F. M. Logan of Wolfville, a Nova Scotia representative, was on the same train. He and W. W. Wells, M. P. P., came to Toronto via the C. E. R.—the rest of the party via the Grand Trunk, all arriving here in time for breakfast this morning. E. J. Heiser of Halifax is here, and John Suckling of Truro will come in from the "rifle ranges at Ottawa, these two with Mr. Logan, the N. S. delegates. Editor W. B. Alley of the Colchester Sun and Mrs. Alley are also here, and F. S. Jost, J. M. Clark and L. U. Fowler of P. E. Island.

The Sun man, minus coat, waistcoat and shoes, with two white windows open beside him, is now, at 11 a. m., yearning for a breath of St. John air. They say it is 84 degrees in the shade here yesterday.

THE TRIP TO MONTREAL. The journey over the I. C. R. to Montreal was a very pleasant one. Travel is heavy at this season, and our train had twelve cars when it arrived at Pointe-Lévis.

Three years ago, on route to England, "the judge" (from Seckville) left one coat in the Pullman car, and later on had to send a flying courier from Rimouski wharf back to the town for another one. He is a little forgetful at times. On Tuesday night he boarded the train at Moncton with three coats on his arm. But he would sacrifice them all today for a breeze from Tantramar. The first remark that Supreme Auditor Fitzgerald made on board the train at Moncton was a wish that we had brought an Atlantic breeze along with us. It is when one strikes this climate that he learns to appreciate the merits of the summer breezes by the shores of Fundy.

Our train to Montreal had besides passengers and mail, two carloads of fish, packed in ice. When the Scottish raider in old days crossed the English border, he took with him the wherewithal to make his porridge. Whether the fishing boats of the river intended to keep the lower province brain in its normal condition hereaway, or whether the purpose was to feed these westerners and bring them up for the time being to our standard, is a question that may be left open for the present, but there was a demand for fried cod in the Wagner dining car before we reached Montreal.

The Wagner dining car is an institution in itself, and adds greatly to the pleasure of a railway journey. There are four of these running on the maritime coast (I. C. R.) between Halifax and Montreal. Ours was car No. 600, in charge of Conductor James Coleman of Halifax, who has been in the service fourteen years. There are two cooks, two waiters and a pantryman on this car. The car will seat twenty-nine guests at one time. Instead of fixed seats there are light, movable chairs. In one end of the car are sideboards for silver and table linen, and a cold storage closet for milk and fruits, a closet for ginger ale and other light drinks, also a pantry for glassware and dishes, preserved and the like. In the other end is a refrigerator where fresh meats, poultry and eggs are kept. The kitchen has a large modern range, also large ice chest for fish and meats, and shelves for dishes. Tanks supply hot and cold water. Everything about these cars is modern, and your order is filled just as it would be in a full course meal at a hotel. The service is prompt and excellent. These cars were introduced on the I. C. R. on June 21st, and Conductor Coleman told me that he and his aide run 3,000 miles per week. The maritime express is also equipped with the luxurious Wagner sleeping cars.

ON TO TORONTO. Arrived at Montreal, the party were met by D. O. Pease, district passenger agent of the Grand Trunk, and are indebted to him for much courtesy. Mr. Pease is a very busy man, but he found time to put the party in the way of spending the few hours pleasantly in Montreal, and in other ways attended personally to their welfare. It was a night run most of the way to Toronto, although for several hours in the morning the delegates enjoyed the glimpses of the lake and the panoramas of rich and highly cultivated farming lands seen from the car windows. It was noticeable here, just as it had been in Quebec province, that the grain crops looked exceedingly well. But there was this difference, that in Ontario the grain seems to be already largely harvested, while down along the I. C. R. in Quebec not much progress had been made, though the fields appeared to be nearly ripe. Evidently the grain matures earlier in Ontario. Nowhere did we see any signs of the rust which is making

havoc in the wheat crop of the lower provinces.

After breakfast this morning the Sun man and Le Baron Coleman went together to the new Foresters' Temple on Bay Street. Many delegates were already there, looking over the magnificent structure.

Mr. Coleman found himself at one among old friends, and was cordially greeted by men met in former years at sessions in various parts of the United States and elsewhere. There were also enquiries for Aid. Macrae, and regrets that he was not in attendance. Judge Wedderburn was met just at the door of the temple building and promptly put the St. John men in the way of inspecting the structure under the direction of a guide.

SUPREME COURT OPENED.

The supreme court was formally constituted at 2 p. m., in the spacious and beautifully furnished assembly hall reserved for that purpose. Life size portraits of Sir Wilfrid Laurier, who is a Forester, and of Oronhyatekha, M. D., S. C. R., adorn the walls, also a large group in oils of the members of the supreme executive. Small banners representing more than forty high courts are also on the walls, and numerous small flags, the Union Jack and Stars and Stripes are side by side in rear of the platform and joined together throughout the decorations. The furnishings of the hall are very elegant and beautiful, and an organ of rich tone lends impressiveness to the ritualistic words of the order in the opening, closing and other formal ceremonies.

After the delegates who had never before attended supreme court (there were one hundred new faces), had received the supreme court degree, the reports of the officers, printed together in a large book, were distributed, and committees appointed.

W. W. Wells, M. P. P., was appointed chairman of the distribution committee, and had the honor of submitting the first report to this session of the supreme court. J. F. Clark of P. E. Island was appointed on the finance committee; E. J. Heiser of Nova Scotia on that on the state of the order; and Wm. Klighorn on that on appeals and petitions. A. M. Belding and LeBaron Coleman are the lower province men on the press committee.

A CIVIC WELCOME.

Mayor Shaw of Toronto is a Forester, but he came this afternoon in his capacity of chief magistrate of the Queen city to invite the representatives to supreme court and their friends to a moonlight excursion on the splendid steamer Chippewa. This marked courtesy is extended by the corporation of the city of Toronto.

Mayor Shaw and Aid. Beal, also a Forester, were formally introduced and his worship made a very happy address. The people of Toronto were proud, he said, that the supreme court held its session here, and he was confident that his visitors would be interested before they left of the great interest the citizens felt in the doings of the I. O. F. He especially welcomed the visitors from the neighboring republic, whose good will we desire to have, and which he believed we have more than ever before. (Prolonged applause.) The two peoples should co-operate in promoting the sentiment of more cordial relations with the United States. (Renewed applause.) The feeling was mutual, but deep rooted, for the people have in common the object of the development of democratic government in its best form. As to the I. O. F., he knew it had greatly progressed in the last year, and without flattering him he was sure they all felt indebted to Dr. Oronhyatekha. (Cheers.) In these days of socialistic views, it is something to know that the old theory of the individualists is still supported by the fact that the individual energy and enterprise after all that any cause owes its success. To these qualities is the supreme chief ranger the order owes much of its marvellous success. The people of Toronto were proud of him, proud of the temple, and the speaker, as a Forester, was proud of the great work of the order.

Dr. Oronhyatekha replied in graceful terms. He remarked that the individual effort for which he had just been praised was being put forth by earnest men in all countries where the order exists, and to them credit was due. He added that the order now had a surplus of over \$3,000,000 in its treasury, and the 150,000 marks of membership had been nearly reached. After the deliberations of this court, and the changes to be made in the interest of the order, he was satisfied it would be the greatest fraternal beneficiary order on the face of the earth.

The mayor and alderman then withdrew, the whole court rising and singing "They Are Jolly Good Fellows." Some further business was transacted, and the court adjourned.

SUPREME CHIEF'S REPORT.

The following statement appears in the supreme chief ranger's report: "On the 1st July, 1898, we had a membership of 30,785, and our accumulated funds or 'surplus' amounted to \$1,346,528.58, showing that we had \$16.67 for each member of the order in good standing. "On the 1st July, 1898, we had 135,962 members, and our surplus stood at \$2,538,413.58, giving us little over \$21 for each member of the order in good standing. We have, therefore, gained in membership over all losses by deaths and lapses, during the last three years, no less than 35,197, or a net gain of 98 per cent. While this is in a measure satisfactory, our financial gains have been even greater, viz., \$1,510,187.10, or a net gain of 112 per cent., the rate of increase of the surplus being almost double the rate of increase in the membership. "We have instituted, since our last session, a system of examinations for three years ending 30th June last, no less than 1,203 subordinate courts and 7 high courts. During the same period we received 39,037 applications for membership, and for increased insurance benefits, of which 38,431 were accepted, and 10,548 were declined by the medical board. We also enrolled 15,568 new members in the sick and funeral benefit department. "During the same period we paid in benefits as follows:

Summary benefits: 33,241,877.29; Old age and pension disability benefits: 115,843.06; Total: 33,357,720.35; Total benefits paid during the three years ending 30th June: 22,728,547.81; Total: 10,629,172.54; Total benefits: 32,428,618.35; Total: 22,833.71

"I desire to draw your special attention to those which contemplate the extension of the benefits given by the supreme court, and the consequent necessary re-adjustment of the rates of assessments of the order. "In the first place it is proposed to create a new benefit to be known as an 'Old Age and Total and Permanent Disability Benefit.' It is contemplated that this benefit shall be granted only after a member has reached the age of seventy years, and shall consist of an annual payment to the member at each anniversary birthday until the whole balance of the policy shall be paid. In the event of the death of the member prior to the payment of the whole balance of the policy, the remaining sum shall be paid to the beneficiaries of such member. "In the second place we propose to create another benefit, which may be called the 'Old Age Pension Benefit,' under which a certain sum will be paid annually to the member himself during his lifetime, the amount of these annual payments being dependent on his expectation of life according to the 'Meech table,' which is the latest published American table. As this table represents the experience of thirty American offices it may well be called the 'American combined experience table,' and one which we can quite reasonably adopt as our guide. Under this proposed benefit a member holding a \$1,000 mortality benefit certificate going into force at the age of 70 would get, during his lifetime, \$100 annually, with \$100 as a 'burial benefit.' If a member does not go on this benefit till he is, say, 75 years old, the 'pension benefit' he would receive annually would be \$133, and so on the amount increasing till at age 80 the annual payment would be \$184. The one hundred dollars deducted is intended to be reserved as a 'burial benefit' for such members. The whole of the benefits of the order, if I tell you that it is necessary that there should be a re-adjustment of the rates of assessments. "Regarding the admission of ladies to the order, the report says: "Once more I recommend the admission of ladies to the order, and I am happy in being able to say that upon this occasion every member of the executive council joins in the recommendation. This amity has been reached, and whenever a member elects to take this benefit all rights of the beneficiaries of such member under his policy ipso facto ceases to determine. "You will not be surprised, in view of this extension of the benefits of the order, if I tell you that it is necessary that there should be a re-adjustment of the rates of assessments. 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For Sale, Wanted, etc., 50 cents each insertion. Special contracts made for time advertisements.

SUN PRINTING COMPANY. ALFRED MARKHAM, Manager.

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., SEPT. 8, 1898.

THE WHEAT POLICY.

The Sun professed to be very joyful yesterday, says the Telegraph, and the cause of its joy is its pretended belief that the wheat policy of the provincial government is a failure and that the farmers of New Brunswick have lost money by it.

THE WAR OUTLAY.

Mr. C. De Thery, writing to the United States magazine, makes it appear that the United States has spent more money than Great Britain in war and charges. This writer computes the cost of the British army and navy in 1883 at about \$62,000,000.

NEXT WINTER'S SERVICE.

A seven-day service between Moville and Rimousin in summer and an eight-day service between Moville and Halifax in winter is the standard of speed set by the government for the Atlantic service during the next two years.

THE DREYFUS PUZZLE.

Three years ago the dramatic scene of the degradation of Captain Dreyfus was exhibited to the world, and then the chief figure was hurried away to his solitary island prison.

PROVINCIAL NEWS.

ST. STEPHEN, Aug. 30.—A. C. V. Smyth and Ed. Smith, against John T. Turner and Edward Frye rowed a race on the river last evening as an outcome of the recent regatta.

SPEAK UP.

The Fredericton Herald, which has been finding fault with conservatives who are not actively engaged in the plebiscite, says that Mr. Fisher, the liberal prohibition leader, is "doing practical work for Canada."

THE DREYFUS PUZZLE.

The government organs have been maintaining that a mining commissioner in the Yukon district has a perfect right to stake claims and deal in mining properties, as some of Mr. Sifton's officers have done.

THE DREYFUS PUZZLE.

The position of chief justice of British Columbia, which D. C. Fraser, M. P., nearly got, has fallen to Mr. Justice McColl, the youngest judge of the British Columbia supreme court.

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THE DREYFUS PUZZLE.

The directors of the St. Stephen driving park announce a meeting for Tuesday and Wednesday, September 28th and 29th. The classes will be: 2,30, purse \$150; 2,24, purse \$150; 2,27, purse \$150; 2,19, purse \$200; all open to drivers and pacers.

THE DREYFUS PUZZLE.

Although the Catholic picnic, in the event of the season, was not so well attended as last year, yet a goodly number were present and enjoyed themselves thoroughly.

THE DREYFUS PUZZLE.

CHATHAM, Aug. 30.—The Orpheus Orchestra are making elaborate preparations for a social dance, in the Curling rink, on Friday evening, Sept. 8th.

THE DREYFUS PUZZLE.

Mr. P. M. Jack and family left for Scotland last week, where they will reside for some time.

THE DREYFUS PUZZLE.

Several wagon loads of people from Woodstock passed through here for Sunday's fishing on the lakes.

WE DON'T WANT THE BARTH.

If you have the least desire to try any of the cheap make-shift fences offered on every hand, your thirty neighbor has proven how much more durable and efficient the Collier Spring is to all others, we shall be glad to serve you.

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SEBASTIAN, Aug. 30.—Samuel N. Freese, high sheriff, received his commission appointing him returning officer for Kings county in re-taking the prohibitory vote in September, and was sworn in by Stipendiary Magistrate Henry W. G. Croxson on Tuesday.

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WEDDING, York Co., Aug. 29.—H. R. Grosvenor leaves for Peterboro, New Hampshire, on Wednesday, where his wife intends to undergo a surgical operation.

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WOODSTOCK, Aug. 31.—Irene Rickson was given a summary trial before Judge Stevens this afternoon. She was charged with breaking into the house of Rev. Jas. Whiteside, and stealing therefrom a large amount of clothing and furniture.

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WALSHEPOOL, Aug. 28.—Mrs. Alexander Black of Fredericton is visiting her niece, Mrs. Silas Mitchell, North Road.

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CITY NEWS.

Recent Events in and Around St. John.

Together With Country Items from Correspondents and Exchanges

When ordering the address of your WEEKLY SUN to be changed, send the NAME of the POST OFFICE to which the paper is going as well as the NAME of the office to which you wish it sent.

Remember! The NAME of the Post Office must be sent in all cases to ensure prompt compliance with your request.

THE SUN PRINTING COMPANY, issuing weekly 8,500 copies of THE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers, please make a note of this.

Wolville seminary opens on Wednesday, September 7th.

Mormon agents are now travelling through Nova Scotia seeking to make converts.

The Stanley, York Co., show and fair will be held on the 15th and 16th of October next.

The Woodstock Sentinel says that the rust is badly affecting the potatoes in Carleton county.

Dr. Edward C. Hart of Victoria, B. C., and Miss Margaret McPhee of Antigonish, N. S., were married at Vancouver, August 24th. Rev. E. D. McLaren officiating.

John A. Matheson, a prominent lawyer of Charlottetown, P. E. I., is on a visit to Vancouver, and is being shown around by his fellow islanders.

A car of turkeys was shipped to Boston by Frank Bates of St. Andrews on the 5th of August, the earliest date upon which such a large quantity of turkeys was ever sent out of Charlotte county.

A recent heavy shower in Halifax damaged the city streets to the extent of \$10,000. So says Engineer Doane.

The New Brunswick Telephone Co. are improving the long distance connection between Moncton and Fredericton.

J. N. Clark, a prominent hotel man, came to Houlton, Me., from Bangor, 19 days ago and opened Clark's hotel, died Aug. 27 from consumption. He leaves a wife and three children. He was a member of the First Maine Cavalry.

The wedding occurred at Stewiack, N. S., 1st inst., of Charles W. McMullin and Miss L. Blanche Huntly, daughter of James R. Huntley. Their many friends in this city will wish them a long and prosperous journey through life.

On Monday night, August 27th, the Winsloe, P. E. I., cheese factory was burned to the ground. The loss is estimated at \$3,000. About 274 boxes of cheese were in the factory, and these 104 have been saved. The building, plant and stock were protected by insurance.

When Great Britain gets into a war with Russia, France and a few other European powers, Admiral Fisher will probably use that Canadian government steamer, over which he floats the flag of France, to knock the British navy into small smithereens.

Says the Vancouver B. C. World, Aug. 25: Rev. E. D. McLaren this morning visited in marriage Dr. Edward Charles Hart of Victoria to Miss Margaret McPhee, who arrived yesterday by the overland express from Antigonish, N. S. The happy young couple left for their new home in Victoria, B. C., by today's steamer.

A number of the employees in the post office were agreeably surprised yesterday when they received their monthly checks and discovered an increase had been added to their salaries. E. B. Kelstead, A. T. Moore and A. W. Lingley, clerks, receive \$40 each more per annum; T. Damery, M. Macaulay, J. Thompson, J. T. Brown, J. McMonagle and C. W. Magee, letter carriers, and Geo. Harrison, janitor, get \$30 each more.

The death of J. J. McGowan's youngest daughter, Annie, at the family "cottage" on the Tracadie River, a few days ago, was very sudden and sad. The young lady complained of a headache on Saturday (27th) inst., but was not considered seriously ill. On Sunday she was troubled by vomiting. Her father went to Tracadie for medical aid, and when he returned he was shocked to find that she had just passed away. It is a terrible blow to the parents.

Says the Vancouver News of Aug. 24: John Hyland has brought from Telegraph creek the effects of Edward O'Brien, the unfortunate man who was killed by a falling rock as he was paddling up the Siskine in a canoe. The accident occurred two months ago, but it was not until recently that O'Brien's body was found in a log jam 30 miles below the scene of the accident. Mr. Hyland has telegraphed the news to O'Brien's relatives in Nova Scotia.

The last Klondiker to pass through Vancouver was George B. Moore of Woodstock, N. B., who left Aug. 22 for the east, having arrived by the Islander from Victoria. He came from the north by the Drifwood. Mr. Moore outfitted at Vancouver last year. He states that thousands of men are doing nothing at Dawson now, and there are sure to be from 10,000 to 15,000 come out before the new year.

Hubbard on Wednesday last week. A very pleasant time was spent.

NOVA SCOTIA.

When Coal Was But Little Used in Wolfville.

The Order of King's Daughters—Opening of the Plebiscite Campaign in Parrsboro—Scholarly Visitors.

HALIFAX, Aug. 30.—The French warship, Bignault, arrived at North Sydney today from Cuba. On Thursday she will sail for Quebec to take part in the Champlain celebration.

The cruiser Prosperine, recently built at Sheerness, is to be commissioned by the North American and West Indian squadrons.

The Norwegian brig Lynn, Capt. Hansen, which arrived from Iceland this morning, picked up two stray fishermen in a dory on the banks of St. Pierre, Mig., and brought them to the ship. They belonged to the French fishing smack Jean Baptiste and had been adrift for three days.

There have recently been several distressing cases of sickness in Halifax. Yesterday the death occurred of George Bennett, the three and a half year old child of James Bennett, fish dealer, from scarlet fever. While the undertaker was preparing to bury the child his little brother, Alfred B. Bennett, aged one year and eleven months, died from diphtheria. The death occurred in the same room where the body of George was lying in the coffin. Another child a few days old is also lying ill in the same room.

HALIFAX, Aug. 31.—The Honorable and Ancient Artillery of Boston have not yet decided whether they will make their annual excursion next month to Quebec or Halifax. Col. Duchesne, the present commander, is a native of Quebec, and may favor that city on this account. Col. Jacob Potter arrived here yesterday afternoon as a committee to report upon Halifax. He was met by Mayor Stephens, who impressed on him the many attractions offered by Halifax.

The bark Alice, plaster laden, from Fort-Berle for Chester, Penn., was wrecked at Glace Bay, C. B., at midnight, two and a half miles outside of Flint Island. The crew landed at Port Mordey. The Alice was about five hundred tons, is owned at Port Medway, and commanded by Capt. McLeod of Liverpool.

DIGBY, N. S., Aug. 31.—Two steam tugs have been detained here this week by Inspector of Customs Jones for carrying passengers in violation of the Steamboat Inspection Act. On Monday the tug Clonostor, from Annapolis arrived here, towing a small schooner which were towing two hundred and seventeen excursionists, neither the tug nor tug being licensed to carry passengers. The same day complaint was made to the minister of marine by the inspector of Customs, James of Yarmouth had been carrying passengers on the harbor here, in violation of the Steamboat Inspection Act. The maximum fine is five hundred dollars for both master and owners, and two years imprisonment for the master. In the latter case, and a maximum fine of two hundred dollars for towing an unlicensed scow, barge or boat. It is understood that similar precautions will follow all over the Dominion where the law has been violated. The danger they were running is jeopardized.

WOLFVILLE, N. S., Aug. 22.—Some of the citizens of the town, especially the merchants and residents on Main street, have for several seasons been sighing for a water supply. So the year 1875 were collected and the cart has arrived.

The port of Wolfville has presented quite a busy appearance during the past few days. Four vessels have been discharging, hard and soft coal for New York and Parrsboro. Some of the people remember when the first boat of coal was delivered in Wolfville, in 1864. A small cargo of Sydney coal was brought from Halifax, through Mr. Barrsboro, and the delivery of it was a striking contrast to the easy and effective methods of the present. Now one man is sufficient to put it in and store it, and the purchaser gives no attention to it, and thousands of tons are delivered without attracting attention. Then, a long team of three yokes of oxen and a horse was chartered, and a man went in advance to notify the householders. Two men in addition were employed to carry it, and in the long days it was piled up with a high and scored each bushel as it went in. The quantity to each family was necessarily small, as coal, of course, was not used at all in the cooking stoves, but reserved for the open fire in the best room, when company was expected.

Dr. William Elder, M. A., Acadia, 1862, has recently published a book entitled, "Ideas from Nature." This gentleman was professor of chemistry and geology at Acadia for three years and now holds the same position at Colby university, Waterville, Maine.

Mrs. O. B. Bidwell of Freetown, Illinois (nee Miss Margaret Townsend), and daughters are staying for a few days at Acadia seminary. Miss Townsend was principal of Grand Pre seminary for years. At Annapolis Mrs. Bidwell renewed her acquaintance with Mrs. Goodspeed of Toronto (nee Miss Annie Fowler) who spent the summer of 1897 as teacher in the art department of the school. The former principal, herself a graduate of Mount Holyoke, has educated her daughters there, one of whom is a graduate and the other in the senior year.

During a severe thunder storm this week the Cleveland house on the Ridge, occupied by R. Forsyth, was struck by lightning and considerably damaged. The roof and rafters were splintered and the plaster torn down from the ceiling and wall of the front hall. Fortunately no one was injured, although a young girl stood within a foot of the place when the lightning and laths fell with a heavy crash.

C. Crandall of Moncton and daughter are camping with the fam-

NOTICE.

To Subscribers of the St. John Sun.

The following Collectors are in the Counties named. Subscribers in arrears will please be prepared to pay when called on.

L. J. Folkins, Prince County, P. E. I. I. D. Pearson, King's, N. B. A. J. Markham, Queens Co., N. B. Edgar Canning, Albert, N. B. L. M. Curran is travelling the Counties of Sunbury and York. H. D. Pickett, traveller for the Sun, will call on subscribers in Digby Neck during the coming week.

WOLFVILLE, Aug. 29.—The dedication services in connection with the Kentville Baptist church took place on Sunday, the 28th. Rev. O. C. Wallace, D. D., chancellor of McMaster University, conducted the morning exercises, and Rev. A. J. Vincent in the evening. Rev. Mr. Nobles, formerly of Bear River, is the esteemed pastor. Everett Ward of Highbury, Kings Co., recently returned from Alaska, bringing with him a large amount of gold, having been remarkably successful in his mining ventures.

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900 DROPS. Vegetable Preparation for Assimilating the Food and Regulating the Stomach and Bowels of INFANTS CHILDREN. Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA. Castoria is put up in one-size bottles only. It is not sold in bulk. Don't let anyone tell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C.A.S. & C. Co. bottles.

METHODIST SUPERNUMERARY FUND.

The annual meeting of the general committee of the supernumery fund of the Methodist church was held in this city Tuesday. The following members were present: Rev. James Stothard, Bridgetown; Samuel Chesley, Lunenburg; Rev. William Swan, New Brunswick; Rev. Job Shenton; Dr. Peavey, Hampton; Rev. H. P. Paisley of Sackville, general treasurer. Two legacies were reported, one from James Loper of Kings Co., New Brunswick, about \$800, and one of about \$300 from the late Mr. Elderkin of Amherst, after transacting some business, the committee adjourned to meet at Toronto next week.

RETURNED HOME.

C. D. Smith of 27 Lombard street, St. John, who has been in the employ of the Nova Scotia Lumber Co. at Sherbrooke, has returned home, having completed one of the best gangs and rotary saw mills of that province (or perhaps of the Dominion), being fitted up with all the modern improvements, having sawdust, bark and refuse conveyors. The latter conveyor carries the waste wood 400 feet from the mill, where it is consumed by fire. They have a large planer in addition, and all kinds of scantling, flooring and matched lumber of pine or spruce can be supplied. The gang has a capacity of one hundred thousand per day. On August 4 she cut 105,000 feet in nine hours, and on Sept. 13th last she cut 58,027 in the afternoon, so the Newville Lumber Co. that was reported some time ago will have to exceed their big claim of 82,824 feet considerably to exceed this cut. The rotary has a capacity of from 25,000 to 30,000 feet per day. She is chiefly running on orders. The lath machine frequently cuts 30,000 laths in an afternoon, and has cut as high as 62,000 laths in one day. There are from 80 to 90 men employed shipping lumber, etc., which is quite an accession to Sherbrooke. About 4,900,000 feet of deals have been sold, and there are about 3,000,000 on hand.

EXCURSION RATES ON THE INTERNATIONAL EXHIBITION, ST. JOHN, N. B.

Table with 4 columns: Single Fare, Special, Single Fare, Special. Lists fares to various locations like Upper Woodstock, Newburg Junction, Herford, etc.

Single Fare Tickets are issued from September 12 to 21st, good to return until September 15th. Special Tickets issued only September 15th, good to return until September 19th.

Table with 4 columns: Single Fare, Special, Single Fare, Special. Lists fares to locations like Tracy, Green Point, Lake, etc.

W. C. PITFIELD, President. CHAS. A. EVERETT, Manager and Secretary.

Small herrings are very plentiful, but the big fish are very scarce. Last year at this time they were taking plenty of large herrings. Miss Lulu Covert is home from New York on a vacation. She has been a student at the Cooper Art Institute. Sidney N. Guphill of Grand Harbor has returned from a seven weeks' trip to Newfoundland and Labrador. Guphill was looking up the possibilities of the lobster fishery on the Labrador coast. He has the pleasure of visiting Far East lodge, Knights of Pythias, at St. John's, with ex-Grand Chancellor J. M. Deacon, M. D., and received many tokens of kindness and courtesy from the brethren. Mrs. Kaye and family of Milltown, Me., have been visiting her sister, Mrs. Lawton C. Guphill, of Grand Harbor. The prohibition campaign was opened at Grand Manan on the 22nd inst. by G. W. Ganong, M. P., and C. N. Vroom of St. John's, who held meetings all over the island, and appointed local committees to prepare for the fray and canvass each polling district. The committee for Grand Harbor are: Revs. W. H. Dakin, Leavitt, Newton and ex-Postmaster J. D. McDowell. For Woodward's Cove: Rev. Mr. Laird and Fred Small. Seal Cove: Jesse Harvey, Arthur Parise and Peter P. Russell. Grand Manan will be talked to give a splendid vote for the extinction of the liquor traffic. Herbert Tilley and wife of St. John and W. B. Morris of St. Andrews visited the island on the 25th inst. The Dominion government steamer Newfield has repaired the Grand telegraph cable, and it is in working order again. Benjamin McDonald has gone to Dr. Morrison in St. John for treatment to the eyes. At Southern Cross lodge, No. 16, K. of P., the ranks of Knights and Knights were conferred on two candidates on the evening of the 25th inst. GRAND MANAN, Aug. 11.—On the 11th inst. Mrs. L. G. Ingalls, wife of Capt. L. C. Ingalls, died of consumption at Grand Harbor. The funeral services were conducted by Rev. W. H. Perry, pastor of the Free Baptist church. A car of turkeys was shipped to Boston by Frank Bates of St. Andrews on the 5th of August, the earliest date upon which such a large quantity of turkeys was ever sent out of Charlotte county. A recent heavy shower in Halifax damaged the city streets to the extent of \$10,000. So says Engineer Doane. The New Brunswick Telephone Co. are improving the long distance connection between Moncton and Fredericton. J. N. Clark, a prominent hotel man, came to Houlton, Me., from Bangor, 19 days ago and opened Clark's hotel, died Aug. 27 from consumption. He leaves a wife and three children. He was a member of the First Maine Cavalry. The wedding occurred at Stewiack, N. S., 1st inst., of Charles W. McMullin and Miss L. Blanche Huntly, daughter of James R. Huntley. Their many friends in this city will wish them a long and prosperous journey through life. On Monday night, August 27th, the Winsloe, P. E. I., cheese factory was burned to the ground. The loss is estimated at \$3,000. About 274 boxes of cheese were in the factory, and these 104 have been saved. The building, plant and stock were protected by insurance. When Great Britain gets into a war with Russia, France and a few other European powers, Admiral Fisher will probably use that Canadian government steamer, over which he floats the flag of France, to knock the British navy into small smithereens. Says the Vancouver B. C. World, Aug. 25: Rev. E. D. McLaren this morning visited in marriage Dr. Edward Charles Hart of Victoria to Miss Margaret McPhee, who arrived yesterday by the overland express from Antigonish, N. S. The happy young couple left for their new home in Victoria, B. C., by today's steamer. A number of the employees in the post office were agreeably surprised yesterday when they received their monthly checks and discovered an increase had been added to their salaries. E. B. Kelstead, A. T. Moore and A. W. Lingley, clerks, receive \$40 each more per annum; T. Damery, M. Macaulay, J. Thompson, J. T. Brown, J. McMonagle and C. W. Magee, letter carriers, and Geo. Harrison, janitor, get \$30 each more. The death of J. J. McGowan's youngest daughter, Annie, at the family "cottage" on the Tracadie River, a few days ago, was very sudden and sad. The young lady complained of a headache on Saturday (27th) inst., but was not considered seriously ill. On Sunday she was troubled by vomiting. Her father went to Tracadie for medical aid, and when he returned he was shocked to find that she had just passed away. It is a terrible blow to the parents. Says the Vancouver News of Aug. 24: John Hyland has brought from Telegraph creek the effects of Edward O'Brien, the unfortunate man who was killed by a falling rock as he was paddling up the Siskine in a canoe. The accident occurred two months ago, but it was not until recently that O'Brien's body was found in a log jam 30 miles below the scene of the accident. Mr. Hyland has telegraphed the news to O'Brien's relatives in Nova Scotia. The last Klondiker to pass through Vancouver was George B. Moore of Woodstock, N. B., who left Aug. 22 for the east, having arrived by the Islander from Victoria. He came from the north by the Drifwood. Mr. Moore outfitted at Vancouver last year. He states that thousands of men are doing nothing at Dawson now, and there are sure to be from 10,000 to 15,000 come out before the new year. Hubbard on Wednesday last week. A very pleasant time was spent.

SUNDAY SCHOOL COLUMN.

The meeting of the provincial executive held in Germain street Baptist parlor last Friday was of an earnest, practical character.

The field secretary's summarized report to the delegates who went from this province gathered much which will make them of more value to the home work. Miss Lucas having completed the two months of severe work for which the association engaged her, returns to college for a post graduate year of special studies for her work.

The normal department under Supt. E. R. Machum shows vigor. Papers are now ready for the normal class examination to take place in early September. At least 150 are expected to take the examination this year.

The meeting, however, concentrated on the preparation for the provincial convention of October 15-20 at Moncton. The programme committee, composed of T. S. Simms, Rev. Geo. Steel, R. G. Haley, E. R. Machum and the field secretary, will meet in Mr. Machum's office on this (Tuesday) evening at 7.30. It is intended to make this convention one of practical work, with a normal class and home department leaders. Let these begin now to plan for getting there.

Members of this committee rejoice in the advanced Sunday school steps taken by the Baptists in their recent maritime denominational gathering at Ancharat. Such men as Rev. Mr. Freeman, Messrs. Simms, Baker and others well known in provincial work, are leaders therein. This well illustrates how everywhere the international, inter-denominational work is helping the work of the several churches or denominations. This is one of the great signs of the international work. Every church should gather all it can from the general conventions for its own Sunday schools. The association is an economic expenditure for one of the best auxiliaries which the denominations have. Hence the continental leaders of denominations are foremost in international platforms.

Kent county Sunday schools will remember their convention at Harcourt on the 2nd and 3rd of Charlotte county meets at St. George on Tuesday and Wednesday next week.

BODY OF SAILOR MOLLWAIN FOUND.

While the steamer Belfast was at this port early in the month of Andrew Mollwaine, one of the crew, was lost. All efforts to recover the body were futile. Hence the continental leader of the body was picked up near Hamilton's mill. The remains were sent to the morgue and Coroner T. D. Walker was notified. At first it was not known whose body it was, many inclining to the opinion it was that of Wm. Thomson, who was supposed to have been lost in the falls some days since. Mollwaine, who was about 27 years of age, was a Carrikerfagus man, and suspecting that the remains were those of the unfortunate sailor, James Kelly, who falls from Carrikerfagus, one set out to ascertain the truth of the matter. He interviewed, Secretary Killen, of the Ship Laborers' union, who loaded the Belfast, and arranged to have the remains examined by some of the men who worked on the ship. Early in the afternoon Carl Kemp, Fred Biley and Frank O'Neil, who were supposed to have been with the body, were interviewed, and assured that gentleman that they were satisfied the body was that of Mollwaine. Mr. Kelly was well acquainted with the deceased, and knowing that he was a member of the Orange order, he immediately notified the members of the association and without any difficulty arranged to give him a respectable burial.

Undertaker Chamberlain was engaged to look after the funeral arrangements, and the interment took place at three o'clock Wednesday. Mr. Kelly is entitled to a great deal of credit for the trouble he took in connection with the matter.



Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Heavy Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pills. Small Dose. Small Price.

Substitution

the fraud of the day.

See you get Carter's.

Ask for Carter's.

Insist and demand

Carter's Little Liver Pills.

ANOTHER LANDSLIDE

At Sand Point, Covering About Three Hundred Feet of Ground.

The Alleged Cause of the Trouble—The Responsibility for the Accident.

When the celebrated trestle wharf slid into the slip at Protection street, and the city sustained a loss directly and indirectly amounting to nearly \$100,000, the citizens regarded the chapter of accidents as practically closed. The adoption of a solid cribwork wharf was considered a reversion to correct principles, and it was generally supposed that future operations at Sand Point would be guided by the expensive knowledge of the character of the soil which was then acquired. Until lately all has gone well. Engineer Peters' plans were followed and substantial structures have been the result. The city, however, departed about last April from the principle of civic management with regard to this property, and what the consequence may be it is difficult to foretell. Since the signing of the agreement with the C. P. R. the upper portion of the Sand Point property has virtually passed into the hands of that corporation. To them, therefore, as responsible, the citizens naturally looked when the news was heard on the streets on the 30th ult. of another landslide at Sand Point. At first there was a report that the wharf had collapsed during the night, but it fortunately proved entirely untrue.

The landslide, however, was very extensive, and extended from Union street down the whole length of No. 4 warehouse, a distance of over three hundred feet. One track was completely pushed beneath the warehouse, and had there been cars on it the damage to the building would have been very destructive. The next track running parallel to the first and containing several flat cars, was moved right up to the warehouse, so that in some places the rail was underneath the building, while the cars were jammed so closely against the side that they were with great difficulty removed yesterday morning. The third track was badly twisted and the piling beneath bent and broken. The earth beneath the fourth track had slid a great distance toward the wharf, the strain was so great on the rails that they had broken, and the whole track was beneath the water. All around this track the earth was badly cracked, and in several places the banks were very steep where the earth had sunk. Number 4 warehouse is the only one affected, and it is to be noted that the earth was not in which it has stood the strain. It settled about nine or ten inches in the middle, but not enough to crack the glass over the doors. The side was slightly crooked where the cars had jammed against it, but otherwise it was all right. The piling beneath the building was not so much affected as when driven. The wharf itself is not in the least affected by the heavy mass of earth which has been driven against it, and remains as firm and strong as ever. The cause of the landslide is very apparent. When the wharves were built, the water which the crabs were sunk was dredged about forty-five feet in depth, and this extended six or eight feet beyond the inner edge of the wharf toward the shore. The land then gradually sloped until the shore was reached. After the wharves were finished, piles were sunk along the wharf, and the water which the crabs were laid. The C. P. R. then undertook to fill the space between the shore and the wharf with earth. This work has been going on irregularly for a year. The filling was started from the shore, and consequently spread out toward the wharf. This last few days a large quantity of earth has been put in, and it naturally was forced toward the hole along the side of the wharf.

The whole trouble, it is alleged, has been caused by the C. P. R. filling in thousands of tons of gravel taken from the Christopher pit. This was done on the shore side of the wharf, and as it became steeper has slid forward against the trestle work, pushing it under the warehouse and knocking away the supports. The front of the warehouse rests upon the wharf and is secure. Despite reports to the contrary, there seems to be no indication of any movement of the wharf itself, and it is not probable that any will occur.

The responsibility for this accident raises once more the question of the wisdom of the contract with the C. P. R. It is clear that if the filling had been done from the front of the wharf, instead of the shore, no such trouble would have been avoided, or at least would have been very gradual. In view of this the following sections of the contract are material:

9. That the company will at its own expense provide such fill as may be required on the said premises and land colored yellow, not including the filling of any crib work, which shall be done by and at the expense of the city, and will make no charge for any filling which may have been done by the company on the said premises or on the adjacent wharf, on the said premises marked "A." And as soon as the said track supports are constructed or the necessary filling done, the company at its own expense will lay said construct and thereafter maintain thereon and upon the said premises and upon the said premises marked "A." the railway sidings now considered necessary for the business and traffic of the company at the said wharf and warehouse Nos. 4, and 5, and at and in connection with said wharf and warehouse Nos. 1 and 2, which tracks and sidings are approximately shown on the said plan marked "A." Provided, that the city will first, from time to time as may be required, construct for each such track and siding, where they may not be supported by filling, pile trestles with suitable decks, or, in lieu thereof, such other suitable trestles and stone filling, or party one and party the other, as the case may be, but such pile trestles or to be provided by the city, and the cost of such work shall not exceed what may be necessary for three tracks and sidings, behind and adjacent to the said wharf, which the city hereby consents to construct. And all such tracks and sidings so laid and constructed by the company upon the said premises and land colored yellow as aforesaid, shall save as provided for in clause 7 of this agreement, become at once the property for railway purposes of the city, and shall not, except as

FROM THE KLONDYKE

C. E. Ward of Dawson City in Town—He Brought Out \$70,000 in Dust Besides Owning About \$200,000 Worth in Claims.

(Campbellton Enterprise.)

Any person who may have been at the depot on the 24th ult. will remember a train from Quebec on Saturday night and noticed the few passengers that arrived would not have thought that among them was one of the men who have achieved fortune and there by fame in the Klondyke. But such was the case, and the man in question, C. E. Ward, Dawson City, N. W. T., on the register at the Commercial Hotel, at once took steps to find the gentleman and elicit a little information for the benefit of the readers of this journal.

The chain is composed of 17 solid gold nuggets, which would amount to fasten each other together, and the charm is another nugget mixed with a piece of white rock. The crossbar of the chain is a nugget flattened out. The scarf pin is a nugget about an inch long. Mr. Ward, who is a native of Kent, Ontario, Canada, was one of the first to go to Klondyke, and in 1896, in 1895, when volunteers were asked for to go to Klondyke, was one of the first who volunteered. The first detachment left Seattle on the 5th of June, 1896, by steamer, and landed at Fort Yukon on the 24th of July, 1896. He was then known as the gold at Dawson. The police were at once set to work building barracks and some of the lumber was cut in the fall of 1895, twenty miles up the river. In the spring of 1896 some policemen, including Mr. Ward, set out on a party to which Dawson City stands today. 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ADRIFT.

It was not a bad night at sea, but it was not a good one either. The sea was smooth and the wind was light, but the sky was overcast and there was a low lying haze which narrowed the horizon down to a circle half a mile in diameter.

His words were addressed to a tall, muscular boy who had been leaning against the rail and staring thoughtfully into the sea. Ferris James had been in a daze since he had been rescued from the wreck of the Glendower.

The boy, strong and active, with the alert air of a young man, danced up the rail like a lithe cat and was soon out upon the yard, which had the swing of a giant's arm.

When he came to the surface he saw something round and white floating near him. He grasped at it and found that it was a life buoy which had been thrown from the ship.

The bark looked miserable. Her spars were all awry, and her rigging was full of slack lines. She steered an erratic course, and altogether showed evidence of utter demoralization.

Presently the vessel was not more than 200 yards away, and the boy raised his voice in a far cry. "Bark abo-o-o!"

Out of the tangle of wreckage forward was a raised face, which even at that distance looked pale and haggard. His own peered a moment over the water and then waved his hand.

Then he helped the boy to crawl into the boat and pulled the Glendower's life buoy in after him, after which the rescued boy told the story of his plight.

They were now alongside the bark, and Ferris clambered aboard, where he was received in a sort of dazed silence. The crew hoisted the light dingy slowly and when the boy gazed around the melancholy deck, stove boats, tangled rigging, pieces of shattered spars, splintered hencoops and broken skylights combined to make a scene of destruction such as the boy had never beheld before.

"Now," he thought, "I shall be taken care of by the captain and shall learn what's wrong here." As he approached the knot of men on the poop deck he saw that they were all ordinary seamen.

"They've got the captain in irons below, and they wish me to join them—or join him."

"What's your name?" asked one of the men, who seemed to be their leader.

"Ferris James."

"What's your rating?"

"Ordinary seaman," he answered. A groan of dissatisfaction emanated from the little knot of men.

"Just our luck," said the spokesman. "What could we expect in this here bark? Why, she's a regular Jonah."

"But I'm willing to work," said Ferris. "I'm a good seaman, and I'm ready to turn to and do my share, or even a little more, for you men look as if you were used up."

"I'll tell you all about it to be noticed. Then the spokesman described how some days previous they had encountered a terrific gale, during which the captain, both mates and four sailors were washed overboard and drowned.

Some sails and all their boats were lost. They were all worn out, and had as an ordinary seaman aboard the ship, Glendower, outward bound for Bombay. It was while he was meditating on his changed circumstances that he received the cut order of the mate and responded with the instinctive "Aye, aye, sir."

"Yes, I've noticed her state," said Ferris.

"No, you haven't," answered Halkins, "because it ain't all to be noticed. I'll tell you all about it."

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THE ADVANCE AND THE GOVERNMENT.

To the Editor of The Sun: Sir—The editor of the Advance in much exercised over my reference in your news columns to provincial affairs.

He says I am an official of the Liberal association. In this he is mistaken, but what that has to do with the drawing of party lines is not apparent.

While I am not an official of any political association, I will say that unlike the editor of the Advance, I am not always with the government.

As one who notes the trend of public opinion and to the people's separating it from my own personal feelings, I repeat that "As a general thing liberals endorse the action of the Moncton convention in the matter of drawing party lines in local contests."

It is expressing this very general feeling that I am hampered by any political consideration whatsoever, but simply give your readers an index to public opinion as I find it here.

The silly comments made by the Advance on my reference to this matter in your paper, for its entire inability to successfully show its falsity. To the masses who follow with interest the trend of public events, it must be most apparent that the declaration of the Moncton convention is actually presented for the time being, a dissolution of our local parliament.

That the question of immediate dissolution was under consideration there can be little doubt, and that it would have been definitely settled before this time had not the Moncton convention struck the keynote to political purity at the time it did.

The process of a snap verdict would probably be now in progress. If the other constituencies throughout the province had not the support of the provincial government, are in the same shape as Northern Ireland, there are doubtless many other local considerations that would tend to influence the government in a conservative direction.

Time is doubtless good healer, but whether it will be physician enough to heal the bleeding sores of former supporters here is yet a matter of conjecture. The subject is too large to deal with at one sitting, so I will not return to it this time. But before closing I will say, with all due consideration for the professed honesty of purpose and candor of conviction of the editor of the Advance, that to find the probable result of the present situation one has not to probe far beneath the surface.

Under present circumstances the Advance is enabled to support both governments. Prior to the last federal contest it supported the conservative administration. Since the change it has also changed and now is a staunch supporter of the present government.

Hon. Provincial Secretary Tweedie, the dispenser of public printing patronage here, is a conservative. He therefore gets everything that is going in that line. Now, should party lines be drawn, difficulties that would interfere with Mr. Smith's winning ways would arise, no matter who was in power. Should the conservatives come into power he could not support them, and the present dominion administration, and should the liberals come in Provincial Secretary Tweedie would be in opposition and of no further use to the Advance.

Yours, etc., THE SUN'S CHATHAM CORRESPONDENT.

ARRIVAL AT NEW YORK OF A NOVA SCOTIA VESSEL THAT LEFT MANILA THE DAY OF THE NAVAL FIGHT.

NEW YORK, Aug. 30.—The Nova Scotia ship Celeste Burrill, which sailed from Manila on April 30, the day Dewey destroyed the Spanish squadron in the bay of Manila, has just arrived here.

Four hours later the bark was riding at anchor in Fayal roads, and Ferris felt as if his occupation was gone. But no officer could be obtained at that port, and it became Ferris' duty to remain on the vessel.

On the arrival of the bark at its destination great was the joy of the owners, who had given her up for lost. They rewarded Ferris with a snug sum of money and made him second mate of the vessel.

"It was," he said, "my darkest hour and it came literally and figuratively just before dawn."

EDUCATIONAL MEETING AT HARDINGVILLE.

A public educational meeting was held at Hardingville, St. John Co., on the evening of Aug. 29th, in the Baptist meeting house, which was kindly opened for the occasion.

There were present of the teachers in the adjoining districts: Miss Mary McNabb of Shanika; Miss Kate McConnell of Church Hill; Miss Emma Kirkpatrick of Hanford Brook; Miss Mary Morrow of Hardingville; Miss McMurray of Barnesville; and Miss Mary Kirkpatrick of Fripprose.

There was a large attendance of parents and trustees from these districts. P. L. Hayden satisfactorily performed the duties of chairman, and a choir from Barnesville, under the leadership of Mrs. Currie, rendered some very enjoyable musical selections.

Inspector Carter, who addressed the meeting on topics of general school interest, was listened to with close attention and received a very hearty vote of thanks at the close of the meeting.

Much credit for the success of the meeting is due to the interest and zeal displayed in the school by the trustees of Hardingville, Messrs. Robert Milligan, John Kirkpatrick and P. L. Hayden.

"KIT" IS WEDDED.

TORONTO, Aug. 29.—Mr. Nathan Blake Watkins, known as "Kit," of the Mail and Empire, was married in St. John's church, Washington, D. C., on Aug. 25th, to Dr. Theodore Coleman of this city.

Blight is putting in its deadly work on the potatoes at a terrific rate.—Aroostook Times.

ON TO KHARTOUM.

Campaign Which is Now Proceeding in the Soudan.

An Outline of What Has Already Been Accomplished by Sir Henry Kitchener, the Sirdar.

The Strength of the British Forces—Good Egyptian Battalions Fight Side by Side With Them—Several Companies of Camel Corps—The First Steps Forward.

(Cor. London Daily Mail, Aug. 19.) At the beginning of August the military dispositions were not, on paper, very different from those of the end of April. The Sirdar's headquarters had been moved to the Atbara in order that the vast operations of transport at the port might go on under his own eye.

Of the four infantry brigades which had fought against Mahdum there were still in their summer quarters. Neither of the two additional brigades had yet arrived at the front.

The force destined for Omdurman consisted of two infantry divisions, one British and one Egyptian; one regiment of British and ten squadrons of Egyptian cavalry; one field and one howitzer battery, and two squadrons of British artillery and one horse and four field batteries of Egyptian, besides both British and Egyptian Maxims; eight companies of camel corps; the medical service and the transport corps; six fighting gunboats, with eight transport steamers and a fleet of sailing boats.

The Egyptian infantry division was commanded, as before, by Major-General Hunter; but it now counted four brigades instead of three. The First, Second, and Third (Macdonald's, Maxwell and Lewis's) were constituted as in the Atbara campaign.

The commanding officers of battalions were the same except for the 13th Sudanese. Smith-Dorrien Bey, who originally raised the regiment, now commanded in place of Collinson Bey. The 14th and 15th were attached to the command of the Fourth Brigade. It was entirely Egyptian, the 1st (Bimbashi Doran), 5th (Borhan Bey, with native officers), 7th (Bunbury Bey), and the newly-raised 18th (Bimbashi Makhel). Of these the 1st was at Atbara, the 7th and 18th were coming up from Merawi, hauling boats over the Fourth Cataract. They reached Abu Hamed by the beginning of August. The 5th was left at Berber and half on the march.

ACROSS THE DESERT. From Suakin, the Third Brigade was at various points up river, cutting wood for the steamers.

The two Egyptian battalions (2nd and 8th) attached to the First and Second Brigades were at Nasir Island, ten miles or so from the foot of the Shabuka Cataract, forming a depot for supplies and stores. The six black battalions left Berber. Of its two brigades the First and Second were at the Atbara in the small hours of August 1. Taking the strength of an Egyptian battalion at 750, the division would number 12,000 men.

Major-General Gatacre commanded the British Division. Of its two brigades the First—the British Brigade of the last campaign, now under Colonel Wauchope—was still in summer quarters. Headquarters, Camerons, Seaforth and Maxin battery at Derralmi; Lincoln's Works at Desfain.

The last two had changed command, officers—Lieutenant-Colonel Louth now had the Lincoln's, Lieutenant-Colonel Forbes the Warwick's. The latter force had arrived at Umdahieh two days before the Atbara fight to assist in the capture of the city.

Colonel Jones, ordered home to command the 2nd Battalion of the regiment; with rare tact and common sense it was arranged that Colonel Jones should lead the battalion he knew.

Colonel Forbes was in the north of his lance, and I saw him enjoying himself like a school-boy with a half-holiday. The Warwick's rejoiced once more in the possession of their two companies from the Merawi garrison. Casualties in action, and deaths and invaliding from sickness, had brought down the strength of this brigade, though officers and men had

STOOD THE CLIMATE EXCEEDINGLY WELL. The sick rate had never touched 6 per cent. There were not fifty graves in the cemetery, and most of the faces at the mess tables were familiar. The English, who had come up over 1,400 strong, still had 890; the other battalions were each about 750 strong, and the Warwick's were expecting a draft of sixty men. With the Maxims, A. S. C. and Medical Service the strength of the brigade would come to nearly 4,000. The Second Brigade had not yet come up from Egypt. Colonel Lyttelton was to command. The four battalions composing it were the 1st Northumberland Fusiliers (6th, Lieutenant-Colonel Money), and 2nd Lancashire Fusiliers (20th, Lieutenant-Colonel Collingwood) from the Cairo garrison, the 2nd Rifle Brigade (Colonel Howard) from Malta, and the 1st Grenadier Guards from Gibraltar. Each battalion was to come up over 1,000 strong. The 1st Royal Irish Fusiliers, from Alexandria, were sending up a Maxin detachment with four guns, so that the whole division would number well over 7,500.

Broadwood Bey's nine squadrons of cavalry had concentrated during the last week of July on the western bank opposite The Atbara. They were to march up, starting on August 4, to be joined at Metemnah by a squadron from Merawi. The 21st Lancers (Colonel Martin) were expected up from Cairo about 600 strong; the total of the cavalry would be about 1,500. British and Egyptian were to be separate commands.

The whole of the artillery, on the other hand, was under Lord Lugard of the Egyptian army. The arrival of

DROPSY.

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Bimbashi Stewart's battery from Merawi had completed the strength of the Egyptian artillery, both this battery and Bimbashi Peake's had been retrained with 9-pounder Maxim-Nordenfledts, so that all the field guns were now the same. These, with the horse battery, began to go up the Nile at the beginning of August—the pieces by boat, the horses on mules marching. The 32nd field battery R. A. Major Williams, the 5th field battery with 5-inch howitzers and

LYDDITE SHELLS. Two companies of camel corps were at the Atbara, tuned to march on August 2. One was coming over from Suakin. The other five under Tudgay Bey, commanding the whole camel corps, were to start with the Merawi squadron of cavalry, about the same time, and march by Sir Herbert Stewart's route across the Bayda desert to Metemnah. The strength would be about 800. The land force was thus over 22,000 men.

The three new gunboats—Malki, Shelk, and Sultan—were put together at Abeldieh, the work beginning immediately after the battle of the Atbara, as soon as the railway reached that place. They carry two 12-2 pounder Maxim-Nordenfledts quick-firers fore and aft, and three Maxims, two on the upper deck and one on a platform above. They are lightly armored, being bullet proof all over, and the crew is protected by being sunk in a plated well a few feet forward of the stern. As fighting boats they might be expected to show superior qualities to the vessels of the Zafia class; but as beasts of burden with barges they were inferior to these. Drawing only 18 in. against the older boat's 30 in., they could not get grip enough of the water to make good headway against a full Nile.

From the disposition of the force, extended along the Nile from Shabuka to Alexandria, and across the desert from Kort to Suakin, it was evident that the campaign had not yet opened by the beginning of August. The army was only entering on the movements preparatory to concentration. The point of concentration was Wad Habash, a dozen miles or so south of Shabuka; the time

WAS AS YET UNCERTAIN. Transport was so far Omdurman that we might easily get to Omdurman the first week in September. All depending on the weather. Up to now there had been hardly any rain. But the real rainy season—said Slatin Pasha, who is the only white man with real opportunity of knowing—runs from August 10 to September 10. It might be sooner or later, heavier or lighter, swollen river, a flooded, torrent-riven bank, malaria and ague, would hold us back. A dry season would pass us easily through.

And when we advanced from Wad Habash? It was utterly impossible to say what would be the result. The Khalifa wanted to give us trouble, he would leave without fighting. That would probably mean that he would get his throat cut by one of the innumerable enemies he has made; certainly it would mean the collapse of his empire. But it would also mean a costly expedition with no finality at the end of it; it would mean years of anarchy, dacoity from Khartoum to the Albert Nyanza, from Abyssinia to Lake Chad. On these things was always the relieving thought; that Khalifa Abdullah would aim not so much at giving trouble to us as at avoiding it for himself. With Mahmud's experience before his eyes he might think it safest to be taken prisoner. He might, just possibly, even decide to die.

Granting that he fought, it was still hopelessly uncertain where and how he would fight. It might be at Khartoum, it might be in the north of his capital; it might be inside his walls. We could speculate for days; we did; but to come to any conclusion more likely than any other was beyond any man in the army.

G. W. STEVENS.

FURNESS, WITHEY & CO., LIMITED. In consequence of their steadily increasing business with Canada, this well known steamship firm has made arrangements whereby their future business at this port will be carried on in their own name, under the management of S. Schofield, who has been the representative of the firm here during the past fourteen years. The head office of the company is at West Hartlepool, in England, and they now have branch houses of their own established at London, Newcastle on Tyne, New York, Boston, Baltimore, Newport News, Chicago, Montreal, St. John and Halifax, which will give an idea of the extensive nature of their steamship business, besides which Sir Christopher Furness is personally interested in various other important enterprises in England. He is also chairman of the new Manchester Steamship company, and one of the directors of the Wilson & Furness Leyland line to New York and Boston, in all of which steamers he is one of the largest stockholders.

The St. John office of the company will be in the Bayard building, Prince William street, and they will act as agents at this port for the Furness line to London, the Manchester liners to Manchester, and the Canada and Newfoundland line to Liverpool.

MUTUALLY ATTRACTIVE FAMILIES. (Sydney Daily Telegraph.) A unique series of weddings took place in the Catholic church at Adelaide on Saturday last, when the Misses Hoffman (three) were married to three brothers named Quinn. Two of the brothers who were married were twins and also two of the sisters. One other brother of the Quinn family is already married to sister of the Hoffmans.

"I thought your doctor told you that you'd have to get out of this climate," "He did, but I couldn't arrange my business affairs so as to be able to get away, so I had to change my doctor."—Chicago News.

HON. MR. TARTE IN TOWN. The steam tug Bureka, having on board the minister of public works, arrived in port at an early hour on the 30th ult. Soon after breakfast Mr. Tarte went to the west side and looked over the works there. Then the tug moved up to the Long wharf. She was boarded on the stream by J. E. Ellis, Mr. Jarvis, Mr. Tarte, Mr. Tarte and Mr. McCordock, who were the Long wharf property. Then they drove to the post office at the north end and went thoroughly through that building. The minister, after looking over his correspondence and sending off a lot of messages, went to his office in the customs. At one o'clock he and his engineer, Mr. Laferriere, lunched at the Union club with Mr. Ellis. Mr. Tarte expressed himself delighted with his trip. Since he left Montreal the Bureka has steamed 2,556 miles, and touched at 106 places. Hon. Mr. Tarte left on the 6.20 train last evening for Quebec.

At three o'clock in the afternoon a board of trade delegation, consisting of Messrs. J. E. Ellis, Mr. Jarvis, Mr. Tarte, Mr. Tarte and Mr. McCordock, presented to the Board of Trade: D. J. McLaughlin, president of the St. John board, and George Robertson, called on the minister of public works and had an interview with him in regard to dredging of the harbor. Mr. Tarte explained that the surveys would be completed in a short time, and then the matter would be considered by the government. The minister of public works left the impression that the work would be undertaken with as little delay as possible.

HON. J. FRED HUME. Hon. J. F. Hume, provincial secretary and minister of mines in the British Columbia cabinet, was born on August 8, 1860, in Jacksonville, Carleton county, N. B., in the vicinity of which place his father carried on extensive mining interests. When Mr. Hume was ten years of age his parents moved to Fredericton, where the young man received a fair education. In 1888 Mr. Hume moved west, taking the position of manager of the H. A. Perley Hardware Company of Carleton Place, Ont. He remained there about a year, moving to Golden, where he engaged in business on his own account. Finally in 1888 he located at Nelson, to direct his numerous steamboat and business interests, being the manager of the Columbia & Kootenay Navigation company until that concern was absorbed by the C. P. R. Mr. Hume was first elected to the legislature in 1894, and was re-elected by a very narrow majority at the recent general election.

A CORPSE AT HER TOMB. When Wilson Barrett did his "one-night" performance of Othello in Toronto on Wednesday evening last week, his "passions" with much frenzy, and gave rise to a ludicrous situation. Having suited himself in a business-like fashion, he came down stage, being first supposed to draw the property together, leaving the mothered Miss Jeffries comfortably seated on the bed. But in his enthusiasm he did not quite close the area, and while he was scolding in the foreground, half the audience, being at the back of the house, were entering the room, sitting up and arranging her trunks to picturesque advantage. Being seen that the curtain and lines of her ample form were correctly displayed by the aid of her own hands, Miss Barrett lay down and went dead again, while Wilson Barrett, continued his riot—Sydney Bulletin.

CHILDREN CRY FOR CASTORIA.

