

ing her aunt, Mrs. Hugh Taylor, left for her home in Brooklyn on Saturday.

Miss Eileen Porter, Houlton, is visiting her cousin, Miss Grace West.

Mr. and Mrs. Leonard Parent returned home from Mount Kineo on Wednesday.

A very pretty wedding took place in the Catholic church on Tuesday morning.

Mr. and Mrs. W. P. Ganong, of Smith College, Northampton (Mass.), are visiting relatives in town.

Miss Celia Clarke left on Tuesday for Montreal (N. B.) to enter a hospital to begin a course of nurse training.

Prof. S. Armstrong, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Springhill, where he has been spending a few days in the interests of the Canadian Beverage Commission.

W. A. Peppard, who has been employed as bookkeeper for the Amherst Boot & Shoe Co., Ltd., has resigned his position.

Miss Mary Kendrick is spending a few months in St. Stephen.

A jolly party of young people anticipated sail in the yacht Mapleleaf on a moonlight excursion to St. Stephen on Tuesday evening.

Rev. Mr. Hicks occupied the pulpit of the Methodist church at the services on Sunday.

Mr. John A. Macdonald and Miss L. Macdonald, of Ottawa, were recent guests of Mrs. Angus Kennedy.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

her parents, Mr. and Mrs. John Wade, returned home last week.

Miss Alice Burton entertained a party of her friends on a delightful backboard ride on Wednesday afternoon.

Miss Mary Kendrick is spending a few months in St. Stephen.

A jolly party of young people anticipated sail in the yacht Mapleleaf on a moonlight excursion to St. Stephen on Tuesday evening.

Rev. Mr. Hicks occupied the pulpit of the Methodist church at the services on Sunday.

Mr. John A. Macdonald and Miss L. Macdonald, of Ottawa, were recent guests of Mrs. Angus Kennedy.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Mr. Yould and Mr. Edward H. Midgley. The groom belongs to the staff of cable was performed by the Rev. Mr. Hooper.

Miss Alice Burton entertained a party of her friends on a delightful backboard ride on Wednesday afternoon.

Miss Mary Kendrick is spending a few months in St. Stephen.

A jolly party of young people anticipated sail in the yacht Mapleleaf on a moonlight excursion to St. Stephen on Tuesday evening.

Rev. Mr. Hicks occupied the pulpit of the Methodist church at the services on Sunday.

Mr. John A. Macdonald and Miss L. Macdonald, of Ottawa, were recent guests of Mrs. Angus Kennedy.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

ing, Rev. Mr. Hooper and Mrs. Hooper. The groom belongs to the staff of cable was performed by the Rev. Mr. Hooper.

Miss Alice Burton entertained a party of her friends on a delightful backboard ride on Wednesday afternoon.

Miss Mary Kendrick is spending a few months in St. Stephen.

A jolly party of young people anticipated sail in the yacht Mapleleaf on a moonlight excursion to St. Stephen on Tuesday evening.

Rev. Mr. Hicks occupied the pulpit of the Methodist church at the services on Sunday.

Mr. John A. Macdonald and Miss L. Macdonald, of Ottawa, were recent guests of Mrs. Angus Kennedy.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

Rev. Hermann Cann, who has been attending a theological college in the States, arrived in town on Monday.

The closing exercises of the High school took place yesterday afternoon.

Mr. and Mrs. Victor G. Curry have returned from a pleasant trip to the United States.

(Mass.), the guest of her sister, Mrs. J. M. Johnson.

Miss Estelle McCormick, of St. John, is visiting her cousin, Mrs. Frederick S. Hutchings.

Miss Queenie Nell, who has been visiting in Boston, is again at home.

A boatload of golf balls on Saturday, if the weather proves fine.

Prof. S. Armstrong, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

Miss Marie LaPlante, of the University of Maine, is also here to spend two weeks.

riage will take place at the residence of the bride's father, John Breen, and many invitations have been issued for the event.

Mr. and Mrs. Ralph Wetmore, of Boston, and Mr. and Mrs. George Wetmore, of St. John, are guests of their parents.

Mr. and Mrs. A. P. Wetmore, of Clifton, are also here.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

Mr. and Mrs. E. Vincent are visiting relatives at New Castle.

RICHIBUCTO
Richibucto, June 29—Mr. and Mrs. James A. Dunham, of Baltimore, and daughters, Misses Marjorie and Dorothy, are visiting Mr. and Mrs. R. H. Davis.

At the closing of the Grammar school yesterday in the presence of a number of visitors, G. Douglas Steel, retiring principal, was presented with an address of regret and appreciation, accompanied by a handsome silk umbrella with initials, handle top, and a gold watch fob, also initiated.

Suitable addresses were made by clergymen and other points. The bride's going away dress was of navy blue chiffon broadcloth with dark blue belt trimmed with net and wings.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of Mrs. H. W. Rogers, Rupert street.

Mrs. J. S. Henderson and Mrs. W. G. Garvin, of Parrsboro, are spending a few days with their sister, Mrs. C. R. Smith.

Wendell Robb has returned from school at Hoboken (N. Y.), to spend the vacation with his parents, Mr. and Mrs. D. W. Robb.

Mrs. Thomas Embree, of Truemanville, is spending the summer with Mrs. McRennie, Melrose street.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Mr. and Mrs. Olin Bennett, Fredericton, and little daughter are visiting at the home of her father, James A. Jardine.

Miss Cate, principal of Milford Superior school, is visiting her parents, Mr. and Mrs. John T. Cate.

AMHERST
Amherst, N. S., June 26—Mrs. Dewis and her niece, Miss Joan Ellis, of Chatham (Tenn.), are guests of

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

Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per cent a word for each insertion.

Advertisements of Births, Marriages and Deaths, 25 cents for each insertion.

Subscription Rates Sent by Mail to any address in Canada at One Dollar a year. Sent by mail to any address in the United States at Two Dollars a year.

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

Authorized Agent The following agent is authorized to collect for the Semi-Weekly Telegraph, viz.: Wm. Somerville

Semi-Weekly Telegraph ST. JOHN, N. B., JULY 3, 1907

Looking Ahead The British Empire must do what the United Kingdom alone cannot do; failing united action for defence by the Old Country and her colonies, Britain must fall to the rank of a second or third rate power.

Haunted Mansions Peace and contentment, without which no home is happy, are guests which avoid many mansions built by the money kings.

Surprising Angered by a decision of the umpire the other day, one Flood of the Toronto base ball team kicked the official violently in the stomach.

To get things done right To stop graft and grubbing and get things done right the city of Des Moines, Iowa, has adopted a form of civic management by commission.

A leaderless party While the main current of Republican sentiment in the United States sets strongly toward Secretary Taft as the party's presidential candidate the Democrats remain in a state of weakness and uncertainty.

The latest resources of the British Empire are greater than those of the United States and Germany combined.

These facts and arguments are of the weightiest and point to an approaching crisis in the affairs of the Empire before which all other considerations sink into insignificance.

There is frequent suggestion that the Democrats may discard Bryan and find a Moses in the South, but thus far there is no Democrat in the South whose name and fame would fire the country, not to speak of the old but still potent argument that as the South will vote Democratic anyway there is no necessity for choosing a candidate to carry that section.

It is a fact that if St. John should vote for government by commission it would not be easy to secure satisfactory commissioners.

The New Brunswick Government is and we think properly so, vigorously opposing the approval of this route on the ground that it would seriously impair the provincial security on the International, and that it is an attempt by a mere pretence of going to Edmundton, to traverse the very route to which Parliament refused its sanction.

Dr. Pugsley, who had this important matter in hand while Premier, and who has been requested by the government to continue to look after it, informed a reporter of the Telegraph who interviewed him on the subject, that he has no reason to anticipate an unfavorable result, and that he feels confident the application of the Atlantic, Quebec and Western Railway Company will be refused.

The matter was, he said, of great importance to the province, not only by reason of the fact that the government, in order to open up a very valuable section of country had, at a time when there was no thought of any other company engaging in the work, committed the province to assisting the International. This road had Campbellton for its eastern terminus and the government had looked forward to the time in the near future when a bridge would be built across the Restigouche at Campbellton, and so bring through that enterprising town a large portion of the trade of the Gaspé peninsula.

If the plans of the Atlantic, Quebec and Western Railway, which would pass about fifteen miles north and west of Campbellton, were carried out, these expectations would be largely frustrated. Besides, there was no necessity for the two lines covering practically the same territory.

Dr. Pugsley also stated that if the route map referred to were approved, which he did not believe possible, the Provincial Government would not at that stage have exhausted all available means to prevent the threatened injury to the province.

The proposed route would pass for about sixty or seventy miles through crown lands, and his opinion was that the company had no authority to occupy provincial lands without the consent of the Lieutenant-Governor in Council, or an Act of the Provincial Legislature.

The Railway Act of Canada did not profess to confer any special authority, and while there is a general power of expropriation, his opinion was that this did not affect the Crown, or give any right to take the public lands of the province.

The Interpretation Act of the Dominion Statutes provides that "No provision or enactment in any Act shall affect, in any manner whatsoever, the rights of His Majesty, his heirs or successors, unless it is expressly provided that His Majesty shall be bound thereby." While the Railway Act by section 172 makes provision for the Governor-General-in-Council taking possession of lands vested in the Crown, Dr. Pugsley expressed the opinion that this clearly meant dominion and not provincial lands, as to which the Railway Act is silent.

Even if Parliament had expressly given to the company power to take land of the Crown, as represented by the provincial government, for its right of way, or if section 172 could be construed as including the public lands of a province, Dr. Pugsley said he doubted if such a provision would be intra vires of the Dominion Parliament, because by the terms of the British North America Act (section 92), the management and sale of the public lands of the province are vested exclusively in the Provincial Legislature; and by section 117 it is declared that "the several provinces shall retain all their respective public property not otherwise disposed of in this Act, subject to the right of Canada to assume any lands or public property required for formations, or for the defence of the country."

It would therefore seem reasonably clear that under the British North America Act, the Provincial Legislatures have the power to alienate the public lands of the province. This point has been discussed in some of the cases, but has never been decided. It will thus be seen that if the question ever gets beyond the matter of approving of the route, as Dr. Pugsley thinks it will not, for the reason that he believes the application to the Minister will be refused, some very important constitutional questions will arise.

In the meantime, the application which came before Deputy Minister Butler on May 28, and which was adjourned, has, at the request of the New Brunswick Government, been further stood over until the return of Hon. Mr. Fielding, the Acting Minister of Railways.

THE DOMINION'S BIRTHDAY Here is a copy of the proclamation copies of which were sent throughout Canada forty years ago last week: A PROCLAMATION For uniting the Provinces of Canada, Nova Scotia, and New Brunswick, into one Dominion, under the name of Canada.

Whereas, by an Act of Parliament, passed on the Twenty-ninth day of March, One Thousand Eight Hundred and Sixty, in the Thirtieth year of Our reign, intituled, "An Act for the Union of Canada, Nova Scotia, and New Brunswick, and the government thereof, and for purposes connected therewith," after divers recitals it is enacted that "it shall be lawful for His Majesty's Most Honourable Privy Council, to declare by Proclamation, that on a day therein appointed, not to be more than six months after the date of the passing of this Act, the Provinces of Canada, Nova Scotia, and New Brunswick, shall form and be one Dominion under the name of Canada, and in and after that day those three Provinces shall form and be one Dominion under that Name accordingly; and it is thereupon enacted, that "Such Persons shall be first summoned to the Senate as the Queen by Warrant, under Her Majesty's Royal Sign Manual, thinks fit to approve, and their Names shall be in-

and then up to the St. John River some twenty-five miles to Edmundton.

The following editorial appeared in the Globe of Saturday evening: "AN UNPLEASANT PROSPECT. "Unless the Atlantic, Quebec and Western Railway Company purchase the International two parallel lines will be built across this province between the St. John River and Campbellton. The province has a direct pecuniary interest in one of these roads, the International, now partially constructed, because the legislature has guaranteed its bonds for the whole length of 108 miles. The plan of the Atlantic, Quebec and Western Railway to tap the Grand Trunk Pacific at or near Edmundton and carry western traffic across the province to a port on the Gaspé coast. The new company is one mandatorily able to carry out all its intentions and its 26 miles of railroad already completed is declared to be among the best in the Dominion. Both roads are behind the enterprise and it is said that plans have already been made for a steamship connection between the Gaspé port and England and that the new line hopes to direct from St. John and Halifax a portion of the trade the Grand Trunk Pacific would otherwise bring to the Province ports. Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company and there is a belief that they will be strong enough to overcome any objections New Brunswick can urge in opposition to the extension across the province. If both roads are built the danger that already exists of the province being called on to pay the bond guarantee on the International road will be greatly enhanced. The prospect is to the least not encouraging."

After reading the above one is naturally disposed to ask what effort, if any, Senator Ellis, who is one of the proprietors of the Globe, put forth in his place in the Senate to prevent the injury to the province, which his paper now suggests as likely to be inflicted upon it. Did he raise his voice against the charter being granted? Did he even urge that there should be delay until the government of New Brunswick could be notified and have an opportunity of being heard against the bill? If the danger were so great as the evening journal now suggests one would have thought that Senator Ellis would have done what he could to avert the calamity. Surely that is to quote from the Globe "Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company" would not influence the Senator whose duty it would be to guard the interests of the province.

Fortunately, however, the case is not so bad as the Globe makes out, or as some would even think that paper would like it to be if there was a chance of it doing injury to the provincial government. The matter stands as follows: Since 1903 the Atlantic, Quebec and Western Railway Company has had a charter, empowering it to build a railway from Paspébiac, the eastern terminus of the Bois Chaleurs Railway, to Gaspé, and thence through the centre of the Gaspé peninsula to Edmundton in New Brunswick. This line would run far to the north of the International Railway, and was shown on the company's map as crossing the Intercolonial at Cedar Hall. To this proposed line there could be no possible objection either from the standpoint of the province or of the Dominion Government, whose eastern terminus is at Campbellton, at the head of the Baie Chaleurs, and whose western terminus is St. Leonard on the St. John River.

The Atlantic, Quebec and Western made no move during the three years of the existence of its charter to build from Gaspé to Edmundton, but worked at construction from Paspébiac toward Gaspé, and prior to, or during the last session of parliament, it published a notice which, so far as we have been able to ascertain, was only printed in one paper in this province in a paper in Campbellton—stating its intention to apply for power to extend its line from Paspébiac to a point at or near Edmundton, or at or near Grand Falls. This notice would seem harmless enough, because any one reading it would naturally assume that the intention was, as before, to build from Paspébiac to Gaspé and thence through the Gaspé peninsula as provided for in the original charter to either Grand Falls or Edmundton, merely substituting Grand Falls as an alternative terminus instead of Edmundton.

When the Bill came before Parliament it was changed at the instance of the promoters so that the route was defined to be from Metapedia to a point on the St. John River between Grand Falls and Edmundton. This change was made without any public notice, and apparently passed the Commons without attracting any attention. When it got to the Senate, it attracted the notice of Hon. John Costigan, who took the ground that if the route it would invade the territory of the International Railway, and parallel that line for its entire distance, and within a few miles of it. On Mr. Costigan's objection the authority to come to the St. John River at a point between Grand Falls and Edmundton was struck out and the western terminus was made at Edmundton.

quired in detail by the two powers whose rivalry with Great Britain arises from their larger territory and consequent greater expansion of population, wealth, commercial enterprise and manufacturing growth. For the colonies the question is narrowed down to whether they are to remain British, or fall a prey to the two great aggressive powers, against which they will be too weak to defend themselves separately, when Great Britain will no longer be financially able to provide a navy to protect them. Of these two powers Germany offers the minor problem. It is true that under the stimulus of universal education her industries are growing at a great rate and with them her population, but it is also true that the people of Germany are living under conditions so very much narrower than those of other countries that we must look to her to break in her net and a very considerable outflow of her population. There is also political dissatisfaction prophetic of change. None of these limitations apply to the United States. On the other hand, Germany's aspirations after political and territorial expansion are notorious. She is only waiting a favorable opportunity to absorb the Netherlands, with the great seaports which are the natural outlets of German commerce at the mouth of the German rivers. Geographically the Low Countries are part of Germany, and were in former times included in the empire to which the present empire claims to be heir. Germany hopes also to annex Austria, with a long vista behind it of the Turkish empire ending only at the mouth of the Bosphorus. Such an expansion would give a good deal of scope for her teeming population and make it possible for her to become really a great power. In these directions lie the tinder for the next European conflagration, and our mentor thinks that if British strength is not reinforced by that of her colonies, it will be that of France the hour of doom for the British Empire will strike.

Peace and contentment, without which no home is happy, are guests which avoid many mansions built by the money kings. The millions spent in marble and fine furnishings are wasted unless a good spirit dwells in and presides over the great house, and too often the great house is tenanted by wretched people or given over to evil purposes. A New York writer gives us a list of some noteworthy palaces of unhappiness, an exhibit not without its homely lessons: "The news that the house of the late James Henry Smith is to be sold by his executors will remind New Yorkers how short is the occupancy of most of the costly great houses which successful men buy or build as the visible symbol of their wealth.

"The Smith house was built for Mrs. Robert L. Stuart, whose husband died before it was completed. His executors sold it to Anzi L. Barber, whose ownership lasted two years. William C. Whitney had scarcely moved in after an elaborate remodeling of the place with marble from Italy and a ballroom brought bodily from France when his death closed it again. After long delay it was bought by Mr. Smith, who died a little later. In twelve years it has been actually used by a few months.

"The stately Italian villa of C. P. Huntington was never occupied by him. Mr. Schwab is said to have tired of his beautiful French Renaissance chateau on Riverside Drive which stood so long finished. The senior Cornelius Vanderbilt lived but a short time in his house on the Fifty-seventh street corner of Fifth avenue after it was enlarged and adorned at a cost of several millions. W. K. Vanderbilt's beautiful house designed by Mr. Hunt was soon after its completion closed by family troubles.

"A. T. Stewart built the finest private house in America and never had in it a day of health. The house itself has vanished. Senator Clark, of Montana, has disfigured an interesting street with a preposterous nightmare of a house which will probably be fatal to his repose there. Mr. Carnegie is indeed the only one of the most often mentioned great houses of New York that has not some sad memory.

"On the other hand, the more modest city homes of Mr. Morgan, Mr. Rockefeller and Miss Gould have been happy in having no recent history."

Of course the troubles of the very rich are advertised more widely than those of less conspicuous folk, and the latter do not escape their share of unhappiness. Nevertheless the list of mansions given above, which are haunted by memories of blasted hopes, is a striking one serving to remind us how many things money cannot buy and how powerless mere wealth is to introduce real home sunshine into the palaces it shuns.

While the main current of Republican sentiment in the United States sets strongly toward Secretary Taft as the party's presidential candidate the Democrats remain in a state of weakness and uncertainty, lacking at once a great leader and a great issue. With either they could unite and make an interesting, possibly a successful, fight for supremacy. Lacking both their case, a year before the nomination convention, looks hopeless. Mr. Bryan is willing—too willing, indeed, in the opinion of many Democrats who fear his hold upon the party may mean his renomination and another disaster. Had Mr. Roosevelt been a conservative Mr. Bryan would now be the strongest candidate in sight, but Mr. Roosevelt has stolen so much of Mr. Bryan's thunder and added so much of Bryan's own that the Nebraska man is no longer of impressive bulk as a radical. He has lost his interest for the conservative wing of his party, and his somewhat threadbare themes are no longer startling enough to hold another great element of the party, which respects such men as Debs and Hearst and which demands a political platform akin to that which the New York Sun once described as "a hell-broth of dishwater and dynamite," containing many high-sounding professions of public motives and a strong dash of confabulation of frequent.

There is frequent suggestion that the Democrats may discard Bryan and find a Moses in the South, but thus far there is no Democrat in the South whose name and fame would fire the country, not to speak of the old but still potent argument that as the South will vote Democratic anyway there is no necessity for choosing a candidate to carry that section.

It is a fact that if St. John should vote for government by commission it would not be easy to secure satisfactory commissioners. On the other hand the prospect of securing a satisfactory Council is anything but bright.

The New Brunswick Government is and we think properly so, vigorously opposing the approval of this route on the ground that it would seriously impair the provincial security on the International, and that it is an attempt by a mere pretence of going to Edmundton, to traverse the very route to which Parliament refused its sanction.

Dr. Pugsley, who had this important matter in hand while Premier, and who has been requested by the government to continue to look after it, informed a reporter of the Telegraph who interviewed him on the subject, that he has no reason to anticipate an unfavorable result, and that he feels confident the application of the Atlantic, Quebec and Western Railway Company will be refused.

The matter was, he said, of great importance to the province, not only by reason of the fact that the government, in order to open up a very valuable section of country had, at a time when there was no thought of any other company engaging in the work, committed the province to assisting the International. This road had Campbellton for its eastern terminus and the government had looked forward to the time in the near future when a bridge would be built across the Restigouche at Campbellton, and so bring through that enterprising town a large portion of the trade of the Gaspé peninsula.

If the plans of the Atlantic, Quebec and Western Railway, which would pass about fifteen miles north and west of Campbellton, were carried out, these expectations would be largely frustrated. Besides, there was no necessity for the two lines covering practically the same territory.

Dr. Pugsley also stated that if the route map referred to were approved, which he did not believe possible, the Provincial Government would not at that stage have exhausted all available means to prevent the threatened injury to the province.

The proposed route would pass for about sixty or seventy miles through crown lands, and his opinion was that the company had no authority to occupy provincial lands without the consent of the Lieutenant-Governor in Council, or an Act of the Provincial Legislature.

The Railway Act of Canada did not profess to confer any special authority, and while there is a general power of expropriation, his opinion was that this did not affect the Crown, or give any right to take the public lands of the province.

The Interpretation Act of the Dominion Statutes provides that "No provision or enactment in any Act shall affect, in any manner whatsoever, the rights of His Majesty, his heirs or successors, unless it is expressly provided that His Majesty shall be bound thereby." While the Railway Act by section 172 makes provision for the Governor-General-in-Council taking possession of lands vested in the Crown, Dr. Pugsley expressed the opinion that this clearly meant dominion and not provincial lands, as to which the Railway Act is silent.

Even if Parliament had expressly given to the company power to take land of the Crown, as represented by the provincial government, for its right of way, or if section 172 could be construed as including the public lands of a province, Dr. Pugsley said he doubted if such a provision would be intra vires of the Dominion Parliament, because by the terms of the British North America Act (section 92), the management and sale of the public lands of the province are vested exclusively in the Provincial Legislature; and by section 117 it is declared that "the several provinces shall retain all their respective public property not otherwise disposed of in this Act, subject to the right of Canada to assume any lands or public property required for formations, or for the defence of the country."

It would therefore seem reasonably clear that under the British North America Act, the Provincial Legislatures have the power to alienate the public lands of the province. This point has been discussed in some of the cases, but has never been decided. It will thus be seen that if the question ever gets beyond the matter of approving of the route, as Dr. Pugsley thinks it will not, for the reason that he believes the application to the Minister will be refused, some very important constitutional questions will arise.

In the meantime, the application which came before Deputy Minister Butler on May 28, and which was adjourned, has, at the request of the New Brunswick Government, been further stood over until the return of Hon. Mr. Fielding, the Acting Minister of Railways.

THE DOMINION'S BIRTHDAY Here is a copy of the proclamation copies of which were sent throughout Canada forty years ago last week: A PROCLAMATION For uniting the Provinces of Canada, Nova Scotia, and New Brunswick, into one Dominion, under the name of Canada.

Whereas, by an Act of Parliament, passed on the Twenty-ninth day of March, One Thousand Eight Hundred and Sixty, in the Thirtieth year of Our reign, intituled, "An Act for the Union of Canada, Nova Scotia, and New Brunswick, and the government thereof, and for purposes connected therewith," after divers recitals it is enacted that "it shall be lawful for His Majesty's Most Honourable Privy Council, to declare by Proclamation, that on a day therein appointed, not to be more than six months after the date of the passing of this Act, the Provinces of Canada, Nova Scotia, and New Brunswick, shall form and be one Dominion under the name of Canada, and in and after that day those three Provinces shall form and be one Dominion under that Name accordingly; and it is thereupon enacted, that "Such Persons shall be first summoned to the Senate as the Queen by Warrant, under Her Majesty's Royal Sign Manual, thinks fit to approve, and their Names shall be in-

and then up to the St. John River some twenty-five miles to Edmundton.

The following editorial appeared in the Globe of Saturday evening: "AN UNPLEASANT PROSPECT. "Unless the Atlantic, Quebec and Western Railway Company purchase the International two parallel lines will be built across this province between the St. John River and Campbellton. The province has a direct pecuniary interest in one of these roads, the International, now partially constructed, because the legislature has guaranteed its bonds for the whole length of 108 miles. The plan of the Atlantic, Quebec and Western Railway to tap the Grand Trunk Pacific at or near Edmundton and carry western traffic across the province to a port on the Gaspé coast. The new company is one mandatorily able to carry out all its intentions and its 26 miles of railroad already completed is declared to be among the best in the Dominion. Both roads are behind the enterprise and it is said that plans have already been made for a steamship connection between the Gaspé port and England and that the new line hopes to direct from St. John and Halifax a portion of the trade the Grand Trunk Pacific would otherwise bring to the Province ports. Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company and there is a belief that they will be strong enough to overcome any objections New Brunswick can urge in opposition to the extension across the province. If both roads are built the danger that already exists of the province being called on to pay the bond guarantee on the International road will be greatly enhanced. The prospect is to the least not encouraging."

After reading the above one is naturally disposed to ask what effort, if any, Senator Ellis, who is one of the proprietors of the Globe, put forth in his place in the Senate to prevent the injury to the province, which his paper now suggests as likely to be inflicted upon it. Did he raise his voice against the charter being granted? Did he even urge that there should be delay until the government of New Brunswick could be notified and have an opportunity of being heard against the bill? If the danger were so great as the evening journal now suggests one would have thought that Senator Ellis would have done what he could to avert the calamity. Surely that is to quote from the Globe "Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company" would not influence the Senator whose duty it would be to guard the interests of the province.

Fortunately, however, the case is not so bad as the Globe makes out, or as some would even think that paper would like it to be if there was a chance of it doing injury to the provincial government. The matter stands as follows: Since 1903 the Atlantic, Quebec and Western Railway Company has had a charter, empowering it to build a railway from Paspébiac, the eastern terminus of the Bois Chaleurs Railway, to Gaspé, and thence through the centre of the Gaspé peninsula to Edmundton in New Brunswick. This line would run far to the north of the International Railway, and was shown on the company's map as crossing the Intercolonial at Cedar Hall. To this proposed line there could be no possible objection either from the standpoint of the province or of the Dominion Government, whose eastern terminus is at Campbellton, at the head of the Baie Chaleurs, and whose western terminus is St. Leonard on the St. John River.

The Atlantic, Quebec and Western made no move during the three years of the existence of its charter to build from Gaspé to Edmundton, but worked at construction from Paspébiac toward Gaspé, and prior to, or during the last session of parliament, it published a notice which, so far as we have been able to ascertain, was only printed in one paper in this province in a paper in Campbellton—stating its intention to apply for power to extend its line from Paspébiac to a point at or near Edmundton, or at or near Grand Falls. This notice would seem harmless enough, because any one reading it would naturally assume that the intention was, as before, to build from Paspébiac to Gaspé and thence through the Gaspé peninsula as provided for in the original charter to either Grand Falls or Edmundton, merely substituting Grand Falls as an alternative terminus instead of Edmundton.

When the Bill came before Parliament it was changed at the instance of the promoters so that the route was defined to be from Metapedia to a point on the St. John River between Grand Falls and Edmundton. This change was made without any public notice, and apparently passed the Commons without attracting any attention. When it got to the Senate, it attracted the notice of Hon. John Costigan, who took the ground that if the route it would invade the territory of the International Railway, and parallel that line for its entire distance, and within a few miles of it. On Mr. Costigan's objection the authority to come to the St. John River at a point between Grand Falls and Edmundton was struck out and the western terminus was made at Edmundton.

THE DOMINION'S BIRTHDAY Here is a copy of the proclamation copies of which were sent throughout Canada forty years ago last week: A PROCLAMATION For uniting the Provinces of Canada, Nova Scotia, and New Brunswick, into one Dominion, under the name of Canada.

Whereas, by an Act of Parliament, passed on the Twenty-ninth day of March, One Thousand Eight Hundred and Sixty, in the Thirtieth year of Our reign, intituled, "An Act for the Union of Canada, Nova Scotia, and New Brunswick, and the government thereof, and for purposes connected therewith," after divers recitals it is enacted that "it shall be lawful for His Majesty's Most Honourable Privy Council, to declare by Proclamation, that on a day therein appointed, not to be more than six months after the date of the passing of this Act, the Provinces of Canada, Nova Scotia, and New Brunswick, shall form and be one Dominion under the name of Canada, and in and after that day those three Provinces shall form and be one Dominion under that Name accordingly; and it is thereupon enacted, that "Such Persons shall be first summoned to the Senate as the Queen by Warrant, under Her Majesty's Royal Sign Manual, thinks fit to approve, and their Names shall be in-

and then up to the St. John River some twenty-five miles to Edmundton.

The following editorial appeared in the Globe of Saturday evening: "AN UNPLEASANT PROSPECT. "Unless the Atlantic, Quebec and Western Railway Company purchase the International two parallel lines will be built across this province between the St. John River and Campbellton. The province has a direct pecuniary interest in one of these roads, the International, now partially constructed, because the legislature has guaranteed its bonds for the whole length of 108 miles. The plan of the Atlantic, Quebec and Western Railway to tap the Grand Trunk Pacific at or near Edmundton and carry western traffic across the province to a port on the Gaspé coast. The new company is one mandatorily able to carry out all its intentions and its 26 miles of railroad already completed is declared to be among the best in the Dominion. Both roads are behind the enterprise and it is said that plans have already been made for a steamship connection between the Gaspé port and England and that the new line hopes to direct from St. John and Halifax a portion of the trade the Grand Trunk Pacific would otherwise bring to the Province ports. Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company and there is a belief that they will be strong enough to overcome any objections New Brunswick can urge in opposition to the extension across the province. If both roads are built the danger that already exists of the province being called on to pay the bond guarantee on the International road will be greatly enhanced. The prospect is to the least not encouraging."

After reading the above one is naturally disposed to ask what effort, if any, Senator Ellis, who is one of the proprietors of the Globe, put forth in his place in the Senate to prevent the injury to the province, which his paper now suggests as likely to be inflicted upon it. Did he raise his voice against the charter being granted? Did he even urge that there should be delay until the government of New Brunswick could be notified and have an opportunity of being heard against the bill? If the danger were so great as the evening journal now suggests one would have thought that Senator Ellis would have done what he could to avert the calamity. Surely that is to quote from the Globe "Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company" would not influence the Senator whose duty it would be to guard the interests of the province.

Fortunately, however, the case is not so bad as the Globe makes out, or as some would even think that paper would like it to be if there was a chance of it doing injury to the provincial government. The matter stands as follows: Since 1903 the Atlantic, Quebec and Western Railway Company has had a charter, empowering it to build a railway from Paspébiac, the eastern terminus of the Bois Chaleurs Railway, to Gaspé, and thence through the centre of the Gaspé peninsula to Edmundton in New Brunswick. This line would run far to the north of the International Railway, and was shown on the company's map as crossing the Intercolonial at Cedar Hall. To this proposed line there could be no possible objection either from the standpoint of the province or of the Dominion Government, whose eastern terminus is at Campbellton, at the head of the Baie Chaleurs, and whose western terminus is St. Leonard on the St. John River.

The Atlantic, Quebec and Western made no move during the three years of the existence of its charter to build from Gaspé to Edmundton, but worked at construction from Paspébiac toward Gaspé, and prior to, or during the last session of parliament, it published a notice which, so far as we have been able to ascertain, was only printed in one paper in this province in a paper in Campbellton—stating its intention to apply for power to extend its line from Paspébiac to a point at or near Edmundton, or at or near Grand Falls. This notice would seem harmless enough, because any one reading it would naturally assume that the intention was, as before, to build from Paspébiac to Gaspé and thence through the Gaspé peninsula as provided for in the original charter to either Grand Falls or Edmundton, merely substituting Grand Falls as an alternative terminus instead of Edmundton.

and then up to the St. John River some twenty-five miles to Edmundton.

The following editorial appeared in the Globe of Saturday evening: "AN UNPLEASANT PROSPECT. "Unless the Atlantic, Quebec and Western Railway Company purchase the International two parallel lines will be built across this province between the St. John River and Campbellton. The province has a direct pecuniary interest in one of these roads, the International, now partially constructed, because the legislature has guaranteed its bonds for the whole length of 108 miles. The plan of the Atlantic, Quebec and Western Railway to tap the Grand Trunk Pacific at or near Edmundton and carry western traffic across the province to a port on the Gaspé coast. The new company is one mandatorily able to carry out all its intentions and its 26 miles of railroad already completed is declared to be among the best in the Dominion. Both roads are behind the enterprise and it is said that plans have already been made for a steamship connection between the Gaspé port and England and that the new line hopes to direct from St. John and Halifax a portion of the trade the Grand Trunk Pacific would otherwise bring to the Province ports. Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company and there is a belief that they will be strong enough to overcome any objections New Brunswick can urge in opposition to the extension across the province. If both roads are built the danger that already exists of the province being called on to pay the bond guarantee on the International road will be greatly enhanced. The prospect is to the least not encouraging."

After reading the above one is naturally disposed to ask what effort, if any, Senator Ellis, who is one of the proprietors of the Globe, put forth in his place in the Senate to prevent the injury to the province, which his paper now suggests as likely to be inflicted upon it. Did he raise his voice against the charter being granted? Did he even urge that there should be delay until the government of New Brunswick could be notified and have an opportunity of being heard against the bill? If the danger were so great as the evening journal now suggests one would have thought that Senator Ellis would have done what he could to avert the calamity. Surely that is to quote from the Globe "Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company" would not influence the Senator whose duty it would be to guard the interests of the province.

Fortunately, however, the case is not so bad as the Globe makes out, or as some would even think that paper would like it to be if there was a chance of it doing injury to the provincial government. The matter stands as follows: Since 1903 the Atlantic, Quebec and Western Railway Company has had a charter, empowering it to build a railway from Paspébiac, the eastern terminus of the Bois Chaleurs Railway, to Gaspé, and thence through the centre of the Gaspé peninsula to Edmundton in New Brunswick. This line would run far to the north of the International Railway, and was shown on the company's map as crossing the Intercolonial at Cedar Hall. To this proposed line there could be no possible objection either from the standpoint of the province or of the Dominion Government, whose eastern terminus is at Campbellton, at the head of the Baie Chaleurs, and whose western terminus is St. Leonard on the St. John River.

The Atlantic, Quebec and Western made no move during the three years of the existence of its charter to build from Gaspé to Edmundton, but worked at construction from Paspébiac toward Gaspé, and prior to, or during the last session of parliament, it published a notice which, so far as we have been able to ascertain, was only printed in one paper in this province in a paper in Campbellton—stating its intention to apply for power to extend its line from Paspébiac to a point at or near Edmundton, or at or near Grand Falls. This notice would seem harmless enough, because any one reading it would naturally assume that the intention was, as before, to build from Paspébiac to Gaspé and thence through the Gaspé peninsula as provided for in the original charter to either Grand Falls or Edmundton, merely substituting Grand Falls as an alternative terminus instead of Edmundton.

When the Bill came before Parliament it was changed at the instance of the promoters so that the route was defined to be from Metapedia to a point on the St. John River between Grand Falls and Edmundton. This change was made without any public notice, and apparently passed the Commons without attracting any attention. When it got to the Senate, it attracted the notice of Hon. John Costigan, who took the ground that if the route it would invade the territory of the International Railway, and parallel that line for its entire distance, and within a few miles of it. On Mr. Costigan's objection the authority to come to the St. John River at a point between Grand Falls and Edmundton was struck out and the western terminus was made at Edmundton.

THE DOMINION'S BIRTHDAY Here is a copy of the proclamation copies of which were sent throughout Canada forty years ago last week: A PROCLAMATION For uniting the Provinces of Canada, Nova Scotia, and New Brunswick, into one Dominion, under the name of Canada.

Whereas, by an Act of Parliament, passed on the Twenty-ninth day of March, One Thousand Eight Hundred and Sixty, in the Thirtieth year of Our reign, intituled, "An Act for the Union of Canada, Nova Scotia, and New Brunswick, and the government thereof, and for purposes connected therewith," after divers recitals it is enacted that "it shall be lawful for His Majesty's Most Honourable Privy Council, to declare by Proclamation, that on a day therein appointed, not to be more than six months after the date of the passing of this Act, the Provinces of Canada, Nova Scotia, and New Brunswick, shall form and be one Dominion under the name of Canada, and in and after that day those three Provinces shall form and be one Dominion under that Name accordingly; and it is thereupon enacted, that "Such Persons shall be first summoned to the Senate as the Queen by Warrant, under Her Majesty's Royal Sign Manual, thinks fit to approve, and their Names shall be in-

and then up to the St. John River some twenty-five miles to Edmundton.

The following editorial appeared in the Globe of Saturday evening: "AN UNPLEASANT PROSPECT. "Unless the Atlantic, Quebec and Western Railway Company purchase the International two parallel lines will be built across this province between the St. John River and Campbellton. The province has a direct pecuniary interest in one of these roads, the International, now partially constructed, because the legislature has guaranteed its bonds for the whole length of 108 miles. The plan of the Atlantic, Quebec and Western Railway to tap the Grand Trunk Pacific at or near Edmundton and carry western traffic across the province to a port on the Gaspé coast. The new company is one mandatorily able to carry out all its intentions and its 26 miles of railroad already completed is declared to be among the best in the Dominion. Both roads are behind the enterprise and it is said that plans have already been made for a steamship connection between the Gaspé port and England and that the new line hopes to direct from St. John and Halifax a portion of the trade the Grand Trunk Pacific would otherwise bring to the Province ports. Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company and there is a belief that they will be strong enough to overcome any objections New Brunswick can urge in opposition to the extension across the province. If both roads are built the danger that already exists of the province being called on to pay the bond guarantee on the International road will be greatly enhanced. The prospect is to the least not encouraging."

After reading the above one is naturally disposed to ask what effort, if any, Senator Ellis, who is one of the proprietors of the Globe, put forth in his place in the Senate to prevent the injury to the province, which his paper now suggests as likely to be inflicted upon it. Did he raise his voice against the charter being granted? Did he even urge that there should be delay until the government of New Brunswick could be notified and have an opportunity of being heard against the bill? If the danger were so great as the evening journal now suggests one would have thought that Senator Ellis would have done what he could to avert the calamity. Surely that is to quote from the Globe "Hon. Rudolph Lemieux and other powerful Quebec and Ontario interests are said to be backing the new company" would not influence the Senator whose duty it would be to guard the interests of the province.

Fortunately, however, the case is not so bad as the Globe makes out, or as some would even think that paper would like it to be if there was a chance of it doing injury to the provincial government. The matter stands as follows: Since 1903 the Atlantic, Quebec and Western Railway Company has had a charter, empowering it to build a railway from Paspébiac, the eastern terminus of the Bois Chaleurs Railway, to Gaspé, and thence through the centre of the Gaspé peninsula to Edmundton in New Brunswick. This line would run far to the north of the International Railway, and was shown on the company's map as crossing the Intercolonial at Cedar Hall. To this proposed line there could be no possible objection either from the standpoint of the province or of the Dominion Government, whose eastern terminus is at Campbellton, at the head of the Baie Chaleurs, and whose western terminus is St. Leonard on the St. John River.

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, JULY 3, 1906

GLEANINGS BY ANNIE O. TIBBITTS

COPYRIGHTED 1907 BY THE NORTH AMERICAN COMPANY

AUTHOR OF "THE LOVE THAT WON," "THE MYSTERY OF IRIS GREY," "ROBES OF SHAME," ETC.

CHAPTER I. The Risen Dead.

He had never meant to come back! Eight years ago he had left England for ever. He had gone, ruined and broken and helpless. He had been like a man dead all this time, and yet now after eight years, he had come to life again—he had come back!

He looked round the dull park as he drove through it, at the gray buildings edging it, at the gray sky above, and remembered how he had seen England last. It had been just such a day as this, chill and dull and cold, and the sky above the old town in the north, that he had loved so well, that he had been forced to turn his back upon, had looked gray like this London sky—gray and hopeless as his own life had been.

As the park swung past him he leaned back in his brougham, seeing not the park, nor the pale green of the grass, nor the busy London crowd, but the rugged old town north, with its tall chimney stacks and belching smoke, and the castle on the hill that had frowned down upon him, when he had turned to look at it for the last time.

As his brougham neared Buckingham Palace, he leaned forward, and the sight of the British flag waving against the chill sky, of the King's Life Guards, right upright on their horses, facing the crowd about the gates, stirred him sharply. He was going to see the king.

He leaned back again as people pressed forward to stare at him, and mechanically passed his hand across his face. It was scarcely likely that he would be recognized. The years had altered him, and, besides, who would suspect that the Geoffrey Waring on his way to meet his king was Geoffrey Clavering, the desperate boy, who, eight years ago, had stood in the steep and narrow street of the town he loved, ruined and disgraced and outcast?

No one could know him now, after eight years. He had grown bronzed and older. Eight years ago he had been a clean-shaven youth. Now a moustache hid the bitter look about his lips, and the pain he had suffered then and the things he had gone through since had scarred his face, had given him a different look, had touched his hair with gray, though he was scarcely 30 even now.

All the same he shrank away from the crowd that always gathers about the palace gates on court days, and stood back at them nervously. It was scarcely likely that he would see any one he knew or who remembered him; but curious things happened sometimes, and he looked out almost afraid lest as he did so he should encounter the eyes of some one he had known in Oldcastle eight years ago—some one who would remember and recognize him, and involuntarily there rose up before him a vision he had so often tried to crush—a memory of a girl, soft and radiant, with shining eyes and laughing lips—the girl who, eight years ago, had been simple Hetty Lancaster. She would be in a very different position now, and why should he think of her in connection with the crowd about the palace gates he could not understand. Yet since he had been in England he had looked at every woman with a dead, and even now he drew back with a sudden check in his breath as his carriage crawled along the curb; for there, waiting to find a space to cross, was a girl with a face so like Hetty's that it might have been she in reality—only he had not known it to be impossible.

She was standing looking about her nervously—Hetty Lancaster, as she might have been, if the light had gone out of her face and out of her eyes—if she had been poor and ill and careworn. And that was impossible, as he knew. Yet the sight of the unknown girl's face, as she stood on the pavement, stabbed him to the heart.

He drew a deep breath and a smile crossed his lips as the girl moved away. In a few minutes he might see Hetty herself—the real Hetty—the wife of Lord Fanshawe, aide-de-camp to the King—a great lady now, the Hetty he had known and loved so well eight years ago.

In a few minutes he might have to face her indifferently—prayed God, she would not recognize him!

The brougham crawled on space, and the crowd grew thicker. Some one stared in at him, and then his quick ears caught a whisper.

"That's Waring—that's the man." A face peered in at the carriage window, and for a moment he stared back, with the breath checked in his throat, expecting recognition.

Yet, who could know him? The man whose eyes met his was a stranger—some one who had heard of him, no doubt—who had seen his portrait in the daily paper, perhaps. It had been taken without his knowledge or permission—a snapshot as he had left his hotel, and so unlike the Geoffrey Clavering who had disappeared from Oldcastle eight years ago, that he laughed when he saw it. If all his photographs were like that he could come to London without fear. No one would know him.

He leaned back against the soft lining of the carriage, with his eyes on the window. Face after face looked in and vanished again. Through the glass he heard their remarks, and their voices seemed to lift in to him like voices in a dream.

"Yes, that's Geoffrey Waring. You've heard about him? He saved the life of one of the royal party out in India, and they say he'll be knighted for it. But he's done more than that. They say he is enormously rich, and he has got a name to conjure with out there. He's going to make history, and they say he is as nervous and modest as if he had done nothing at all."

Geoffrey's face grew strained and set. He made history? He on his way to see the king? He must be dreaming a crazy dream. Eight years ago, a nobody, he had been turned away from Oldcastle. Eight years ago he had gone from the old town disgraced. Even the poorest honest man in Oldcastle would have refused to work beside him eight years ago!

He had only a dim idea of what was happening when he left his carriage. His sword hung loosely at his side, against his unfamiliar velvet clothes. He was conscious of an army of people of different kinds—of footmen in scarlet and gold, with the king's arms blazing everywhere, of Life Guards and Lancers standing at doors, of men lining the great corridors, with stars and ribbons and decorations gleaming sharply against their dark velvet coats. On every side were men whose names were household words, men distinguished for all sorts of things—men whom eight years ago he would have sacrificed almost anything to meet.

He was among them now—some of them a North Country man, a sometime nobody—and worse—going to meet the King!

He drew a sharp breath as he looked round the great room in which he found himself. There was only one man he dreaded to meet there, and one who would be like in her court dress. He could not imagine her. Eight years ago she had been only a child—a girl of 18, and the prettiest girl in all the world! What would she look like in a court dress with a long train, with feathers in her hair, and diamonds! Hetty with diamonds? He could not think of her in anything but a simple cotton frock or a serge jacket. And she would be there today, of course, with her husband, Lord Fanshawe. She would be sure to be there.

A voice detaching itself from others confirmed his thought.

"Fanshawe? Saw him a minute ago. Over there, I think—talking to Lord Manser."

Geoffrey turned his head quickly, but perhaps his eyes were a little blurred, perhaps the crowd was too thick, or the light against him, or perhaps Lord Fanshawe had altered with the eight years that had passed, for he could not see among that crowd of distinguished men the face he had known and grown to hate, eight years ago. There was no Lord Fanshawe there—no Hetty. Yet that!

A voice seemed to break upon him suddenly, and at the sound of it the years seemed to drop from him like a cloak. It was just the same—rolling, debonair, and the man coming across the room had not altered. He looked just the same—scarcely older even—and of the two, all changed, it was the man who stood there, Geoffrey, older and older than Lord Fanshawe did.

He shrank back and stood waiting. If he recognized him, what then?

His pulses grew unsteady as Lord Fanshawe came on. He made a movement to draw still further back, and then a hand on his shoulder checked him.

CHAPTER II. Before His King.

He turned sharply and faced a man who wore a ribbon across his shoulders and a quantity of stars and medals on his chest.

"Ah, there you are, Waring. You ought to have lunched with me, you know, if it were only a favor, for everybody is anxious to have a lion like you in town nowadays. By the way, the Earl of Oldcastle has asked me to present you to him. We shall see him when we go through. His son, Lord Fanshawe, is here somewhere. Shall I introduce you?"

Geoffrey shrank back.

"No—no—I'd much rather not, thank you all the same, Lord Renwick," he said. "I—wait my stay in England to be as quiet as possible. Don't think me so grateful, but I am afraid I am not a sociable man, and after one has lived in the wilds, all this," he looked round, "is not so congenial. I am scarcely used to society."

Lord Renwick laughed.

"You're too modest and shy, Waring," he said. "I'll see my wife on to you. You want waking up. And think of your chances, man. The world is at your feet. The King has recognized your ability, and after this, if you make the most of your opportunities you may rise to any height. I shall tell my wife to talk to you. There she is, by the way, standing at her side is my daughter Hilary. You must come and be introduced to her. I shall tell my wife you are a misanthrope and leave you to her. She'll draw you out of your shell."

He put his hand on Geoffrey's sleeve as he spoke, and made a move to cross the room, but somehow Geoffrey seemed to be curiously rigid. He was standing, with his eyes fixed on a group a little way off—a group of men, brilliant in their court dress, their swords at their sides and stars on their breasts. And among them was Lord Fanshawe.

Geoffrey's throat was parched and his lips were dry as he looked across at them, and it was with an effort that he turned to Lord Renwick.

"I suppose I suppose Lord Fanshawe is here today," he said uncertainly. His eyes left the group and looked across the room.

"Lady Fanshawe?" cried Lord Renwick. "Lady Fanshawe? Why there is no Lady Fanshawe—yet. Claude is a rascally creature, and there have been endless reports of her making off with the diamonds and the jewels, and now—well, between ourselves—there will be a Lady Fanshawe soon."

Geoffrey whirled round, and Lord Renwick looked up, startled, into his gray face that looked so queer and set and at his flashing eyes.

"No, no," he cried in a strange, husky voice. "Lord Fanshawe—not married?"

He passed his hand across his face. It was cold. He was conscious that Lord Renwick was looking up at him curiously, almost nervously, but he could only think of her in anything but a simple cotton frock or a serge jacket. And she would be there today, of course, with her husband, Lord Fanshawe. She would be sure to be there.

A voice detaching itself from others confirmed his thought.

"Fanshawe? Saw him a minute ago. Over there, I think—talking to Lord Manser."

Geoffrey turned his head quickly, but perhaps his eyes were a little blurred, perhaps the crowd was too thick, or the light against him, or perhaps Lord Fanshawe had altered with the eight years that had passed, for he could not see among that crowd of distinguished men the face he had known and grown to hate, eight years ago. There was no Lord Fanshawe there—no Hetty. Yet that!

A voice seemed to break upon him suddenly, and at the sound of it the years seemed to drop from him like a cloak. It was just the same—rolling, debonair, and the man coming across the room had not altered. He looked just the same—scarcely older even—and of the two, all changed, it was the man who stood there, Geoffrey, older and older than Lord Fanshawe did.

He shrank back and stood waiting. If he recognized him, what then?

His pulses grew unsteady as Lord Fanshawe came on. He made a movement to draw still further back, and then a hand on his shoulder checked him.

CHAPTER II. Before His King.

He turned sharply and faced a man who wore a ribbon across his shoulders and a quantity of stars and medals on his chest.

"Ah, there you are, Waring. You ought to have lunched with me, you know, if it were only a favor, for everybody is anxious to have a lion like you in town nowadays. By the way, the Earl of Oldcastle has asked me to present you to him. We shall see him when we go through. His son, Lord Fanshawe, is here somewhere. Shall I introduce you?"

Geoffrey shrank back.

"No—no—I'd much rather not, thank you all the same, Lord Renwick," he said. "I—wait my stay in England to be as quiet as possible. Don't think me so grateful, but I am afraid I am not a sociable man, and after one has lived in the wilds, all this," he looked round, "is not so congenial. I am scarcely used to society."

Lord Renwick laughed.

"You're too modest and shy, Waring," he said. "I'll see my wife on to you. You want waking up. And think of your chances, man. The world is at your feet. The King has recognized your ability, and after this, if you make the most of your opportunities you may rise to any height. I shall tell my wife to talk to you. There she is, by the way, standing at her side is my daughter Hilary. You must come and be introduced to her. I shall tell my wife you are a misanthrope and leave you to her. She'll draw you out of your shell."

He put his hand on Geoffrey's sleeve as he spoke, and made a move to cross the room, but somehow Geoffrey seemed to be curiously rigid. He was standing, with his eyes fixed on a group a little way off—a group of men, brilliant in their court dress, their swords at their sides and stars on their breasts. And among them was Lord Fanshawe.

Geoffrey's throat was parched and his lips were dry as he looked across at them, and it was with an effort that he turned to Lord Renwick.

"I suppose I suppose Lord Fanshawe is here today," he said uncertainly. His eyes left the group and looked across the room.

"Lady Fanshawe?" cried Lord Renwick. "Lady Fanshawe? Why there is no Lady Fanshawe—yet. Claude is a rascally creature, and there have been endless reports of her making off with the diamonds and the jewels, and now—well, between ourselves—there will be a Lady Fanshawe soon."

Geoffrey whirled round, and Lord Renwick looked up, startled, into his gray face that looked so queer and set and at his flashing eyes.

"No, no," he cried in a strange, husky voice. "Lord Fanshawe—not married?"

He passed his hand across his face. It was cold. He was conscious that Lord Renwick was looking up at him curiously, almost nervously, but he could only think of her in anything but a simple cotton frock or a serge jacket. And she would be there today, of course, with her husband, Lord Fanshawe. She would be sure to be there.

A voice detaching itself from others confirmed his thought.

He rose sharply to his feet. He could stand no more, he could listen to no more just now. He looked blindly at the lawyer's old, hard face, and perhaps there was something in his own that startled Jackson a little, for he peered at him curiously through his thick glasses and moved a little closer to him.

"Of course, personally I have not the slightest doubt that she was guilty," he said. "The case was not thrust out in the day to revive such things now, and I presume that it is not your object?"

"Once more, make a movement nearer Geoffrey, the puzzled look back in his eyes as they searched his face, and Geoffrey roused himself sharply and turned away.

"No," he said slowly. "No, I only wished to inquire—"

He broke off with his face still half averted.

Barter rose and stood beside him in front of the window. Geoffrey was slowly crossing the road and standing to look with blind, unseeing eyes at the row of shops and the village beyond them that occupied the spot where eight years ago had stood the old white house and garden that had belonged to Mr. Lancaster.

"Who does he remind you of, Barter?" Jackson said.

The clerk shook his head. But a queer cunning had grown in his eyes as Geoffrey walked slowly out of sight, and he stood gawking his moustache, apparently in deep thought for some minutes after he had disappeared.

(To be continued.)

WILL PROSECUTE PARTY WHO FIRED ON DALHOUSIE FISHERY PATROL

Ottawa, June 28.—The lawlessness of the party who fired a rifle seven times at the government patrol steamer near Dalhousie a few days ago will be punished if the guilty person can be found. As long as the regulation requiring the raising of nets on Sunday is in force, it will have to be respected and if while officers are enforcing that regulation any person is foolishly enough to use a rifle upon an official of the government, there is but one thing to do and that is to prosecute the guilty party. This is the view held by the officers of the department and instructions have been sent to the fishery inspector in charge of the district, where the outrage occurred, to set the law in motion.

Montreal Gazette in a Stock Company.

Ottawa, June 28.—(Special)—Notice will appear in tomorrow's Canada Gazette incorporating Richard White, publisher, Senator White, manager, Samuel L. Kyd, editor, Thomas M. McLaw, secretary, and John A. Blair, bookkeeper, Montreal, under the name of "Gazette Printing Company," with a proposed capital of \$500,000.

What He Found Up North.

Was it eight years that had passed? Geoffrey looked round curiously. Nothing had altered. Oldcastle was just the same today as it had been eight years ago when he had last stood in the narrow high street and looked back.

He turned slowly, and, slowly, steadily, the old man's words beat at his heart and brain, and two gradually detached themselves from the others, and went



For there waiting to find a space to cross was a girl with a face so very like Hetty's that it might have been she in reality if only he had not known it to be an impossibility.



Was it really he, Geoffrey Clavering of old castle who stood there listening? Was it of him and his work that the king spoke?

THINGS ARE LIVELY AT CAMP SUSSEX

Soldiers Complete the Wreck of the Merry-Go-Round--Picket Guard and Town Police Kept Busy--Barber's Tent Burns and Adds to the Excitement--Over 2,000 Men Expected in Sunday Church Parade.

Sussex, N. B., June 28--As the days roll by and the weather becomes finer, things are becoming much more lively than they were at the opening of the camp.

The wrecking of the merry-go-round last night was repeated this evening in a different form, the red coats, numbering about 300, again formed about the place of amusement and, after enjoying free rides until they were tired of them, they ordered the merry-go-round stopped.

There was great excitement this evening about 9 o'clock in the vicinity of the depot, and it ended the offender being placed under arrest by the picket men who escorted their prisoner to the pen in camp. A soldier in khaki persisted in remaining on the picket line.

Matters were stirred somewhat in the ranks of the 72nd Regiment this afternoon when the barber's tent was destroyed by fire. The tonorial artist had let an oil stove burning in the tent and the coals were scattered about the place.

Those in camp are hoping for fine weather on Sunday, as the church parade promises to be a unique affair this year, as there are 2,300 men in camp.

Colonel Drury, O. C. M. P., of Halifax, came into camp today. His presence is a guarantee that the parade will be a success.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

Three deaths from measles have been reported in St. John this year and about the same number from measles and pneumonia.

JUNE WEDDINGS

Alfred Mills Smith, formerly of this city, and for a number of years an employe of J. & A. McKinnon, was married in New York on Wednesday, June 27, to Miss Ella Cokeret, daughter of Mrs. Edward Cokeret, of New York.

A very pretty wedding was solemnized on the 28th inst. in St. Dominic's church, St. John, N. B., when Miss Elizabeth G. McCourt, of that city, and J. Henry Mulholland, of St. John, were united in holy matrimony.

After the ceremony a wedding breakfast was served at home to the bride and groom, and a few intimate friends.

Woodstock, June 27--A happy social event of special interest in this place occurred at the home of Mr. and Mrs. Chas. Cummings, of Dow Settlement, York county, on Wednesday afternoon, when the bride and groom were united in marriage to Edward Edric Durling.

Charles Frederick Matthew, son of Dr. and Mrs. G. F. Matthew, of Sumner street, was married to Miss Margaret Tyler, daughter of Dr. and Mrs. Nathan Peabody Tyler, on June 28.

Arthur P. O'Rourke, Ontario superintendent of the London Life Insurance Company, Hamilton (Ont.), and Miss Katie Oulfield were married in St. John, N. B., on Wednesday, June 28.

A very pretty wedding was celebrated on Saturday afternoon at 4:30 at the residence of Mr. and Mrs. G. W. Peacock, of Westmorland county, N. B.

One of the most pleasant events of the season took place at All Saints' church, Clifton, Tuesday evening, June 26, at 8 o'clock, when the pastor, Rev. H. S. Wainwright, united in matrimony Miss Pearl C. Puddington, eldest daughter of H. N. Puddington, of Clifton, and Sandy F. Flewelling, only son of J. H. Flewelling, of Red's Point.

On Saturday the Jewish population of the city were called upon to mourn two deaths--both women, comparatively young. Both funerals were held at dead of night, following the usual custom, and in a 4 o'clock Sunday morning before one funeral party returned from the Jewish burying ground.

FOUR BITTEN BY DOG IN CARLETON

Excitement on Floats as Lad is Attacked by Bull Dog

Three boys and a girl were bitten by a bull dog said to be owned by Walter McLeod, of Carleton, Monday afternoon and while the animal was being beaten first one and then another of those it attacked were injured.

The dog was on the 5:15 trip of the ferry steamer from the east side and on arrival of the boat in Carleton went bounding through the crowd on the floats.

Charles Frederick Matthew, son of Dr. and Mrs. G. F. Matthew, of Sumner street, was married to Miss Margaret Tyler, daughter of Dr. and Mrs. Nathan Peabody Tyler, on June 28.

A very pretty wedding was celebrated on Saturday afternoon at 4:30 at the residence of Mr. and Mrs. G. W. Peacock, of Westmorland county, N. B.

One of the most pleasant events of the season took place at All Saints' church, Clifton, Tuesday evening, June 26, at 8 o'clock, when the pastor, Rev. H. S. Wainwright, united in matrimony Miss Pearl C. Puddington, eldest daughter of H. N. Puddington, of Clifton, and Sandy F. Flewelling, only son of J. H. Flewelling, of Red's Point.

On Saturday the Jewish population of the city were called upon to mourn two deaths--both women, comparatively young. Both funerals were held at dead of night, following the usual custom, and in a 4 o'clock Sunday morning before one funeral party returned from the Jewish burying ground.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

Three deaths from measles have been reported in St. John this year and about the same number from measles and pneumonia.

OBITUARY

Wm. Driscoll. The Frederick Gleason notes the death of William Driscoll, second son of John Driscoll, of Woodstock, and formerly of St. John. Miss Margaret Driscoll, of the Queen hotel, Fredericton, is a sister.

Rev. J. E. Goucher, father of Rev. W. C. Goucher, of St. Stephen, died in Yarmouth, Thursday at the residence of his daughter, Mrs. Roy Williams. Howard Goucher, of Glace Bay, was a son of deceased. The body was taken to Truro for burial.

Hezekiah Porter. Hezekiah Porter, formerly of the dry goods firm of Eagles & Porter, died Friday and many friends will be grieved to learn of it. Mr. Porter was born in St. Andrews, where he served as a dry goods clerk. He came to St. John in his early manhood and was employed in some of the prominent dry goods establishments until he entered business with J. Eagles, under the firm name of Eagles & Porter.

John B. Robinson. St. Stephen, N. B., June 30--John B. Robinson, who has been in his usual health, was taken very ill today with heart trouble. Dr. DeLaind was called and Mr. Robinson was taken to his home. This evening he was stricken with a second attack and, although medical aid was at once summoned, he passed away. His wife was not at home. She went to St. John yesterday to attend the Baptist convention being held there.

William Laird, second son of Mrs. Sarah Laird, of 214 Duke street, died in Lynn (Mass.) on Friday after a fortnight's illness. Decidedly a robust and healthy young man, he had been for a number of years in Lynn, where he was engaged in the upholstery business. The cause of death was complications following on rheumatism.

Mr. Laird's father, Charles Laird, died about thirty years ago. He was succeeded by his mother, Mrs. Laird, who survived after thirty-seven years as a clerk. Besides his mother, Mr. Laird is survived by his wife, Mrs. Laird, and his three brothers--Stephen and J. R. Ayer, of Yorkville, and Dr. N. A. Ayer, of Petticoat street, St. John.

St. Stephen, N. B., June 30--Word was received here today by G. W. Ganong, M. P., announcing the death of E. M. Ganong, grocer, of the town. Mr. Ganong, who had been in poor health for some time, went about two weeks ago, to Lake Umbagog, where he hoped that the treatment there might benefit him. Shortly after arriving there he became much worse. Mrs. Ganong was summoned and went to him, where she has since remained.

Halifax, June 28--(Special)--The death occurred at Upper Canada today of Mrs. J. F. McCurdy, wife of the Presbyterian minister at that place, as a result of an attack of pneumonia which she had for some time. She was 62 years of age and had been married about eight years.

Miss Marion Reid received the set of dishes given by Hon. P. McSweeney, of Moncton, for the best work in science department. Miss Nita Fawcett, of Sackville, also received a prize in that work.

OBITUARY

Wm. Driscoll. The Frederick Gleason notes the death of William Driscoll, second son of John Driscoll, of Woodstock, and formerly of St. John. Miss Margaret Driscoll, of the Queen hotel, Fredericton, is a sister.

Rev. J. E. Goucher, father of Rev. W. C. Goucher, of St. Stephen, died in Yarmouth, Thursday at the residence of his daughter, Mrs. Roy Williams. Howard Goucher, of Glace Bay, was a son of deceased. The body was taken to Truro for burial.

Hezekiah Porter. Hezekiah Porter, formerly of the dry goods firm of Eagles & Porter, died Friday and many friends will be grieved to learn of it. Mr. Porter was born in St. Andrews, where he served as a dry goods clerk. He came to St. John in his early manhood and was employed in some of the prominent dry goods establishments until he entered business with J. Eagles, under the firm name of Eagles & Porter.

John B. Robinson. St. Stephen, N. B., June 30--John B. Robinson, who has been in his usual health, was taken very ill today with heart trouble. Dr. DeLaind was called and Mr. Robinson was taken to his home. This evening he was stricken with a second attack and, although medical aid was at once summoned, he passed away. His wife was not at home. She went to St. John yesterday to attend the Baptist convention being held there.

William Laird, second son of Mrs. Sarah Laird, of 214 Duke street, died in Lynn (Mass.) on Friday after a fortnight's illness. Decidedly a robust and healthy young man, he had been for a number of years in Lynn, where he was engaged in the upholstery business. The cause of death was complications following on rheumatism.

Mr. Laird's father, Charles Laird, died about thirty years ago. He was succeeded by his mother, Mrs. Laird, who survived after thirty-seven years as a clerk. Besides his mother, Mr. Laird is survived by his wife, Mrs. Laird, and his three brothers--Stephen and J. R. Ayer, of Yorkville, and Dr. N. A. Ayer, of Petticoat street, St. John.

St. Stephen, N. B., June 30--Word was received here today by G. W. Ganong, M. P., announcing the death of E. M. Ganong, grocer, of the town. Mr. Ganong, who had been in poor health for some time, went about two weeks ago, to Lake Umbagog, where he hoped that the treatment there might benefit him. Shortly after arriving there he became much worse. Mrs. Ganong was summoned and went to him, where she has since remained.

Halifax, June 28--(Special)--The death occurred at Upper Canada today of Mrs. J. F. McCurdy, wife of the Presbyterian minister at that place, as a result of an attack of pneumonia which she had for some time. She was 62 years of age and had been married about eight years.

Miss Marion Reid received the set of dishes given by Hon. P. McSweeney, of Moncton, for the best work in science department. Miss Nita Fawcett, of Sackville, also received a prize in that work.

Special Suit Sale!

22 PROGRESS BRAND SUITS, regular \$13.50 values, for - - \$10.00

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

KINGSTON CONSOLIDATED SCHOOL CLOSING EXERCISES

The Prize Winners and Graduates--Farewell Address from Trustees to Principal Hamilton and Associates--Band in Attendance, and Picnic Wound Up a Happy Day.

Kingston, June 29--Splendid weather, a crowd of visitors so large that even the spaciousness of Sir William Macdonald's big building could scarce accommodate them, an excellent programme carried out in a creditable manner by bright boys and young men and women, farewell addresses to the teachers and a happy reply by the retiring principal, and a bounteous specimen of Kingston people's hospitality were the features connected with the closing of the Macdonald Consolidated school here yesterday.

There was a large attendance of pupils who were in the midst of spirits. The girls, many of whom might well be called young ladies, were beautifully but simply dressed, and bright flowers everywhere that even rivalled the sunshine, made the scene in and out of the school rooms one of attractive beauty.

There was a pleasant break in the programme when the principal and the staff, the trustees of the school and the rector of the parish, Rev. Mr. Wainwright, went to the platform and with a few words of introduction expressive of his regret at the departure of the staff, the rector read the following address:

David W. Hamilton, Esq., Ph. D., principal; Miss I. M. Mersereau, vice-principal; and Miss Anne Darling, Miss Margaret Stewart and Miss Mary Sturtevant, members of the teaching staff, were present. We, the members of the board of school trustees, have the honor to welcome you, principal or you, ladies of the staff, depart with our expressions of regret that you will not be with us here today and at the severance of our pleasant relations.

There was a pleasant break in the programme when the principal and the staff, the trustees of the school and the rector of the parish, Rev. Mr. Wainwright, went to the platform and with a few words of introduction expressive of his regret at the departure of the staff, the rector read the following address:

There was a pleasant break in the programme when the principal and the staff, the trustees of the school and the rector of the parish, Rev. Mr. Wainwright, went to the platform and with a few words of introduction expressive of his regret at the departure of the staff, the rector read the following address:

There was a pleasant break in the programme when the principal and the staff, the trustees of the school and the rector of the parish, Rev. Mr. Wainwright, went to the platform and with a few words of introduction expressive of his regret at the departure of the staff, the rector read the following address:

There was a pleasant break in the programme when the principal and the staff, the trustees of the school and the rector of the parish, Rev. Mr. Wainwright, went to the platform and with a few words of introduction expressive of his regret at the departure of the staff, the rector read the following address:

LOCAL NEWS

Nine deaths took place in the city last week from the following causes: Anemia, two, and inanition, apoplexy, measles, meningitis, measles, and pneumonia, bronchitis and pneumonia and pulmonary tuberculosis, one each.

Having completed his high school course with honors George C. Kierstead will at once commence work as supply for the Hampton Baptist church circuit, during the summer months and will enter Acadia College at Wolfville in the fall.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

Three deaths from measles have been reported in St. John this year and about the same number from measles and pneumonia.

TWO FUNERALS HELD AT DEAD OF NIGHT

On Saturday the Jewish population of the city were called upon to mourn two deaths--both women, comparatively young. Both funerals were held at dead of night, following the usual custom, and in a 4 o'clock Sunday morning before one funeral party returned from the Jewish burying ground.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

Three deaths from measles have been reported in St. John this year and about the same number from measles and pneumonia.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

TWO HEBREW WOMEN BURIED SATURDAY NIGHT LAST

On Saturday the Jewish population of the city were called upon to mourn two deaths--both women, comparatively young. Both funerals were held at dead of night, following the usual custom, and in a 4 o'clock Sunday morning before one funeral party returned from the Jewish burying ground.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

Three deaths from measles have been reported in St. John this year and about the same number from measles and pneumonia.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

POPE ENTERS WEEK'S RETREAT

Rome, June 30--The Pope today entered upon a week's retreat during which he will hold no audiences.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

Three deaths from measles have been reported in St. John this year and about the same number from measles and pneumonia.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.

PHYLIS BERTHA CARR

The friends of Mr. and Mrs. William S. Carr, Lancaster Heights, will regret to hear of the death of their only daughter, Phyllis Bertha, who died Sunday, aged four years and nine months. The little one had been sick only a short time with measles complicated, towards the last, with diphtheria. Mr. Carr was absent working in Geary when he received a telegram announcing the little one's death and he hurried home as fast as possible.

Funeral of Frank D. Campbell. Norton, June 28--The funeral of the late Frank D. Campbell was held from his father's residence yesterday, 27th inst., at 10 o'clock. A short service was held at the house conducted by the Rev. Frank Bond, assisted by the I. O. F. to which

taken sick last September with peritonitis which developed later into consumption. Besides her father and mother she is survived by one sister and three brothers, all living at home. They are Bessie H. Victor, E. L. bookkeeper in the Dufferin Hotel; Charles W. and William R.

Through Marion & Marion, Montreal, a patent for a saw set gauge has been awarded to John S. Scott, Fredericton, and one for a shoe heel attachment to Edward Reine, Halifax.