

Important Editorial News of the week for Saturday Subscribers.

MONDAY. THE SENATE NOW TWO-THIRDS LIBERAL.

When the Conservative Government went out of power in 1896 there were but a handful of Conservatives in the Senate. So very unequal was the strength of parties in the Red Chamber that Liberal newspapers had been appealing to the Conservative leaders to fill up vacancies as they occurred from the Opposition side. At length the seats of the mighty were captured by the Liberals. Since then death has been busy despoiling the ranks of the veterans of legislation and the Laurier Government has been busy making appointments to the vacant seats. Years ago the balance between parties was restored and now the Liberal preponderance is approaching that which the Conservatives had in 1896. The latest appointment, made the other day, rounds up a total of sixty-three Liberal Senators to twenty-seven Conservatives. The proportion is now three to one, but neither party is yet generous enough, even under such circumstances to appoint a political appointee to the Senate. More's the pity.

The Senate ought not to be a partisan body. Indeed it was provided in the act in 1877 that the appointments to the Senate from the various Provinces should, in the first instance be made in equal numbers from both parties. It was hoped that something like that proportion would be preserved. The result is as we have seen. The Senate is just as strongly partisan as the House of Commons and even more so in the matter of appointments. There seems no other prospect but that when the Conservative party shall regain a majority in the popular Chamber it will be balanced by a Senate almost wholly of the opposite political stripe. These are not ideal conditions for good legislation or good government, but for a people as party-mad as we Canadians are they are about what we deserve.

TUESDAY. DR. ELLIOT AND HIS RELIGION OF THE FUTURE.

Dr. Elliot, late President of Harvard University, had in his mind a new religion, a new faith, a new teaching, a new ideal. In the brief period since his retirement he has done much to shatter his reputation as a safe guide for his fellows. He first designed "a five-foot bookshelf," with titles of books enough to fill it, alleged to be sufficient for the wants of intelligent and cultured men, but omitting therefrom the Bible and Shakespeare. Now he has pronounced a new religion, with as little evidence of sense and judgment. His religion, like his bookshelf, contains some good things. It has like fatal and inconceivable omissions.

In a word he omits from it all supernatural elements, the divinity and worship of Christ, faith, repentance, the resurrection, the denial of possibility of a quick change of character here, or of a sudden entrance to Paradise hereafter. To him Paul's conversion is a myth, and that which Paul declared to be basic to the Christian faith is an absurdity. In all this he writes himself down as a Sadducee. The Bible, for which he had no room on his bookshelf, is rejected from his religion. The Cross to him is a meaningless symbol. Such a religion may satisfy the mind and heart of Dr. Elliot. It might be good enough for sceptics, agnostics and unbelievers generally, but will never commend itself to sincere believers in the Christian faith. It has not even novelty to recommend it.

That peace between Canada and the United States has been preserved for nearly one hundred years is a matter of great satisfaction. When the full century of continuous peace shall have expired a few years hence, it may be fitting to celebrate the occasion. A year or two earlier will come the centenary of battles fought between Canadian and American soldiers. These are the occasions of celebration? The peace centenary will only be of value as it tends to prolong present friendly relations. The centenary of battles might stir up the embers of old feuds and quarrels. It will be well to proceed warily in devising the form of these centennial observances.

WEDNESDAY. LORD CHARLES BERESFORD'S NAVAL PROGRAM.

Lord Charles Beresford has long been a conspicuous figure in British naval affairs. His personal popularity is great, not merely because of his brilliant career in the navy, in which he had the reputation of being its best strategist, but because he has always had the courage of his convictions and dared to say the thing he thought. Away back in the eighties of last century he grew dissatisfied with the condition of the navy, and to gain the opportunity for a free expression of his views he signed his command and appealed to the nation. He entered Parliament and led a strong movement toward the building of practically a new navy. It is believed by many of his admirers that but for his patriotic zeal at that time Britain would have been so unready that a probably disastrous war with France would have followed the Fashoda affair. That accomplished, he returned to the navy with increased prestige and was given high command. It is well

FOR MARRIED MEN ONLY.

When your razor is as dull as a hoe, ask your wife if she wasn't parking her corns. Get her Putnam's Corn Extractor; its only painless and safe cure. All dealers sell "Putnam's."

known that previous to his retirement from the command of the North Sea fleet he was again in strong disagreement with the Government and the Admiralty in regard to what he considered the present inadequacy of the navy. He is now again appealing to the nation. Not long ago he explained his views before the London Chamber of Commerce, emphasising the point that the navy needed not only more big battleships but a general strengthening throughout. As a minimum he demanded: 10 Battleships, 18 "Commerce Protection" Cruisers, 24 "Common Protection" Cruisers, 24 "Anti-Destroyers" (sea-going torpedo boat destroyers), 52 Torpedo Boat Destroyers, 4 Floating Docks, Stores, Coal, Ammunition, Restoration of Repairing Stations Overseas.

Twenty thousand additional men. The cost of this program would be some \$725,000,000, a big sum, but small in proportion to the loss and cost of one disastrous war. Lord Beresford contends that the danger from Germany is very real, that Germany has more large naval docks than Britain; a greater number of cruisers and destroyers in the North Sea, and that these are of a stronger and more effective type. He thinks the swift British destroyers are not strong enough for the stress of the North Sea, for which German vessels of this class are specially designed. Also that Germany is now so equipped for building and arming war vessels of all classes that it is only by a supreme effort that Britain can keep pace with her. Lord Beresford probably knows as well as any man in the British Empire what the needs of the navy are. He has the ear of the nation to a remarkable extent, and justly so because of his ability, patriotism, experience and expert knowledge, and because, at whatever cost to himself he will hold forth his honest convictions. His program as above outlined seems at least to have the merit of completeness.

TENNYSON, PROPHET OF THE FLYING AGE.

Tennyson was the true prophet of the flying age. In these days a thousand newspapers and magazines have recalled his vision of "the heavens filled with commerce, argosies of magic sails, pilots of the purple twilight," and so on. It seems to have been from Tennyson that Mark Twain adapted the phrase "sky pilot" and applied it to the preachers, giving it a wide vogue in the rather irreverent slang of recent years. But today we have actual sky pilots, multiplying rapidly in number, and their exploits bulking largely in the world's news, and so the preachers may perhaps be relieved of an unsought title. It was not only in Locksley Hall, however, that Tennyson's forecast apprehended the days when men would fly. In "The Holy Grail" he has given us a description of "The mighty hall that Merlin built with four great zones of sculpture set betwixt. And in the lowest beasts are slaying men. And in the second men are slaying beasts. And on the third are warriors, perfect men. And on the fourth are men with growing wings."

What a picture is here presented of successive stages in the advance of the world and the extension of man's dominion, upward from the days when the wild beasts were a terror to him, to the time when he conquers and flies the air. Tennyson saw it all in clear vision, and, as we have said, it was the true prophet of the flying age.

All will regret the disastrous wreck of the Silver Dart at Petewawa, which, resulting in the escape of Messrs. McCurdy and Baldwin who were on board. Otherwise the experiments were quite successful, though the distances made were short.

Duncan Marshall, M. P. and Mrs. Marshall of Edmonton, arrived on Monday evening on a visit to relatives and friends in this city. Mr. Marshall is well known here and in Ontario and the west as a vigorous political speaker and writer. He was the editor of the Patron here in the days when the Patrons of Industry had a newspaper organ of their own. Mr. Marshall is now an active Liberal and likely to become Minister of Railways in the Alberta Government, led by Premier Rutherford.

The Bedque campaign, which might be expected to be in full blast at present, must be proceeding very quietly. We failed to notice anything about it in either of the party rallies yesterday, and yet polling day is rapidly drawing near. At the general election there was almost an even balance of votes, and favorably known here and in Ontario and the west as a vigorous political speaker and writer. He was the editor of the Patron here in the days when the Patrons of Industry had a newspaper organ of their own. Mr. Marshall is now an active Liberal and likely to become Minister of Railways in the Alberta Government, led by Premier Rutherford.

THURSDAY. CONSUL HALE LEAVING. HIS SUCCESSOR COMING.

Hon. Frank Deedmeier of Birmingham, Alabama will arrive by the S. S. Halifax this evening to succeed American Consul Hale in office at this port. He has a wife and two on Friday, 6th instant, on which date Consul Hale will leave, via Summer- side for New York, whence he will sail on the 21st to take up his new consular duties in Trinidad.

Consul Hale and Mrs. Hale during their too brief stay in this City have made for themselves a warm place in the hearts of our people and their departure will be much regretted. The best wishes of all classes will go with them to their new home in the south. They took a courteous and kindly interest here in all that pertains to the welfare and advancement of this community, and will receive a very hearty welcome at any time they may return in the future.

THE BOOMING REVENUE AND THE TAX PAYER.

The Canadian customs revenue for the month of July was \$4,912,156, or \$1,180,279 in excess of the like month last year. From the Government standpoint this is cheerful tidings. It shows that the import trade is expanding after last year's depression, and that money for public service will be fairly plentiful when Parliament again meets to authorize its disbursement. There are other points of view which are not so pleasing. One of these is that the customs duties are so much taxation paid by the people of the country, and a million dollars a week in customs taxes is a pretty heavy bill for six millions of people to pay.

It will be said that the people who buy the goods are well able to pay for them, and that these taxes are being indirect, the people do not feel them. This is true in part. There is much complaint, more than in former years, of the increased cost of living, and no small part of that increased cost is made up of import duties. Then there is the fact that where the customs duties run up to a million dollars a week and that amount goes into the federal treasury, the people really pay a good deal more than that. The importer adds the duty to the price of the goods and levies his profit on the total. The retailer adds his profit in a percentage on the total again. So that the actual burden of a million dollars in customs taxes runs up to not less than \$1,375,000.

The body of Canadian consumers would like to buy their goods in the cheapest markets and sell what they have to sell where prices are highest, but they discover if they give a little thought to it, that they are heavily fined on their purchases. Here in Prince Edward Island where we have few factories, and no lumber or minerals to sell, the burden of customs taxation bears with onerous weight. It may be that our people do not realize what they are paying, but if a man is blind while asleep, or under the influence of chloroform, his vigor is sapped quite as much as No Province of Canada suffers so much proportionately as ours in this way and it is poor consolation to learn that we are paying more this year than we paid last year, and much more per week than we did in previous years.

We shall perhaps be told that the rate of customs taxation is actually less by a fraction than it was under the Conservative tariff of fourteen years ago. This is true, the rate is a fraction lower, but the people are paying a great deal more in customs taxes, partly because they are buying more goods, but mainly because the prices of goods have gone up in the meantime. There is little consolation to the taxpayer in being told that his tax rate is lower, if he finds himself called upon to pay one half more taxes without any increase in his ability to pay. And there is still less consolation in the fact that a great deal of public money has been wasted in recent years, and a full treasury is only too likely to lead to further expenditure for which adequate value shall not be returned.

Mr. Delaney has been renominated as the Conservative candidate for the by-election in the Bedque District, and Hon. Joseph Read has issued his card to the electors there as the Liberal candidate. Among the ten planks in his platform are reform in the provincial election law, better transportation rates, better financial terms, the enforcement of the prohibitory law in its integrity, continuous and efficient winter communication, and Opposition will hardly object to any principle the gallant Captain has laid down, but will, of course, claim that they would give surer and better effect to them if placed in power. The battle is now on and it is for the electors to decide it.

HON. JOSEPH READ AND HIS ELECTION CARD.

We are heartily in accord with Hon. Joseph Read in what he says against bribery and corruption in elections. Why cannot he and Mr. Delaney with some leading supporters of an agreement to discontinue and suppress the use of both whiskey and money in this contest? Such an agreement honestly carried out would be most creditable to both sides and is in every way desirable. And by all means let the controverted election act be made more effective. In its present shape it is creditable to the men who are responsible for its enactment and for its continuance upon the statute book. If the stricter law is to be made retroactive so as to include the present election, a rather unusual proposal, it ought also be made to cover the recent by-election in the First District of Queens.

As to the better enforcement of the Prohibitory law, Capt Read, as a

member of the Government cannot do better than begin at once. There are some sections of the Province where the lax enforcement of the law seems to be due to the inefficiency if not to the bad faith of those prosecutors and magistrates to whom its operation has been entrusted. Attention has been frequently directed to this matter and if better men can be got for the work, and we think they can, Captain Read and the Government will deserve and receive popular approval by making some changes. Then it nothing that the Government could do that would more firmly establish it in popular favor than an honest and thorough execution of the prohibitory law in its integrity.

We have read over and over the seventh article in the gallant Captain's platform in which he says he will assist the Local Government, all he possibly can "to secure winter communication—continuous and efficient." It seems a rather timid utterance. We regretfully miss any mention of the Tunnel in this. We cannot believe that he has gone back on the Tunnel. But what can one man do among nine, if the remaining eight are either indifferent or hostile? We hope, however, that he means to stand by the Tunnel and will so explain his seventh clause that it cannot mean anything else. As it is worded it might mean aviation at the Capes, or deviation by way of Brule, or aggravation in the way of further delay. We wait to be assured in regard to this matter. This is no time for erasing to Ottawa or for speaking with bated breath for fear of offending some one in the high places. It is a time for the manful assertion of Island rights, in scorn of consequences. We sincerely hope that Captain Read will rise to the occasion.

THE CZAR VISITS BRITAIN AND FRANCE.

Nicholas II of Russia, who is now making a round of visits, is a man of forty-one years who has had many and varied experiences and has cut a big figure in the world during the fifteen years that he has reigned at the head of the great northern empire. Two great measures of reform give him a place among the noted rulers of his time. One of these was the creation of the Hague tribunal for the settlement of international disputes, the other the gift of representative institutions to his people. These are really great achievements, and will appear the greater when the limitations by which the Czar has been surrounded are taken into consideration. His coronation ceremonies ended in a disaster which cost hundreds of lives. During the fifteen years of his reign assassins have conspired, partly because they are bureaucrats, partly because they are desirous to benefit his people and the humiliating outcome of the war with Japan was of itself sufficient to have shaken the most stable throne.

Nicholas now emerged from his almost perpetual imprisonment in the fortress of Spasskoe, Selo, near St. Petersburg, to receive on board his yacht visit from the German Emperor. Now he has come by sea to meet King Edward and President Fallieres of France, the great object being apparently to strengthen the entente, which is something less than an alliance, between Russia, France and Britain. This rather loose and uncertain combination is designed to balance the older triple alliance of Germany, Austria and Italy, which is from time to time the cause of concern in France and England.

The understanding between Russia, Britain and France, whatever it may be, is free from the taint of an ambitious crime. It is in no sense aggressive. The Czar does not want war, certainly not now, or for years to come. Britain does not want war and France is also strongly committed to peace. In the same way the Czar reviewed the British fleet, which King Edward reminded him is the most powerful and largest naval force ever assembled, but it exists as a means of upholding the interests of peace. France, too, has a powerful fleet and a superb army. Russia is still powerful, despite her reverses, in the East. So the triple entente is doubtless a great security for the peace of Europe and the world.

Dirigible balloons rather than aeroplanes are counselled by the Imperial Defence Committee. The aeroplanes fly too low—within easy reach of rifle or cannon shot—and they can carry but very little weight of men, arms or explosives.

The steel cylinder vacuum airship, recently described in these columns, would be a great success if it were possible to make the cylinder strong enough to sustain the enormous pressure of the air and at the same time light enough to make its ascent possible. There is where the trouble comes.

Australia like Canada will insist upon absolute control of her own fleets and armies, but in an imperial emergency would gladly place her whole armament at Britain's disposal. This, however, would be by consent, not by compulsion. There is the same feeling here, although imperial sentiment was never before so strong.

Important Provincial News of the week for Saturday Subscribers.

FRIDAY.

The many friends of Mr. Moffatt, sr., of New Glasgow, father of Artemas and Wm. Moffatt, will be pleased to learn that although ninety-two years of age he was able to rake during the present hay season.

One of the most lamentable drowning fatalities that has ever stirred the people of Charlottetown occurred yesterday afternoon at Rocky Point. The first intimation of the accident was heard between three and four o'clock, and aroused widespread concern. The news circulated quickly and during the remainder of the day was the chief topic of conversation among all classes.

The facts of the distressing affair are as follows: About two p. m., yesterday, Ephraim Gallant, of this City, a well known fisherman, and President of the League of the Cross, embarked with seven others, on board his lobster boat, for Rocky Point. Some of them are members of the committee to arrange for a picnic and the holding of the annual sports of the League of the Cross and their purpose in going over was to select a suitable place for the event, which was scheduled for next Monday.

In all there embarked on the boat: Ephraim Gallant, captain and owner of the boat, Peter Doyle, mail-carrier, of this City, James Burnett, this City, son of Geo. Burnett, Harry Gallant, who lived with his grandmother on Easton Street, William Morgan, of this City, son of Jas. Morgan, and a tailor by trade.

Robert Trainor, of this City, a son of James Trainor, painter, Charles McInnis, of this City, son of Duncan McInnis, Daniel McAulay, of Tracadie. As the party would have to anchor the large lobster boat off the shore they took in tow a flat-bottomed punt to effect a landing with. This was the ultimate cause of the distressing accident, which resulted in the drowning of four of the members of the boat's company. It had been lying exposed to the sun of late and the heat had opened wide the seams between the planks. It was leaking freely.

The sail over to Rocky Point was safely and pleasantly accomplished. The party arrived there about three o'clock and brought the boat to anchor off the centre of Indian Cove, between two hundred and two hundred and fifty yards from the shore. The tide was almost high, having been on the ebb but a short time. At the time of anchoring there would, at the place, be about twelve feet of water.

The punt was drawn alongside and the men began to get into it. There was a good deal of water in it which Harry Gallant began to bail out. One after the other dropped in, till seven of the eight had left the sail boat. The eighth man, Peter Doyle, did not leave the sail boat. It is doubted if it was safe to further haul the punt. In fact, some of those who were already in the leaky craft had some misgivings, but they took the risk, because they wished to get ashore without making more than one trip.

In this condition the punt was started for the shore, Ephraim Gallant propelling it by sculling at the stern. It was deeply loaded. The rolling motion imparted by the sculling caused the seams at the sides to dip beneath the surface with every stroke. Water came in more rapidly than it could be bailed out with the bucket, which Harry Gallant was using. When about half the distance between sailboat and shore had been traversed, the punt filled and sank beneath its occupants. Three of them, McInnis, Trainor and Morgan jumped clear and being able to swim, started for the shore, about a hundred yards off.

It is not known just what the other four did in their extremity. Whether they grasped each other (it is said that none of them could swim) or became entangled in the eel grass which covered the bottom could not be told. Peter Doyle, from mere progressing towards land, but did not leave the punt until they were apparently did not come to the surface long enough to be noticed, nor did it appear that any of them strove to reach the punt, which relieved of the weight was now floating level with the surface though full of water.

In the meantime, many people who had gone to Indian Cove from this City to spend a holiday, as well as the residents of the cottages at this resort, and the Micmac Indians who live there, had become aware of the tragedy going on, and had gathered at the shore. Most of these swimmers were women and children. They had been enjoying themselves on the shore never dreaming of the inevitable interruption that was to mar the pleasure of their holiday. They had seen the punt sink, but took it for granted all on board were swimmers, and would be able to reach the shore.

Warned by the cries of Doyle and the others who were fighting for their lives, they quickly realized the imminent peril of the struggling men. Those who could did what was possible to afford aid, but there were no boats at hand fit to go to the rescue, nor at the critical time when assistance was most needed were there any such boats in the vicinity. One of the three—Trainor—almost done out-grasped the boat, and knew he was safe. His swim had almost exhausted him for he had all his clothes on.

The survivors of the accident speak with admiration of the conduct of Mrs. McNally, a sister of Mrs. James Kelly, of this City. She pushed out the boat towards the three who were swimming in going out in the water up to her neck to do so. One of the three—Trainor—almost done out-grasped the boat, and knew he was safe. His swim had almost exhausted him for he had all his clothes on.

ST. DAVIDS, Wales, Aug. 5.—(Special)—A large four-masted steamer ran on the submerged rocks under St. David's Head in a very heavy fog and is still fast. The fog still holds and the vessel has not been identified. A lifeboat is alongside the steamer.

not having discarded his coat. He was quickly assisted ashore.

McInnis, was probably the best swimmer of the three. He made good progress after he left the punt, being free of the encumbrance of his coat, which he had left in the sail boat. Morgan was following him. The latter found it a hard fight and called out to McInnis,—"Can you touch bottom." McInnis tried but could not, and swam about a dozen yards further. Then he tried again and could not. He was in water up to his neck. He immediately went to Morgan and helped him to safety. The three were at once taken care of by Mrs. Kelly, who was most untiring in her efforts to help the young men. They were soon restored.

By this time some of the Indians had come down to the shore, and one of them, having oars, put out in the boat. The body of James Burnett was floating, being partly buoyed up by an artificial leg which he wore. This body was brought ashore at once, and it was thought that life was not extinct as not much time had elapsed since the accident. Mrs. McNally and others tried to revive him, and for a long time the means of resuscitating the nearly drowned, but no response came to their efforts, which they sorrowfully ceased when convinced of their hopelessness.

Shortly after bringing in Burnett's body the Indians went out and with the aid of a fish spear they recovered the bodies of the others. They brought them to land. Then they brought off from the boat, Doyle who had been a horror-stricken witness of the death of his friends, and utterly unable to move a hand to help them. He has no knowledge of the management of boats, and even if he had, one man could not have done this. Doyle shortly after set off for Rocky Point to convey the sad news to the relatives of the victims. He took the ferryboat to this City and very soon the sad details were being listened to with every expression of sorrow and with intense sympathy for the bereaved relatives.

In response to messages Dr. Conroy and Rev. M. McDonald hurried over in the next ferryboat. At the place where the bodies lay they were joined met Dr. Mellish, J.P., and the latter in the absence of a coroner summoned a jury and viewed the remains, so that the latter could be removed. At past six P. M. Madigan and other officers of the Benevolent Irish Society and of the League of the Cross went over. They drove to the place where the drowned men lay and reverently placing the bodies in a wagon, brought them to the ferryboat.

The arrival of the boat at Charlottetown was awaited by an immense crowd. At a little before eight, the steamer, with her flag at half-mast, came to the wharf with her sad burden.

Coroner H. D. Johnson viewed the bodies on their arrival here, and after hearing the statements of the survivors he decided that an inquest was unnecessary. The bodies were then taken by the undertakers to the different bereaved homes. That of young McAulay was taken charge of by his brother who, on receipt of the news in the afternoon had at once driven in to Charlottetown. He took the corpse back to Tracadie, last night.

It is almost impossible to state the painful surprise with which citizens learned of this appalling accident. All of the drowned were, with the exception of McAulay, well-known here, and warmly liked and popular in a wide circle of acquaintance. Ephraim Gallant was the oldest man of the party, and the only one that was married. He leaves a wife and a son of about fourteen years to mourn the tragic death of a father and husband than whom none could be more loving and kind. He was a native of New Brunswick, about forty-five years old. The others were all young men of between twenty and twenty-five years of age. All, with the exception of McAulay were members of the League of the Cross. E. Gallant was President of the League and a member of the B. I. S. He was a man of high standing in both orders and active in good work for his fellowmen. He was a leading man in the L. P. U. and will be widely mourned.

McAulay had only come to Charlottetown the day before with his friend, Charles McInnis. He was to have begun work in the business office of the Examiner next week. He leaves a father and mother, four brothers and a sister at his home in Tracadie.

Jas. Burnett had been employed as the janitor of the League of the Cross Institute. He was an amiable young man, and his loss will occasion great regret.

Harry Gallant was the youngest of the drowned. He was a promising young man and had been with Ephraim, who was a distant relative.

LONDON, August 1.—The sub-committee of the Imperial Defence Committee, appointed to consider matters of aviation, has given a verdict of rigid dirigible balloons for the army. The aeroplane committee considers that these machines possibly may become valuable to the army, but they must be able to ascend to a much greater height than yet has been achieved before they will be useful for reconnoitering purposes.

War Secretary Haldane announced in the House of Commons yesterday afternoon that in consequence of this report the Admiralty had ordered a rigid dirigible of the largest type from the Vickers, and the Government factory at Aldershot, was busy with the construction of three non-rigid balloons and two aeroplanes for experimental purposes. Mr. Haldane said in addition:

"The remarkable events of recent days—Bleriot's flight across the channel, and the flights in America—all point to the fact that some time in the future the aeroplane will be capable of bringing about great results."

Important Telegraphic News of the week for Saturday Subscribers.

AMHERST, Aug. 5.—The Hamlet's meet here yesterday was the best day's athletic sport ever held here.

The feature of the meet was the five mile race, and the presence of three Indians heightened the interest. Michael Thomas, the Island champion was treated as longboat No. 2, but failed to measure up to the reputation finishing fourth. Cameron also won the mile. Plantrouble winning and lapped all competitors but one Indian who finished a third of a lap behind. Isaac Paul, of Parrsboro, another Indian was third. Cameron also won the mile. Blanche won the 220 and 440 yard races and Paul, of Springhill, the 100 yard dash.

BOSTON, Aug. 2.—(Special)—Mrs. Christina Taylor Bridget, the oldest woman in Boston, is dead.

She was in her one hundred and third year and was born at Grand River, Prince Edward Island March 13, 1816. She had twelve children, seven and leaves a number of relatives in that neighborhood. Mrs. Bridget died last night at the home of her daughter, Mrs. Ellen Shaw, of Dorchester. She was the widow of Capt. Wm. Bridget, for many years sexton of the St. Mary's Church. Mrs. Bridget was very proud of her age and last March celebrated her one hundred and second anniversary, though for years she had been confined to her bed.

VICTORIA, B. C., Aug. 4.—When the steamer Enna, of the Jensen and Ostrander line, which is to sail again for Mexico and Central American ports on August 5th, was at Salina Cruz, great difficulty was experienced by her Chinese crew in burying a shipmate, who had died as a result of tuberculosis. Despite obstacles, the Orientals insisted on their rites, waiting until the sun was sinking, several Chinamen went ashore and gathered dry grass, which they later spread on the gang plank, over which the bier was to be carried. Proceeding the biermen, a number of the crew marched, shooting off fire crackers. Whether the scene that followed was pre-arranged and part of the burial rites, the officers of the steamer do not know, but state that the bier containing the dead Celestial was carried through a veritable path of flame, caused by the ignition of the dry grass lying the straw cracker.

When the cortege reached the shore which was to be the final resting place of their shipmate, they encountered another obstacle. The grave had been dug in the afternoon and had been filled with water in the interim. Salina Cruz being situated on a low land. Before their burden was deposited the Orientals utilized their hats, caps and other impromptu receptacles to bale the water out of the trench.

DON JAIME FOR PEACE.

VIBENSA, Aug. 3.—Don Jaime, the pretender to the Spanish throne, declared in an interview here yesterday that he had no intention of interfering in the present crisis in Spain, and said that his retirement to Frobsdorf, in Lower Austria, far from the Spanish frontier, was proof of his peaceful purposes. "The Farist party is a party of order," said Don Jaime. "I never will take upon myself to bring an entire people into danger for my own ends. Never will I lead Spaniards against Spaniards. Should I return to Spain at the head of an army it would be only to restore order. This might happen should the revolutionaries drive out King Alfonso, or to the welfare of the country require it. The popularity of King Alfonso is declining through no fault of his own, and Queen Victoria is certainly less liked than the King. Spaniards dread foreign influence. Victoria has remained a stranger too long, and she people will never forgive her." Don Jaime is of the opinion that the war in Morocco was unavoidable, and he fears that it will last a long time.

BORN.

CARRIER—At Seal River on July 11 to George A. and Mrs. Carrier, a daughter.

SUTHERLAND—At Cardigan on July 27th to Geo. and Mrs. Sutherland, a daughter.

ENMAN—At Westbrook, Mass., on July 19th, to E. L. and Mrs. Enman (nee Ella Brehaut) a son.

MARRIED.

SAMPLE—McLEOD—At the residence of the officiating minister, on July 28th, Robert Sample, Montague, to Mary McLeod, Milltown Cross, by Rev. B. A. McPhee.

CLARK—GILLIS—At the residence of the bride's father, John Gillis, Flat River, on the 28th inst., by Rev. S. D. McPhee, John A. Clark of Quincy, Mass., to Christina A. Gillis of Flat River.

DIED.

SEAMAN—At Glasgow Road, August 4, Harry, eldest son of Charles Seaman, in the 20th year of his age.

FUNERAL ON Friday at 2.30. NICHOLSON—At Dundas, July 17, Annie Nicholson aged 59, eldest of the late John Nicholson of Montague, and eldest daughter of the late Simon D. Murchison, Point Prim, leaving one son and two daughters, also two sisters and two brothers to mourn their loss. HUME—At his home in Brooklyn, Lot 61, July 28th, Peter G. Hume in the 87th year of his age. REARDON—At the City Hospital on August 2nd, John S. Reardon, aged 14 years. MCINTOSH—At Gairloch Road, on the 24th inst, Mrs Effie McIntosh in the 88th year of her age.

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