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TO the Citizens of Fredericton and Surrounding Country:

The Undersigned wishes to inform the Citizens of Fredericton and Surrounding Country that, having secured the services of A FIRST-CLASS MAN AS UNDERTAKER, he is now in a position to fill all orders with which he may be favored.

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For particulars inquire at the GLOBE Office, Fredericton, N. B.

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Geo. H. Davis

DRUGGIST.
Cor. Queen and Regent Sts
Fredericton

(Continued from page 2.)
stood off shore heading about southeast one-half south. On this leg the Englishman seemed to hold his own. In fact he managed to eat up into the wind, and half an hour after they went in stays he had gone a hundred yards further to windward and was out footing the American.

Even thus early in the race it was almost assured that the Valkyrie had been favored with just what she wanted and that in a heavy sea and half a gale she was by far the speedier and stiffer boat of the two. It took the Valkyrie two hours and six minutes and forty-five seconds, and the Vigilant two hours eight minutes and thirty-five seconds to make the 15 mile to windward, a gain of one minute and fifty-five seconds, in favor of the English boat.

This Defeat of the Vigilant was due more to the sea than the wind for the cup defender was thumping hard into each wave and seemed to make very heavy weather of it. Though the beat to windward was exciting in the extreme, it was nothing compared to the run home. The wind seemed to freshen and the sea became angry and turbulent. Still both yachts carried their flying jibs. Scarcely had the Valkyrie cleared her skirts of the outer turn before she set her heavier spinnaker, big topsail and balloon staysail. The Vigilant, though a trifle slower than the Valkyrie in setting her jibs, carried many more yards of canvas, and to the surprise of the Englishman shook out the reef in her mainsail and set her large club topsail over the forking one that she had carried all day. This great area of sail seemed to completely enshroud the peerless cup defender.

The Vigilant, although most half a mile behind at the turn, managed to pick up handily her English rival and closed upon his weather quarter. In doing this she blanketed him, took away all his wind and managed to crawl up and gradually pass by. The Englishman showed that he could play at this game, and gave the vigilante a dose of her own medicine. She also took away the wind from the American, and then in turn shot ahead. It was just in the midst of one of these battles that an unfortunate mishap, or rather, a series of unfortunate mishaps, blocked the race for the Valkyrie. The Englishmen were leading the Vigilant by several lengths with still 1 minute and 33 seconds of time allowance to spare when a little split appeared on the inner leach of the cutter's spinnaker. A little scream of anxiety went up from all the Anglomaniacs, for in such a breeze it meant that this great sail then pulling like a race horse, would soon be split in two. Longer and longer the rent seemed to grow and when it had extended ten feet out, Captain Cranfield was forced to take it in. Everything on the Vigilant was then drawing well, even her great balloon jib topsail was full of wind, and with this great excess of canvas she suddenly shot ahead and rapidly opened the gap between herself and her crippled adversary. The way the sailors worked on board the Valkyrie was simply marvellous, for in less than two minutes the spinnakers of light, Irish linen was taken out of the hold and quickly run up to the mast head. It was all in vain; however, for the wind was then

blowing half a gale, and this light piece of canvas was torn in shreds, the pieces flying all over the challenger like snow drifts. This crushed forever all hopes of the English victory, even for one brief day for though a balloon jib topsail was hoisted in lieu of a spinnaker, the English cutter fell rapidly astern, and crossed the line about 500 yards behind the Vigilant.

Following is a summary of the race:
Name Start Finish Time
Valkyrie 12.27.00 3.53.52 3.26.52 3.25.19
Vigilant 12.27.00 3.51.29 3.24.39 3.24.39
Vigilant wins by forty seconds.

How the Railway Whistle was Invented.

When locomotives were first built, and began to trundle their small loads up and down the newly and rudely constructed railways of England, the country roads were for the most part crossed at grade, and the engine driver had no way of giving warning of his approach except by blowing a horn. This horn, as may be imagined, was far from being a sufficient warning. If a cow strayed upon the track, so much the worse for the cow, as George Stephenson said. But by and by it became inconvenient for others than the cows.

One day in the year 1833 a farmer of Thornton was crossing the railway track on one of the country roads with a great load of eggs and butter. He was going to Leicester to sell the produce. Just as he came out upon the track a train approached him. The engine man blew his tin horn lustily, but the farmer did not hear it. He drove squarely upon the track, and the engine plunged into his waggon.

Fortunately the farmer was not seriously injured; but his horse and especially his eggs and butter were. Eighty dozens of eggs and fifty pounds of butter were smashed into an indistinguishable unpleasant mass, and mingled with the kindling wood to which the waggon was reduced. The horse breathed his last in a few moments.

The railway company had to pay the armer the value of his fifty pounds of butter, his 960 eggs, his horse and his waggon. It was regarded as a very serious affair, and straightway a director of the company Mr. Ashlen Bagster by name, went to Atton Grange where George Stephenson lived.

What shall we do? he exclaimed. We can't have such dreadful things as this happen on our railway you know.

Stephenson was inclined to take the matter with true North-country philosophy, but the director was aroused.

Now upon my word, said Ashlen Bagster, why can't you make your steam make a noise somehow that will warn these people? He thought of no method to accomplish this, but at that time people had in a general way a high opinion of the capabilities of steam.

That's an idee mon, said Stephenson. Bless your soul I'll try it!

He went to a maker of musical instruments and got him to contrive an apparatus which, when blown by steam, would make a horrible screech. This was attached to the boiler of an engine, and the first locomotive whistle was in full operation.

The railway directors greatly delighted, ordered similar contrivances to be attached to all their locomotives, and from that day to this the voice of the locomotive has never been silent.

So it may be said truly that the locomotive whistle had its origin in the smashing of eighty dozen of eggs.

Gems of Thought.

Choose such pleasure as recreate much and cost little.

Things don't turn up in the world until somebody turns them up.

Never lose sight of an honorable enemy; he will make a good friend.

He who can take advice is sometimes superior to him who can give it.

The man who is above his business may one day find his business above him.

To dread no eye and to suspect no tongue is the great prerogative of innocence.

Modesty is to merit as shades to figures in a picture, giving it strength and beauty.

The surest and shortest way to prove a work possible is strenuously to set about it.

Only what we have wrought in our characters during life can we take away with us.

Few men have the talent of displaying dignity, without acquiring a tincture of coldness and contempt for others.

It is one of the most promising traits of human nature that heroic unselfishness always kindles the enthusiasm of mankind.

Reason requires culture to expand it. It resembles the fire concealed in the flint, which only shows itself when struck with a steel.

Of all the delicate sensations the mind is capable of, none perhaps will surpass that which attends the relief of an avowed enemy.

Count your resources; learn what you are not fit for, and give up wishing for it; learn what you can do, and do it with all the energy at your command.

It is often those things which appear most excessively plain and self-evident to ourselves that are for that very reason, the most difficult to explain to others.

Nine times out of ten a bad habit is overcome more easily by relinquishing it at once, than by gradually breaking away from it. Compromise is not complete reform; and then too, where the change is not immediate, carelessness is liable to lead to laxity and finally to abandonment of the effort to reform.

HISTORY OF ST. PAUL'S LODGE.

An Interesting Chapter of Masonic Research.

British Masonry in Canada—References to the Late Colonel Hutton and Many Men Well Known to the Craft.

The Montreal Star says:—The history of St. Paul's Lodge of English Masons is the history of English or rather British Masonry in Canada, and its antiquity was strangely discovered in December, 1869, through the finding of an old book in the Mechanics Institute in this city called "Looking unto Jesus," and which was placed in the hands of the Lodge. This book appeared to have been printed in Edinburgh in 1722 and bears on its title page the name of its owner in his signed manual, Gwyn Owen Radford, who was master of St. Paul's from December, 1803, to June, 1804. On the inside cover of this book is pasted what would appear to have been part of a summons of St. Paul's Lodge, No. 12, dated at Montreal, June, 1813, on which is written, apparently in Bro. Radford's handwriting: Founded by Lord Arberdour's warrant 1760. Now Lord Arberdour was Grand Master of England from 18th May 1757, to 3rd May, 1762, and during his term of office a provincial Grand Master was appointed to Canada. That the Lodge worked under proper charter there is no doubt, and it is most reasonable to suppose that it had its origin amongst the army of some eleven thousand men under Gen. Amherst, then stationed in Montreal. The Lodge received its charter of 1760 to 1770 from the Grand Lodge of England, although the provincial Grand Lodge which issued the warrant to St. Paul's Lodge in 1770 appears to have lapsed, yet another Provincial Grand Lodge was established prior to 1751, and presided over by Sir John Johnson, Bart., as provincial G. M. under His Royal Highness, the Duke of Cumberland, Grand Master of England. It would appear that in 1845 this Lodge relinquished its provincial warrant and obtained a new one direct from England. To the late Brother James Vaughn Morgan is due the discovery of an important link in its past history, namely the finding of a tombstone in the old Protestant burying ground in May 1875. It had been erected to the memory of Worshipful Brother John Greatwood, who was elected Master in June, 1803, and died in the month of October following, during his actual tenure of office. The remains were, by order of Lodge removed to Mount Royal cemetery under the direction of Bros. David R. McCord and David Sinclair, who, however were not able to move the old tombstone, which broke up when an attempt was made to move it. All trace of this

OLD LAND-MARK HAS DISAPPEARED

unless indeed some fragment has found its way into Brother McCord's collection of things ancient. In Mount Royal a new stone will be found over the place where are deposited all that is mortal of the young Master who fell asleep on the 12th day of October, 1803, aged 23 years. On 15th September, 1821 the Lodge assisted in laying the foundation stone of the Richardson wing of the General Hospital. On the 24th April, 1833, the Montreal Masonic Hall was destroyed by fire and with it the principal books, records and regalia of the Lodge. It would be strange for Masons of to-day to meet at 3 p. m., but in 1835 this was the regular custom of St. Paul's during the winter, and as the streets were even worse lighted than now the brethren, out of consideration for their friends, generally managed to delay their departure until the sun was sufficiently advanced to ensure their being able to traverse the streets in safety. From the year 1846 to 1862 the Lodge was in the district of Mount Royal and William Henry and was No. 1, but from 1863 the number has been 374, Registrar of the United Grand Lodge of England.

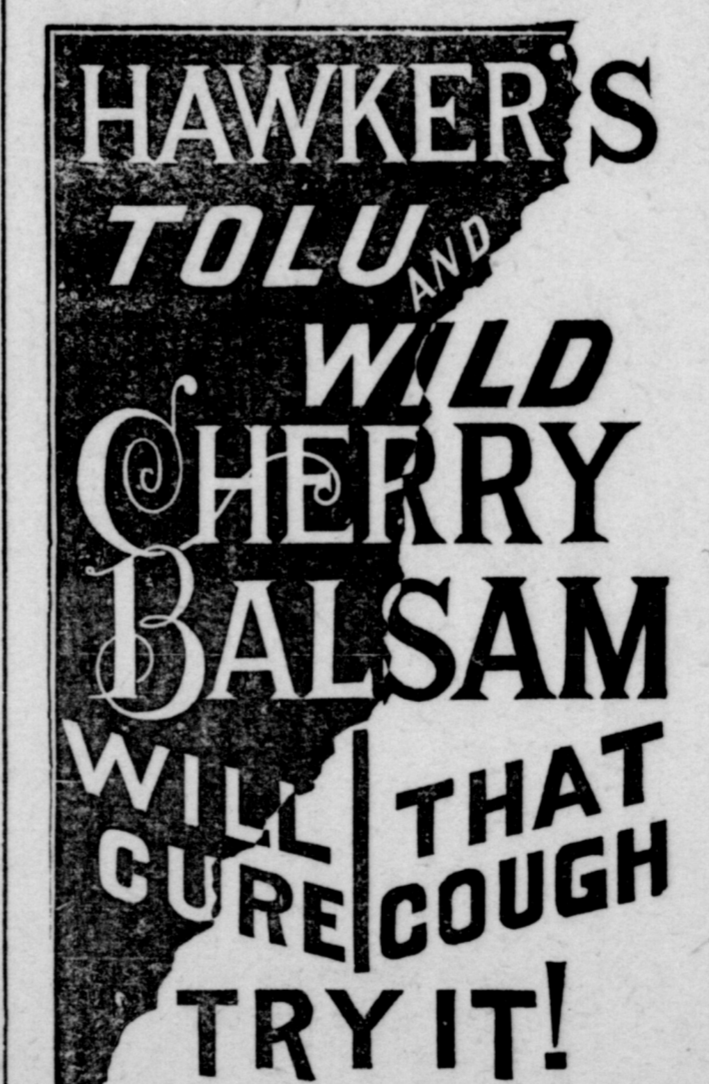
Amongst the craft there was not a member who will be more missed than will be the late Bro. W. H. Hutton, for, like his every action of life, he took a thorough—not superficial interest—in the well-being of the Order he loved so dearly. His Royal Highness the Prince of Wales, Grand Master of England, was pleased to confer upon Bro. Hutton the degree of Past Grand Warden, an honor which numbers amongst its member only one other untitled name.

Brother Hutton was admitted into the craft on February 11th 1862 and was I. D. in 1864; I. W. in 1869; S. W. in 1869; Worshipful Master in 1868, '69, '70 and P. C. in 1874.

In the Royal Arch he occupied the principal chairs, being 3rd Principal in 1869 and 1870; 2nd Principal in 1871-72; 1st Principal in 1873-74 and 75. He was representative of the Grand Superintendent under the late Judge Badgely who was Provincial Grand Superintendent.

He took the several degrees until he became the first 33 degree Mason entered on the books of the Supreme Council of Canada. Working through all grades he became Sovereign Commander of the Montreal consistorate and succeeded the late T. D. Harrington as Sovereign Commander of the Supreme Council of Canada.

Brother Hutton was one of the four who first received the 33 degree; the others being W. V. Ellis of St. John N. B., Wm. Reid, Hamilton Ont., and E. M. Copeland Montreal. The consistory was organized in Ottawa by General Albert Pyke of Washington, who was Sovereign Grand Commander of the southern jurisdiction of the United States. It was about 1876 when the Supreme Council of Canada was constituted.



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