

PROGRESS.

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SIXTEEN PAGES.

ST. JOHN, N. B., SATURDAY, AUG.

Subscribers who do not receive their paper Saturday morning are requested to communicate with the office.—Tel. 95.

KING EDWARD'S TITLE.

KING EDWARD'S present title is EDWARD VII., by the grace of God, of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, Emperor of India. In order to meet the desire for a definite recognition of the colonies which have lately shown their affection and loyalty in many ways, the government has introduced a bill in Parliament, authorizing the king to add to his title; and it is expected that after the words 'Great Britain and Ireland,' he will add the words 'and of British Dominions Beyond the Sea.'

Not a little of English history is written into the titles of English sovereigns. The early royal titles were not territorial, but national. Thus EDGEBERT was King of the West Saxons, and ALFRED used the title of King of the Saxons. EDWARD the Elder called himself King of the Anglo Saxons. ATHELSTAN was the first to adopt the title of King of the English, and this was the title borne by the Norman sovereigns.

Magna Charta which was signed in 1215 opened with JOHN'S title, thus: 'JOHN by the grace of God, King of England, Lord of Ireland, Duke of Normandy, and Aquitaine, and Earl of Anjou.' EDWARD I dropped the title derived from Normandy, but EDWARD III. added that of King of France which was not dropped until 1801. The title 'Defender of the Faith' was conferred upon HENRY VIII., who was also the first to describe himself as King of Ireland. JAMES I. was proclaimed King of England Scotland, France, and Ireland. After the Scotch Act of Union, ANNE took the title Queen of Great Britain, France, and Ireland. After the Irish Act of Union the title read, of the United Kingdom of Great Britain and Ireland, King.

The last change made was on January 1877, when Queen VICTORIA was proclaimed Empress of India. The imperial titles which KING EDWARD also has adopted is not the innovation which some suppose. There is a Latin document in the British Museum, described not only as 'REX,' but as 'Cæsar Totius Britannicæ,' or 'Emperor of all Britain.' In a statue of Henry VII.'s time, that sovereign is designated as 'King and Emperor of the realm of England and of the Land of Ireland.'

But the recognition of the 'Greater Britain' comprised in the 'Dominions Beyond the Sea' is wholly new and altogether fitting.

People who say that BLONDIN could not have been day before yesterday both in New York city and in Lower Canada, appear to forget that rapid travelling is possible now as it never was before. What was to hinder BLONDIN from spending the early morning hours in New York, then taking a fast express for Quebec and on arrival at the latter city immediately plunging into the near-by wilderness?

'Remember the Maine?' It is getting to be something of a task. The hospital ship Maine, which served so honorably in South Africa and China, was lately presented to the British government. Another Maine still blocks the entrance to the harbor of Havana, and a third, a new one launched recently at Philadelphia. The 'watery main' is evidently more than a poetic phrase.

The United States has not yet ceased to pay stamp duties to Great Britain and that 'without representation' in her Parliament. Revenue stamps to the value of twenty-five

thousand dollars were required to make legal the ten-million dollar deed of gift by which Mr. Carnegie endows the Scottish universities. So large a stamp duty was never before paid into the British treasury. Yet the Patrick Henrys and Sam Adams of today meely smile.

Most extraordinary children exist in Porto Rico, if a letter from San Juan may be accepted as authority. On the last day of the spring term the pupils in the public schools departed with the greatest reluctance and such a demand was made for summer school that arrangements have been made to open them in several towns on the island. This pleasant in every way. It indicates grateful appreciation of the new educational system in Porto Rico, and speaks well for the efforts of the government and the temper of the people.

In England the automobile comes into favor less rapidly than on the Continent. A London writer calls it 'a fad, and an extremely dirty, dusty, uncomfortable fad' and a nuisance on the public ways. He thinks it will be many years before 'these crude, impracticable machines' displace in the Englishman's affections 'a fine trotting horse and a smart trap.' No doubt the horse is here to stay, and no doubt the automobile is still in its clumsy beginning; but just wait a little, till the problem of a light and cheap storage-battery has been solved.

Not a Tenderfoot.

Horace Vachell, writing to his English home of the amazing boastfulness of the California youth not without a strong admixture of common sense relates the following story:

I was returning from a fishing tour in British Columbia and encountered a youth about seventeen in the Pullman car, who, taking me for a tenderfoot proceeded to set forth at great length the resources of California. Presently he asked he asked me if this were my first visit to his state.

I replied in the negative saying that I lived in California, that I owned land that I was engaged in a large business. He looked uncomfortable; then, in quiet a different tone, he said:

'Say, when did you come to California?' It was my turn. 'You are a native son?' I am he answered, proudly and promptly.

'About seventeen years old?' 'That's right; seventeen last fall.'

'Ah, well, I came to the state of California about the same time you did.'

He blushed scarlet; then he laughed heartily. Great Scott! Why didn't you tell me to come off my perch?

After that he asked a number of questions and listened civilly to my replies. We parted the best of friends.

Without Assistance.

The sentiment recently expressed by a good natured Swede, when interrogated by a young bride, may be shared by a good many queens of the kitchen.

'Now, Ina, can you cook?' asked the bride, earnestly. 'Are you a good cook, Ina?'

'Ya-as'm, I think so,' responded the girl with perfect innocence, 'if you will not try to help me.'

'I wonder if this bridge pays?' said Lord Leinox, in approaching Vauxhall Bridge. 'Go over it,' said Hook, the punster, 'and you'll be tolled.'

Upsetting An Adage.

The adage, 'Happy is the bride that the sun shines on,' is one that is unknown in many lands. A Breton bride takes it as a bad sign when the day of her wedding dawns bright and sunny. Rain on her marriage morn is held to signify that all her tears are shed, and that she will, therefore, have a happy married life. A New York daily prints the following:

The Earl of Simbrink called the day before the wedding the weeping day, and the bride and her girl friends weep as much as possible, with the idea of getting the mourning of life over, so that only what is joyful may remain.

In some countries this result is attained by sousing the bride with water. The Greeks think that a thorough drenching of the bride will bring her lasting good fortune.

A silly young fellow in Gloucester Made love to a lady named Fooster; No soda he'd buy So the maid said: 'Oh, my!' And shook him, and that's how he loused her.

Mr. Kennard—I had a very strange dream last night, Lucie, I thought I saw another man running off with you.

Mrs. Lucie Kennard—Well, and what did you say to him?

Mr. Kennard—I asked him what he was running for.

News of the Passing Week.

The British admiralty at St. John's, N. F., intends to install the Marconi system of wireless telegraphy on Cape Race in order to communicate with the British royal yacht Ophir, bearing the duke and duchess of Cornwallis and York, when she approaches the Newfoundland coast in October. The idea is to prevent the possibility of an accident to the Ophir in waters where so many steamers have been wrecked during the present season.

The International bicycle race from Paris to Brest and return, a distance of 750 miles, was won by Garin, who reached the finishing point in the Paris velodrome at 9 04 a. m. Sunday having covered the entire course in 52 hours and 11 minutes. He covered the last kilometre in two minutes and ten seconds, thus beating Terrent's time in 1891 by 20 hours. Lesna gave up when near Elencon. Riverris arrived second at 10 59 43, much fresher than Garin. Miller, the Chicagoan, was fifth, arriving at 1 35 p. m. He was riding Tom Linton's machine and made the best time for the last kilometre, one minute, 26 seconds. He covered the whole distance in 56 hours and 51 minutes.

A cutting affray, which will most likely prove fatal, occurred shortly before midnight Saturday night near the water front Plymouth, Mass., when Charles Cromwell, a negro laborer, was terribly slashed on the arms and across the abdomen with a razor in the hands of George A. Jones, another negro. Cromwell is now at the almshouse in a very critical condition and Jones is still at large. Last week Jones went away with a daughter of Cromwell, about 17 years old, and was gone two or three days. The two men met Saturday night. A razor handle marked with Jones' name was found near the scene of the cutting. Jones disappeared immediately after the stabbing and is believed to have taken refuge in the negro colony in Hanover. Schooner John Callinan, St. John, N. B., for Hartford, which went ashore on Shovel shoal, near Chatam, Mass., Saturday, remains fast, and is full of water. The wreckers on Monomoy contracted to float the vessel for \$300 and they threw overboard half the deckload of lbs. The craft came off one rip and went into another. The Storm King pulled at her but as the tide was ebbing no progress was made. The crew came ashore and are at the Monomoy life saving station. If the weather holds moderate there is a good chance of saving the schooner. The balance of the deckload will be thrown overboard and on the next high tide an attempt will be made to float the craft.

The Spanish minister at Washington has asked Vicente Guerra, the Spanish vice consul at Tampa, Fla., for the names of the subjects who were recently deported by the citizens vigilant committee as leaders of the Resistencia Cigar Makers' strike and for an investigation of the whole affair so far as Spain is concerned. The vice consul has begun an investigation and has called upon those who reported the matter to the Spanish minister to appear before him and give testimony. He says that so far as he can ascertain all of the deported Spaniards were naturalized citizens of United States.

There came near being a riot on the beach at Narragansett Peir Sunday afternoon. It was caused by a woman in a remarkable bathing dress. The garment was made of white silk with pink and black dotted hose cut in the Frenchiest fashion. After she had been in the water and come out for a promenade, the suit clung to her in such a manner that a crowd soon gathered with mingled murmurs of approval, wonder and indignation. Officer Champlain got the women off the beach before the demonstration got beyond his control. The women was an excursionist. Her name could not be learned.

Four masked men armed with revolvers held up a tramcar in the suburbs of Melbourne, Australia, late Sunday night and rifled eight passengers of their money and jewelry, after which they escaped.

Emil Nielsen and Herman Holt, young men of Maspeh, L. I., who have been chums since childhood, quarreled Sunday Nielsen struck Holt a swinging blow on the jaw with his clenched fist. Holt fell unconscious and died an hour later. Nielsen is under arrest and is nearly heart-broken.

Sunday being St. Joachim's day the pope held a reception in Rome which was attended by 20 cardinals and some 150 archbishops and bishops. He seems to be in excellent health. In the course of an address he referred to the constant con-

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gress of the Roman Catholic church, especially in the United States and Great Britain. He conversed in an animated way with the cardinals.

Five persons were killed outright and several others seriously injured in Chicago Saturday night in a collision between a trolley car on the forty seventh street line and a Fort Wayne passenger train. The mortorman lost control of his car which ran through the safety rails and crashed into a second car of a rapidly moving train. The mortorman is said to be among the dead.

Two good swimmers were drowned in the Merrimac river at Haverhill, Mass., Sunday afternoon because of the strong current into which one had unconsciously gone and the other while attempting to make a rescue. The men were Frank Judge and David R. Harty, both of Lawrence, and they had been attending an outing of the East End Club of Lawrence at Bassett's island in the Merrimac, between Haverhill and Methuen.

Queen Sophia of Sweden is again seriously ill.

The wheat crop of Italy this year is above the average yield.

Edmond Aubrain, the French composer, is dead, aged 59 years.

Alfred Gilbert, the English sculptor, has been declared bankrupt.

There is an animated discussion in Paris as to hats or parasols for horses.

A Berlin paper wants the Government to send a warship to Venezuela.

The Italian Government will probably give a pension to Crispi's widow.

On account of crop failure in some provinces another famine is imminent.

Four masked men held up a train in the suburbs of Melbourne Saturday night.

Edwin H. Conger the United States Minister to China, has arrived at Pekin.

Yesterday the Pope received 20 cardinals, 300 clericals, and other dignitaries. To buy back the Constantinople quass the Sultan will borrow \$20,000,000.

Minister Conger is urging Washington's attention to the persistent occupation of Tien Tsin university by the Germans, who refuse to vacate the building and pay rent, thereby preventing Dr. Tenny from continuing his educational work, which the Chinese desire him to resume.

Sec. Hay left Washington, Tuesday for Canton, for a general conference with the President on subjects which have engaged attention of late. The length of his stay is not certain, but he probably will return to Washington before going back to his summer home at Newbury, N. H.

The first reports received in Manila of a famine in Iloilo are not taken serious, and the chief of the Manila papers to start subscriptions has been declined. The government has already advanced \$25,000 in gold, for Iloilo for public works to tide over the difficulty. The treasurer of the province who was recently in Manila said Iloilo was naturally rich and a little judicious assistance was all that was necessary. Gen. Davis has left Manila to relieve Gen. Kibbe at Zamboanga, island of Mindanao.

The British schooner Herbert Rice, Capt. Comeau, from St. John to New York reported at City Island, N. Y., Sunday, that off Captains island in the middle of the Sound, at 9 o'clock Tuesday morning passed the wreck of a vessel about 30 feet long, bow up and stern down, painted red, with a big white letter A on bow. The vessel's both masts were broken.

A thorough canvass of the situation in Fall River, Mass., Tuesday evening indicates that the plan to cut the wages of mill operatives in this prior cloth centre 12 per cent. Sept. 31, will fail.

Lord Kitchener's weekly report to London from Pretoria Monday, shows that 64 Boers were killed, two were wounded, 248 were made prisoners and 95 surrendered during that time. The prisoners include Landrost Steyn of Verdefort and Commandant De Villiers, father of Mrs. Schalkburger, wife of the acting president, and Commandant Breytenbach of Lilliefontein.

An explosion of ten tons of molten metal in the blast furnace department at the Ohio plant of the National Steel Co., at Youngstown, O., Sunday, resulted in the death of three workmen and in the injury of 11 others. The dead are: Richard Richards, Joseph Bugge and John Criukshank. Two of the injured are dying and at least six others are not expected to survive. The

accident was the result of the machinery breaking and letting the metal drop into a tank of water.

The washout on the Lehigh Valley R. R. at Voburg, 40 miles north of Wilkes-barre, Pa., Saturday evening was the most disastrous in the history of the road. No lives were lost, but the damage done was considerable. The Black Diamond express southbound and carrying New York and Philadelphia passengers from Buffalo was held at Mehoopany, a small station five miles west of the Vosburg tunnel. The train remained in the storm all night and Sunday morning the passengers were transferred to lighter cars and taken over the Harvey's Lake branch.

Daniel McDonald, of Mira, C. B., was killed Monday afternoon at Caledonia pit. He was engaged in blasting and the shot went off prematurely. He leaves a wife and family at Springhill.

The New York Commercial Cable Co. has issued the following notice: 'We are advised that the Siberian land lines are again in order, and that messages for Japan via Northern can be accepted without restriction.'

It is feared that the Russian bark Neptune, Capt. Zittkoff, which sailed from Pensacola, Fla., Aug 10, for Montevideo, was lost in the recent storm. Pieces of the stern of a vessel bearing the name 'Neptune' were picked up on the outer beach of Santa Rosa island several miles out.

The British steamer Roseneth arrived at Kingston, Jan., Monday from Central American ports and brought advices from Colon of continued and persistent attacks by the rebels on the outskirts of Colon and Panama. The belief is gaining ground that the Columbia government is weakening.

Five cases of small pox have developed in Boston since last Friday, one death has occurred and two cases are on the dangerous list. The death is that of a child two and a half years old, which was taken to the city hospital by his father Sunday. The father also had the disease, but did not know it.

Receivers were appointed at Baltimore, Md., Monday for the Parkton Lumber company of Baltimore county, and the Chesapeake Lumber company of that city on the application of Charles E. Corkran, who asserts that he is the principal stockholder in both concerns. The petitions in both cases allege that the companies are insolvent because of misconduct and mismanagement of former officers of the corporations interested.

The Mohawk & Milons round house at Herkimer, N. Y., was discovered to be on fire at 9:30 Monday night. Watchmen Gilbert and an engine tender name John Deek assisted by residents of the vicinity and members of the bridge building gang attempted to extinguish the flames. While they were fighting with the fire a large quantity dynamite stored in the building exploded with terrific force killing Gilbert and Deek and four others who have not been identified. The roundhouse was wrecked. It is feared that there are other bodies in the ruins.

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