AT THE BORDER.

Interesting Ceremonies at the Formal Opening of the Calais--St. Stephen Bridge.

Addresses by Mayor Murchie, Hon. Messrs. Emmerson, Mitchell and Powers.

AN IMPORTANT DAY IN THE HISTORY OF TWO IMPORTANT TOWNS.

Random Observations of the Twin Boroughs and their People.

[Editorial Correspondence.]

ST. STEPHEN, Jan. 22.

Annexation is now a living issue in this locality, and has been an active burning question ever since Saturday last. Not that the diplomatists of the United States and Canada have been in conclave to arrange a basis of union between the two countries; not that the spirit of conquest has seized the people of these border towns, but the opening of the new and magnificent steel highway bridge, with all the oratorical and orchestral accompaniments has given an impetus to the intercourse between the two countries, as represented by the enterprising towns of St. Stephen and Calais, which may eventually lead to Canada's absorbtion of her powerful neighbor. A bridge uniting the two towns, is not a new thing, but a free bridge is a decided novelty. Up to within a few months ago you couldn't cross from one to the other without putting up the amount of toll—one cent if you were a pedestrian, and six cents if you drove a team. The old bridge, which existed for many years, was a homely thing to look at, and quite an expensive luxury to everybody except the company that owned it. In its day, however, it was a useful structure as a means of communication between the towns, and is said to have paid for itself every three years. More than a year ago the New Brunswick government, urged on by Charlotte's faithful and popular representative, Hon. James Mitchell, provincial secretary, united with the city of Calais, represented by that enterprising citizen, Mayor George A. Murchie, in negotiating with the toll bridge company with a view to purchasing the bridge and the company's corporate rights, and giving the residents of the two towns free communication with each other.

The Project Takes Shape.

Eventually arrangements were completed and the company handed over their property for the sum of $7,000, the purchase money being equally assessed on Calais and the province of N. B. This accomplished, the city and province continued the copartnership for the erection of a new bridge, a free bridge—one that would be a credit to both parties to the agreement, and the hopes of the firm of Calais, New Brunswick & Co., have been fully realized. The cost of the new structure opened on Saturday, was about $28,000, and the citizens of Calais are directedly assessed for their half of the amount. They have not received one dollar from any other source—there is no state aid to roads and bridges in Maine, so it will be seen that the new bridge entails quite a burden on the taxpayers of Calais, and shows what a great desire and neccessity there was for the work when the people were willing to tax themselves an amount equal to one third the entire annual assessment of Fredericton to pay for their share of it. This amount however, is exclusive of one half the purchase money for the old bridge, which runs the Calais bill up to over $17,000. St. Stephen people are equally accommodated by the new erection, and the expenditure made by the local government can be justified without any special argument. Hon. Mr. Mitchell and Mayor Murchie of Calais, are the fathers of the new bridge, and these gentlemen have laid their respective constituents under a deep debt of gratitude for having accomplished such a necessary work.

A Substantial Structure.

Having explained this much of the inception of the bridge project, let me say something of the structure itself before coming to the formal opening ceremonies of Saturday, to describe which is the real purpose of this letter. The new bridge is of steel, two spans, of the Pratt truss single intersection principle, each 125 feet long. There are also two plate girders, one on either shore fifty feet long, and these with the solid masonry approaches give a total length of 495 feet. The breadth of the driveway is twenty-five feet clear, and the sidewalk on the lower side is eight feet clear. The sub-structure was built by Joseph McVay, the well known St. Stephen contractor, and all agree that he has done his work admirably. He commenced work July 5th, 1893, and was ready for the superstructure the middle of October last. The masonry consists of three oblong piers with circular ends and two abutments with retaining walls continued in to the shore on each end and filled in solid with stone and gravel. The Boston Bridge Company had the contract for the superstructure, and deserve every credit for the manner in which they carried out their contract. Every pound of the material they used was submitted to a rigid inspection by Ferris & Co. of Pittsburg, Pa., and is of first class character. The plans for the bridge were drawn by A. R. Wetmore, the efficient engineer of the N. B. Public Works department, who with F. W. Holt, on behalf of Calais, carefully watched the construction of the work. Hon. Mr. Mitchell and Hon. Mr. Emmerson, chief commissioner, also gave a good deal of attention to the matter, and the result is a bridge which is a credit alike to the province and to the city of Calais.

The Formal Opening.

Although no very elaborate ceremonies were arranged for the formal opening of the new bridge, there was an immense throng of people in the vicinity of the structure Saturday afternoon to witness the dedication of this useful public work. It was intended to have the Governors of New Brunswick and Maine present, but neither gentleman could attend. However the disappointment of the people was somewhat dispelled by the interesting addresses which they had the pleasure of hearing from eminent public men from both sides of the line. The New Brunswick delegates who came to St. Stephen to attend the ceremonies included Hon. Mr Emmerson, Engineer Wetmore, Hon. A. T. Dunn, Ald. Babbitt, F. B. Edgecombe and others from Fredericton; Dr. Steeves, John McMillan, W. C. R. Allen, P. O. Inspector King, Capt. Brannen, Richard O'Brien of the Globe, Wm. Quinton of the Sun, Mr. McLean of the Telegraph, and a number of other St. John gentleman; Hon. A. H. Gillmore, M. P., and Mr. O'Brien, M.P.P., of St. George, and Editor Armstrong of the St Andrews Beacon. The New Brunswickers put up at the Windsor hotel, and at 3 p. m. under the guidance of Hon. Mr. Mitchell, and joined by the St. Stephen town council, took coaches for the bridge at 3 p. m., making quite a formidable procession as they moved along Main street. On the middle of the bridge they were met by sleighs containing Mayor Murchie of Calais, Hon. Llewellyn Powers, speaker of the Maine legislature, Engineer Holt, and the city council of Calais. The bridge was elaborately decked with bunting, the Canadian and United States ensigns intertwining each other in great profusion. There was a great crowd of people present, the bridge was literally packed from end to end, and for several hundred years at either end, approach was impossible. The weather was quite cold, but that did not dampen the ardor of the people who stood enthusiastic and good natured throughout the ceremonies. There were scores of ladies in the assemblage from both towns, and the beauty of many of them attracted the susceptible politicians and not less the scribes. The beauty was not all Canadian nor all Yankee, but equally divided. A friend of mine from Fredericton who had an intimate connection with the construction of the bridge, averred that neither St. Stephen nor Calais were in it with Milltown. However he may have been somewhat prejudiced.

Canucks and Yankees Clasp Hands.

It was rather a striking and historical sight, when the representatives of two nations met at the middle of the bridge and clasped hands in international friendship. Mayor Murchie was master of ceremonies, and introduced Hon. Mr. Powers to Hon. Messrs. Mitchell and Emmerson. These gentlemen very cordially shook hands, and international amity was immediately established. Indeed the Canadians were so well received by their Yankee brethern that they at once entered the Calais sleigh, as promptly as a Yankee would take possession of the fish inside our three mile limit or our seals in Behring Sea. There was more room for speech making in the Calais sleigh, and it was done from one of the seats. After the band had played, Mayor Murchie mounted the rostrum and introduced Hon. Mr. Emmerson to the crowd. The Chief Commissioner was looking his best inside of a new and handsome coon skin coat, which the severity of the weather did not permit him to remove. It was a hard place to speak, but the full toned voice of Mr. Emmerson reached the greater portion of the crowd. The Canadians were proud of their representative and gave him a hearty cheer; so did the Yankees, and before the Chief had rolled out a dozen eloquent sentences he was on excellent terms with his large audience. The men heard his practical words with pleasure; the ladies held their breath in the presence of the handsome, manly, brunette New Brunswicker.

Mr. Emmerson read letters of regret from Governor Cleaves of Maine, and Governor Fraser of New Brunswick. The latter wrote as follows to Mayor Murchie:

GOVERNMENT HOUSE, Fredericton, Jan. 17.

His Honor the Lieutenant Governor desires to acknowledge with thanks the kind invitation extended to him to attend the formal opening of the Calais and St. Stephen bridge on Saturday, the 19th inst., at 3 p. m. but regrets that the state of his health is such as to prevent his taking part in the winter season in any out door demonstrations. His honor desires to offer to the citizens of Calais, as well as of St. Stephen, his hearty congratulations upon the completion of the handsome and substantial steel structure, which for the future will afford to them without toll that ready intercourse with each other which cannot fail to be otherwise than of benefit to both towns.

The Speechmaking.

Hon. Mr. Emmerson added his regret at the absence of these two gentlemen, and then turned his attention to the ceremony of the day. Turning to Engineers Holt and Wetmore he asked these gentlemen if the bridge was completed to their satisfaction, and receiving an affimative, reply, he declared the structure open to the free use of the public and all people desiring its use. He said the people of St. Stephen and Calais had been content with the old bridge long eneugh. It did not go any too soon. Now they had a bridge that they were justified in feeling proud of. He knew no dividing line between the two countries. He could not distinguish as he looked into the faces of the multitude about him, whether they belonged to Calais or St. Stephen. They all belonged to one great brotherhood, and as such he honored them. This bridge would serve to cement the good feeling and intercourse between the people of the two places. They should all feel proud of the bridge, and he was glad to have an opportunity to congratulate them. For his part he would like to see every avenue open between Canada and the United States. He would not trespass on any political issue, but he for one would like to see every avenue opened up between the people of Maine and New Brunswick and of Canada and the United States. He would like to see the freest possible intercoure. Political lines and difficulties could not interfere with the social intercourse that existed between the two peoples. Canada was no mean country. While Canadians had every respect for the United States, they hoped some day to annex the United States. This bridge was but a step in the march towards that annexation that must ultimately come. All the intercourse the speaker had had with the authorities of Calais had been of the most friendly character. Mr. Emmerson then spoke in the most complimentary manner of the way Messrs Holt, Wetmore, Andrews and McVay had done their work. He wound up by proposing three cheers for the President of the United States, which were given with a will.

The Mayor's Thanks.

Mayor Murchie again claimed the ear of the audience, speaking as follows:

On behalf of the city of Calais I hereby accept and dedicate this bridge to the free use of the public, and trust that the pleasant social and business relations that have heretofore existed between the people on both sides of the St. Croix may be maintained and increased. The freedom and erection of the bridge was not obtained without encountering certain obstacles on both sides of the St. Croix; but today I am sure that not one person on either side would wish to go back to our old bridges and toll-houses. I wish, on behalf of the city government to thank the citizens for the very unanimous support we have received from them in all matters relating to the bridges across the St. Croix. And I also wish to tender the thanks of our citizens to our colleagues in the work, the government of New Brunswick, who, without any precedent for so doing, have joined with us in making toll-bridges on the St. Croix a thing of the past. We have with us today many distinguished gentlemen, representatives of New Brunswick and Maine, and I now have the honor to present to you a gentleman who, in the absence of the Governor, can speak for the state of Maine, the Hon. Llewellyn Powers of Houlton, speaker of the Maine house of representatives.

Mr. Powers is a stoutly-built gentleman of middle age, wears a coal-black mustache and long black hair, a la Beecher. He has a deep, musical voice, and spoke eloquently for twenty minutes, his address being well received by everybody. Living as he does at Houlton, on the N. B. border, he is quite familiar with our public men and questions. In a short conversation which I had with him he spoke in eulogistic terms of Hon. Mr. Blair, whose personal acquaintance he enjoys and whose great ability he ardently admires. Mr. Powers is a Republican of very strong convictions, and has done excellent service for his party both in the Legislature and on the stump. He was a prominent speaker in the New York gubernatorial contest in November last, and when his term as speaker has expired, it will be no surprise to find him governor of his native state,

Mr. Powers on Rising

said this was the first time he had ever spoken under the English flag. He hoped, however, that it would not be the last, It was the flag of freemen. Wherever it floated it was an emblem that declared that all who lived under it were equal. No slave lived under it. This was as true of the English flag as of the flag of the United States. It was indeed a pleasure for him to come here on such an occasion. The bridge could not fail to be of vast benefit to the people of both cities. The people of New Brunswick and the city of Calais, by whose efforts, energy and money the bridge was built, had reason to congratulate themselves. This was especially true of Messrs. Emmerson and Murchie, who both took the lead in the matter. The people met today to celebrate a

Triumph of Engineering Skill

and he was glad that it was in the line that it was. They had united the two cities at the mouth of the St. Croix with iron bands, and it was for the advantage of all that it had been done. He had almost spoken of New Brunswick as a state, and indeed it would make a good state. The people had decreed and declared that hereafter intercourse and travel between the two cities should be free and untrammelled. The old toll bridge had been relegated as a matter of the past. The new union was desirable and would serve to perpetuate the good feeling which existed all along the line. He fully and thoroughly endorsed what had been said about the excellence of New Brunswick and her people. Goldwin Smith had said that Canada was rich in resources but poor in policy. This

The Speaker Denied.

The policy of a country could not be otherwise than good when it had such a network of railways as Canada boasted of. Everything had been done to open Canada up, to develop the country and give her the place she should hold among the countries of the world. He had lived for 25 years at Houlton and had seen a great deal of New Brunswick's people. They were intelligent, industrious and energetic, and had the proper respect for the law. They lived a life of liberty equal to that enjoyed by the people of Maine, and her citzens considered her position second to none in the union. The good qualities and characteristics of Maine's people came in for some attention at the hands of the eloquent speaker, who wound up by stating that we in New Brunswick are their equals in every way and are just as well situated. Our form of government, he said, was more elastic and more susceptible to the popular will than that of the republic, and might be better than it. The American form of government needed radical changes. The past was gone. Let us treasure up what was valuable of it. Our course, however, was out in the sunlight of the present. The living present was ours to act on and improve. The English nation and the United States were the greatest nations in the world, and they should do their duties as regards others. He would not speak of union, commercial or political, as respects the United States and Canada. He would not attempt to prophesy or fortel, but he trusted that both countries would have the good fortune to be guided and counselled by the men who acted in the best interests of both. He sometimes thought it would be gratifying to have

The Line Obliterated

and that the people of both sides would be benefited thereby, but nothing of this kind should come unless through the desire and will of both peoples. If it was ever brought about in any other way it would be an unpardonable blunder. When he heard Mr. Emmerson speak of annexing the United States to Canada he could not help thinking that this might not be a bad thing for Maine. Her people would thus get rid of paying such heavy taxes. Mr. Powers then spoke of our loyalty to the flag of the country where we were born and lived. This was natural. A man who was not loyal to his flag was fit sor treason, stratagem and spoils. He was glad the people of the two towns had made such a great stride as this. The two towns were filled with refined, contented and happy homes, and he hoped they would always continue so. In closing, the speaker alluded to the proposed railway connecting Calais with the rest of the state.

Hon. Mr. Powers then proposed three cheers for the Queen. He hoped that every American citizen who must revere that form of government and the lady who represented it, would give three cheers for the Queen, for the province of New Brunswick and the governor general.

Other Addresses.

Mayor Murchie then continued his speech as follows: I now have the honor to present to you a gentleman who is well known to the people on the St. Croix, one who at all times has devoted his energies for the best enterests of his province, and to whose efforts we are largely indebted for the beautiful structure on which we stand—the Hon. James Mitchell, provincial secretary of New Brunswick.

Mr. Mitchell was very cordially received, showing his great popularity not only among his own constituents but also with those of another nationality, who, near neighbors as they are, fully know and appreciate the honorable gentleman's services to his county and the province at large. Mr. Mitchell spoke only briefly, the people were getting cold by this time, but his words were fluent and to the point. He expressed his gratification at the completion of the bridge. He and Mayor Murchie, of Calais, had been largely instumental in having the bridge built, and they felt proud of the consumation of their efforts. The work had not been done without much effort and expense, but it was finished, and he appreciated it as the connecting link between two great countries. Mr. Mitchell made a short reference to the way the work had been done, and closed by congratulating the people of St. Stephen and Calais on having such a splendid structure.

This concluded the interesting ceremony of dedicating the new bridge, and the audience dispersed.

A Word About the Border Towns.

I have taken a stroll through Calais, St. Stephen and Milltown, and have seen much to admire in these enterprising towns. I not only admire the towns themselves, but the free, open-handed hospitality of the citizens. Fifteen thousand people dwell peacefully on the banks of the St. Croix in this vicinity, and the elegant residences, the beautiful grounds, the hundreds of comfortable homes, and the splendid public buildings, evidence the thrift and industry of the inhabitants. Calais is said to be one of the most pro perous towns in the entire state of Maine. It is true it has experienced no decided boom, but it enjoys a healthy, steady growth, which after all is the best sign of prosperity. As many as fifty new buildings have been erected each summer during recent years, and its citizens with whom I have talked are hopeful of future progress. One of the great hindrances to the development of the town is the want of railway communication, but I understand that the construction of the Shore Line will soon be commenced, and the town will have an independent connection with the great railway systems of the continent. At present the railway traffic to the town is via the C. P. R., even Uncle Sam's mails coming through Canadian territory from McAdam to St. Stephen. Through the kindness of Mayor Murchie and Alderman Lee, chairmen of the Calais fire department, I had the opportunity to see the town's appliances for fighting fire, and although they are not so extensive as our Fredericton system, they apparently successfuily meet all emergencies. The central engine house is quite an imposing brick structure, and in it are stored a steam fire engine, not much used now, two hose carts and a hook and ladder truck. The carts and truck are run out by trained horses, which readily take their places between the shafts where an alarm is sounded. The drivers occupy rooms above, and the department at this point consists of twelve men who each receive $50 a year for their services. At Milltown, Maine, which is only an extension of Calais at the upper end, there is another hose company of twelve men, and in the lower end of the city two other hose carts are kept ready for use. The department use cotton hose exclusively and much prefer it to the rubber hose, which has been in use altogether until recently in Fredericton. The city is divided into seven wards and each ward elects one alderman to the council. Mayor Murchie, who fills the civic chair at present, is well and favorably known in Fredericton, and he finds time from his extensive lumber business to give his attention to the city's affairs. In Alderman Lee I found a gentleman who was quite familiar with Fredericton, and he mentioned to me that the last time he had visited our city was twelve years ago when the Baptist church was burned. He happened to be passing the building at the time the fire started, the janitor ran out in great excitement with the word, and Alderman Lee ran to the nearest bell and sounded the alarm.

Sunday at the Churches.

On Sunday morning I found myself worshipping at the Congregational church at Calais, and the service was of a particularly attractive and impressive character. The pastor, Rev. Mr. McCully, is a gentleman of ability, broad religious views, and an eloquent preacher. The church is a large, convenient and elegant structure and exceedingly homelike. A quartette choir, reinforced by a magnificent organ, rendered music of a very high order, and altogether the service was very enjoyable and impressive.

Speaking of churches, brings me to the charming town of St. Stephen which, though not as large as its Yankee neighbor, shares its thrift and enterprise. I am particularly fond of St. Stephen, and during former visits had become fairly familiar with many of its prominent features, and with a number of its warm hearted people. Let me first introduce to my reader, a former respected resident of Fredericton, in the person of Rev. Dr. Sprague, who ministers to the Methodist church here. I had the pleasure of hearing him preach Sunday evening, and while he is not enjoying good health, his ministrations have lost little of the fervor and eloquence which characterized his pastorate in Fredericton. His church is a very comfortable and attractive building, and his congregation includes many of the wealthy and influential citizens of St. Stephen. All denominations go to hear his clever, original sermons and enjoy his presentation of the truth.

The Presbyterians, I learn, are in a prosperous condition in St. Stephen. They have quite recently expended some $7,000 in renewing their church and manse, are almost free of debt, and are regarding the future of their church with hopefulness. Their new pastor, Rev. Mr. McKenzie, a P. E. Islander, has made an excellent impression although here only a few weeks.

At the Curling Rink.

From church services to curling, is perhaps a rather sudden transition, but there is nothing in the practice of the popular winter sport that is prejudicial to good, healthy Christian growth. Availing myself of an invitation to join the St. Stephen curlers in their pastime, I found them to be in a promising condition of activity, and looking forward with great pleasure to their annual games with Fredericton. The affection which exists between Fredericton and St. Stephen curlers is second only to the happy conjugal relations, and their friendly contests with each other are more like pleasant family gatherings than a contest of skill for supremacy on the ice. The St. Stephen curlers are good fellows, so are their Fredericton brethren, and both clubs embrace within their ranks some of the best citizens. I saw in one game here last night, a member of the local government, a well-known Episcopal clergyman, a prominent doctor, the vice-president of the St. Stephen bank (the ever-popular "Jack" Chipman), the collector of customs, and other gentlemen well known in business and professional circles, and they made more noise than as many school boys let loose for the holidays. On the other side of the ice the richest man in St. Stephen skipped a rink, while half a dozen men who can draw their checks for tens of thousands, looked on and applauded. The rink is a comfortable place, but the foundation for the ice is very treacherous. The boys may have good ice today, and tomorrow it will be so warped and crooked as to puzzle the best players. The club hope some time in the near future to build a new rink on another site where the foundation will not be so uncertain. Many of the members spoke to me of the sincere regret with which they heard of John Grieves' death. They revere his memory, and fully appreciate his loss to the game in Fredericton, and to the community of which he was a respected member. I cannot leave this feature of my letter, without acknowledging the kindly courtesy of the St. Stephen curlers to a brother sojourner, who accepts it, not so much as a personal compliment, as an evidence of the excellent feeling the St. Stephen men entertain for the Fredericton club, of which I claim to be a humble member.

Two Flourishing Industries.

The industrial enterprises of St. Stephen have made the town well known all over Canada, and foremost among these is the St. Croix soap factory, which is owned by two well known and popular young men, C. W. Young and J. E. Ganong. The latter will readily be remembered in Fredericton as a former University student. Messrs. Young and Ganong have pushed their enterprise so that St. Croix soap is a household word in Canada. They are doing business in every province in the Dominion, in Newfoundland, and have recently found a profitable market in the West Indies. Their best business is in Ontario where they lead all competitors. The firm employ thirty hands and their enterprise is a credit to the town and province.

Another industry of which St. Stephen is justly proud is Ganong's candy factory employing one hundred hands and sending its products all over Cadada. It is run by a company, but the backbone of the corporation is Gilbert W. Ganong, ably seconded by Ed. Kierstead, who some years ago was a citizen of Fredericton, and did business in the store now occupied by J. H. Hawthorn. The candy factory is an imposing building on Main street and the private offices of the company are the finest in the town.

Success to Such Enterprises

as the St. Croix soap company and Ganong's candy factory.

Nationality is apparently the only thing the citizens of Calais, Miltown and St. Stephen have not in common. The same water company furnishes the three towns with fire and domestic services. The pumping station is at Milltown, the water is pumped into an immense reservoir half a mile from the town, but when necessary for greater pressure for fire protection the water can be pumped directly into the mains. The three towns are also lighted with electricity by the same company, which evidently gives a good service. Then there is a common electric car system for the three communities. This enterprise was only started last July, but it has been a success from the beginning. You can take a car at the C. P. R. station in St. Stephen, traverse the entire main business street of the town, go to Milltown, cross over to the American side to Milltown, Me., go through that village and to the extreme lower end of Calais, a distance of seven miles, for five cents. The speed is lively and the roadbed excellent. I am told the enterprise so far, has paid well, and that on the opening day the company

Collected 12,000 Fares,

representing nearly the entire population of the three towns. The car system and the way it is patronized, perhaps more than any other individual feature of this locality, represents the enterprise and energy of the people.

The St. Stephen town elections occurred today and the entire council, mayor and six councillors were returned unopposed. C. H. Clerk, the retiring mayor, made an excellent record, but did not seek renomination. His successor is F. M. Murchie, an enterprising well-to-do merchant and popular business man. The new Mayor has been a councillor for ten years, and brings to the position a ripe experience and good administrative ability.

One of the councillors whom I have frequently met while here, and who has shown me many kindnesses, is J. T. Whitlock, one of the most prominent and popular of St. Stephen's many popular citizens. Mr. Whitlock is a busy man, but he always has time to give visiting strangers attention and kindness. He is an officer in the St. Stephen bank, the leading insurance agent of the town, is a town councillor and chairman of the fire department, owns a livery stable, and is connected with a dozen other enterprises. In spite of his business success, good looks and winning ways, however, he remains a bachelor. He ought to be one of the best matrimonal catches on the St. Croix. He is of a bright, sunny disposition, a genial companion, and has strong domestic tastes. If I were a lady and matrimonially inclined I would

Seta Snare for Julius

without delay.

If ever Col. Marsh of the 71st Battalion is called upon to summon his corps to the defence of Canada, his war tocsin will be heard reverberating along the valley of the St. Croix. A company of the 71st has its headquarters in St. Stephen, and is commanded by Capt. J. D. Chipman, who is easily one the first citizens of this town. Capt. Chipman is another busy man and one who has done much to add to St. Stephen's prestige at home and abroad. His worthy wife, who is a daughter of Sir Leonard Tilley and a sister of our deeply lamented Mrs. Street, is connected with all the moral movements of the town and by her work and example does very much for the people.

I have met many gentlemen who in one way and another have in the past been identified with Fredericton. The popular collector of customs, Henry Graham, lived for many years in Fredericton and married his good wife there. Hazen Grimmer, a leading barrister and an excellent fellow, was an old university student and recalls with pleasure the days he spent on college hill. His brother, Howard Grimmer, also a university graduate, practises law at St. Andrews and is county secretary for Charlotte. Still another brother, Dr. Grimmer, practising his profession in Edinburgh, is a graduate of the university. The father of these gentlemen, the late Geo. S. Grimmer, Q. C., was for many years the

Leading Lawyer in the County,

for a time sat in the house of assembly, and more than once refused a nomination for parliament.

I have already spoken of Hon. Mr. Mitchell's popularity, but we in Fredericton feel more than a passing interest in him because he is a York county boy who has made his mark in public life. There are many rumors connecting Mr. Mitchell's name with parliamentary honors, but as I am not writing a political letter I shall not refer to them more particularly here. It is sufficient to say, that whether the Provincial Secretary remains in the local house, or seeks higher honors, both he and Mrs. Mitchell are bound to retain the respect and high personal esteem of the people along the St. Croix.

Snap Shots.

Charlotte county is deservedly proud of the two county papers, the Courier published here and the Beacon published at St. Andrews. The Courier continues to flourish under the editorial management of my old and well tried friend, Geo. J. Clarke, who also enjoys a good law practice. When I first knew Mr. Clarke he was quite a stripling, much given to harmless firtations, but active and ambitious for success in life. He is achieving this, has become quite corpulent, and has a happy home with an estimable wife and two pretty children to greet him as he lays down the toils of the day.

At St. Andrews the popular "Bob" Armstong, for some years a valuable member of the St. John Globe staff, runs a bright, clean and successful newspaper, the Beacon, and shares with Editor Clarke the good will and wishes of the people of Charlotte.

The New Brunswick telephone system, established here last summer, gives the greatest satisfaction to its patrons, and they wonder how they did without it so long

The St. Croix river has been open to navigation all winter—a somewhat remarkable condition, and the shipment of lumber is being actively prosecuted at Calais. Steamship connection is also maintained regularly with St. Andrews and the islands down the bay.

The lumbering industry is the most important one on the St. Croix, and the Todds, Murchies and Eatons who have engaged in it so extensively, have done a vast deal to make St. Stephen, Milltown and Calais what they are to-day. All three families are represented to-day by sterling, energetic descendants, who are among the first citizens of the border. Many of them are wealthy, all that I have had the pleasure of meeting are men of excellent reputation, and full of enterprise. They live in stately homes, and are surrounded by every comfort which abundant means and refinement can give.

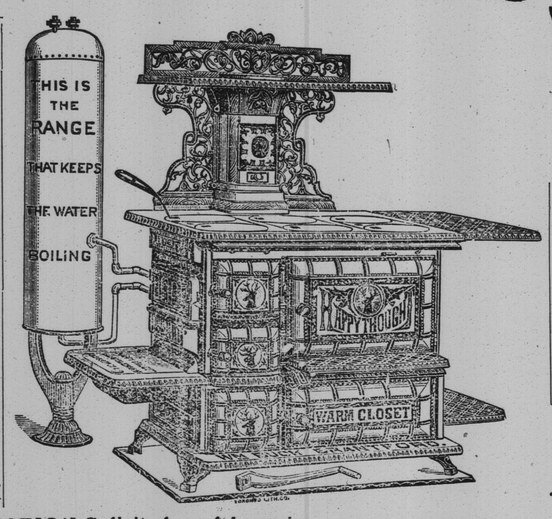
I cannot close this letter without paying my compliments to the Windsor hotel and its kind and obliging manager, Mr. Drake. It is certainly a credit to the town. Mr. Drake spent some years as chief clerk at the Dufferin in St. John, and knows how to cater successfully to the public demand. The hotel is situated on Main street near the railway depots, post office, banks and other public institutions, and is certainly one of the best in the maritime provinces. The rooms are large and airy and well furnished, the service is perfect and the table good enough for any man. In returning my thanks for the many courtesies extended to myself, and through me to THE HERALD, I wish especially to remember Mr. Drake and his excellent hotel.

There are a score of other matters to which I would like to refer, but the editor reminds me that space is exhausted, and I shall close.

L. C. M.

St. Marys parish Sunday school convention will be held at the Free Baptist church, at the mouth of Penniac, on Friday afternoon, Feb. 8, instead of Sunday, as announced before.

MY FALL STOCK OF STOVES IS NOW COMPLETE.



COOK, HALL DINING ROOM —AND— FRANKLIN STOVES.

Among them are Some of the Newest Designs in

INSPECTION Solicited, and bargains may be expected.

JAMES S. NEILL.

Favorite Diamond Range.

For Wood Or Coal.

Every Improvement known to this class of goods, is combined in this

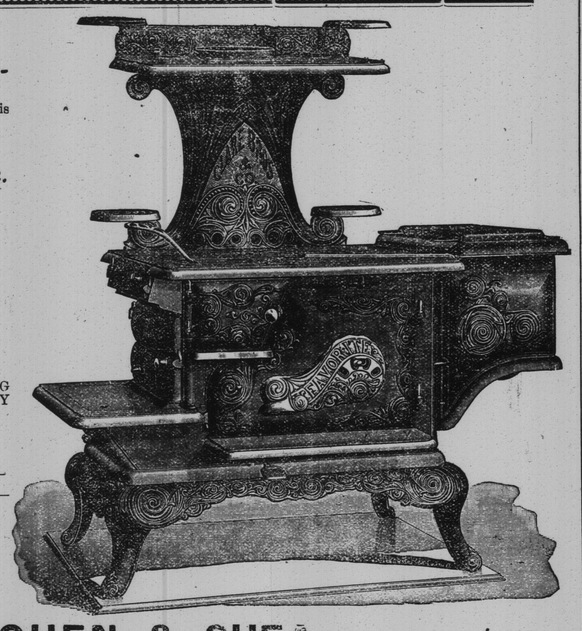
Splendid Range.

IT IS STRICTLY FIRST-CLASS IN EVERY PARTICULAR,

—AND MADE—

IN THE STRONGEST POSSIBLE MANNER, THEREBY SECURING GREAT DURABILITY

UNQUESTIONABLY IT IS THE BEST WOOD RANGE IN THE MARKET.



FOR SALE BY KITCHEN & SHEA, OPP. POST OFFICE, FREDERICTON

Edgecombe's

Remnant Sale..

Which was so largely attended yesterday, and also today with renewed interest, will be continued several days longer with some New Lines added.

During Next Week...

All the Remnants of Carpet
All the Ends of Oilcloth
All the Single Window Lace Curtains,

Will be cleaned out at half-price.

They Must Go...

As the Room is wanted for New Spring Carpets and Oil Cloths, some of which are already here, and the balance "An Immense Stock," is almost daily expected.

FRED. B. EDGECOMBE.

January 26th.

We wish you all a very happy

NEW YEAR.

TENNANT, DAVIES & CO.,

Would also intimate that they have yet a few

FINE FUR GOODS

Left, which we will sell at Reduced Prices.

33 1-3 per cent. off of all Cloth Jackets.

BARGAINS in all Winter Goods, as we are bound to bid good-bye to them before taking stock.

TENNANT, DAVIES & CO.

WE CAN PLEASE YOU.

WAGONS AND CARTS

of Every Description, at Lowest Prices.

JOHN EDGECOMBE & SONS,

Manufacturers of Fine Sleighs, Carriages and Hearses,

YORK ST., FREDERICTON, N. B.

The local legislature opens next Thursday at 3 p. m. The R. R. C. I. will furnish the guard of honor.

ROYAL BAKING POWDER

Absolutely Pure.

A cream of tartar baking powder. Highest of all in leavening strength.—*Latest U. S. Government Food Report.*

ROYAL BAKING POWDER CO., 106 Wall St., N. Y.

A CHARMING CHAIR.

It is like all our Furniture—Well Made and Cheap. We have one that will suit you well for

ONLY $3.00.

They go with ease and sell with ease because the people like them. We do not keep many kinds. We sell 'em.

All the new Fall Designs in Fine Furniture for any room beneath your roof. We will soon be moving into our new store, where we will show a magnificent Stock of goods. Lots of Novelties for Christmas.

WILLARD KITCHEN & CO.

Agents for NEW HOME Sewing Machines.

In.. Store.

Raisins, Currants, Citron Peel, Lemon Peel, Orange Peel, Pure Spices,

—FOR THE— Xmas Trade..

A. F. RANDOLPH & SONS.

Book Keeping, Shorthand, TYPEWRITING, PENMANSHIP, ETC.

THOROUGH COURSE AT

Fredericton Business College.

TERMS MODERATE; 10 per cent. discount to Students entering September or October. For circulars or other information, write

A. W. YOUNG, Principal, Fton, N. B

Box 295.

Iron! Iron!

Per Woodboat:

75 BUNDLES Round Refined Iron, 292 Bars refined Iron;

R. CHESTNUT & SONS.