

Mirrors at Road Crossings.
Mirrors at road crossings for warning automobiles are coming into use in England, it is stated, and the results are very good. They are being put in places where the crossings are especially dangerous, and the use of large mirrors allows the driver to see the reflection of cars which are coming in other directions. The method will probably be extended in the future, as it is likely to avoid many accidents and will be well worth the small cost of putting in. Another use for mirrors is upon heavy power wagons, where the driver cannot hear the signals of automobiles back of him so as to have him take the right hand side of the road to allow them to pass, for the noise of the power wagon often prevents the horn from being heard. It is proposed to fit the power wagons with small mirrors showing the back of the road.

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NEW LIGHT THROWN ON BRADDOCK'S END

Brave General Long Misrepresented—
Did His Best Under New Conditions—Shot by a Friend

More than one hundred and fifty years after his death, facts concerning General Braddock are coming to light, and will somewhat alter the conception we have received of this British General through Thackeray and other historians who have dealt with him. Mr. Wilfrid Powell, the British Consul-General in Philadelphia, has been unsparing in his efforts to unearth information concerning this commander, who all of these years has rested under an imputation that now appears to have been baseless. From Thackeray we learned that Braddock was a typical British bulldog, brave to the limits of human gallantry, but rough spoken, ignorant and stubborn.

Perhaps the most interesting fact brought out by Mr. Powell is that Braddock was killed by one of his own soldiers, and not by the Indians, as has been supposed. It is related that in 1804, when a gang of men began to make repairs in the Braddock Road, near Uniontown, Pa., an old man from a nearby cottage approached them and said, "Be careful, or you will disturb the bones of the bravest man I ever saw." When questioned by the laborers, he continued, "Right under where you are digging is the body of General Braddock. I shot him. I am Tom Fasset." After awhile some bones were found wrapped in a silken scarf. They were identified by Fasset and others as the remains of the British General, and later on were reinterred under a great oak tree. The spot is still known and recently it was decided to erect a monument to Braddock's memory.

His Last Battle

The story Fasset told about the Battle of Monongahela, in which Braddock fell, has not been recognized by the historians, but there is every reason to believe that it is the most authentic account of that stricken field. Braddock, as might have been expected of a soldier who had received all his training in Europe, knew nothing about the Indian style of fighting, but found himself called upon to lead a mixed force of colonial and English troops against the Indians and the French. Braddock seemed to realize that the methods in which he and his men had been drilled were not best suited to the enemy he was about to meet, but he said to Washington, "The British soldier has been taught to fight shoulder to shoulder. I cannot at this time alter this method. We will do our duty, and fight as best we can." So he went into the battle as a lamb to the slaughter. Concealed in the woods, the Indians picked off the British troops by the score, while they themselves suffered hardly any losses. The British could not even see their enemies, but with fatal courage stood their ground; and refused to retreat from the veritable crater of fire that ringed them in. Washington and his colonials fought with more knowledge, and therefore with better results, but Braddock refused to take shelter, and, according to old Fasset, it was plain that unless some desperate move were made the whole command would be annihilated. So he conceived the notion of wounding his General, in order that the command would descend to Colonel Washington, who would order a retreat.

Killed by a Friend

Fasset fired at Braddock, with the idea of wounding him, but the ball passed through his arm and into his body, inflicting a wound from which he died soon afterward. Fasset's plan was successful, in that it led to Washington bringing the remnant of the expedition safely out of the ambush, but the life of the brave General was sacrificed. At Washington's orders the body was buried in the road, and the little force was marched across it again and again in order that all trace of the grave might be concealed from the Indians. So successful was this move that later on Washington himself was unable to locate it, and nobody but Fasset knew precisely where Braddock had been buried.

OLD ONTARIO'S ROADS

In the organized counties of old Ontario there are 50,000 miles of road, according to a report made by Mr. W. A. McLean of the Highways Department of the Provincial Government. A classification would be approximately as follows:

Trunk roads connecting the large towns and cities 2,500 miles
County or leading market roads 6,000 miles
(a) Main township roads, 25,000 miles
(b) Secondary township roads 16,500 miles

The roads described as trunk roads are, with the exception of a few connecting links, among the most important of the county roads. Main township roads comprise principally the concession roads on which numerous farms front and which converge into and create the traffic of trunk or county roads. Secondary township roads include the little travelled connecting roads.

Dowager Queen Olga of Greece, 62 years old today.

Finer Men Needed.

Speaking in the Eugenic Section of the British Medical Association Conference at Brighton, Sir Jas. Barr said that we wanted to raise a race which would be more or less immune from disease, and which would have inherent powers of recovery. If we were to retain our vast possessions we must have a more manly breed, a better ruling stock than those who row directed the destinies of our Empire. We needed not only physique, but moral and intellectual capacity. It was emphasized that the present freedom of marriage should not be interfered with.

Pictures Were Fakes.

Those who expected exorbitant sums would be realized by the sale at Christie's of a number of pictures belonging to the late Duke of Sutherland were sorely disappointed. The expectation of sensational bidding brought crowds of people to the auction rooms, but for the first hour not one picture had inspired the dealers to a thousand-pound bid. A picture attributed to Velazquez sold for £2610s., two Titians were for £23 2s. each, and a Tintoretto for £8 8s. There seems to have been, in fact, a slump in old masters at the sale.

PACIFIC OCEAN BRIDGE.

Strange Secrets Revealed by Distribution of Plants and Animals.

The distribution of plants and animals reveals strange secrets of the past history of the world. The fact that there were elk, red deer and wolves in Ireland shows that Ireland like England, was once joined to the continent of Europe. There are moles in England, but none in Ireland. This shows that Ireland was separated by sea from England before the moles arrived. In the same way the absence of native land mammals from Bermuda proves that this island has always been surrounded by wide spaces of ocean. The Belgian botanist, Hans Haller, has been searching into the past secrets of the Pacific Ocean and its islands by examining the strange and often quite peculiar plants, such as the geranium trees of Hawaii, which are found in them. He has been led to form somewhat startling conclusions. He believes that the great Malay Islands, together with Australia and large numbers of Polynesian Islands scattered over thousands of miles of the Pacific Ocean, once formed part of a great peninsula stretching southeastward from China, most of which subsequently sank either wholly or in part, leaving the highlands which became Tasmania, New Zealand, New Caledonia, the Louisiades at the south-east corner of New Guinea, New Guinea itself, the Moluccas, Celebes, the Philippines and Formosa above the ocean, to serve as centres of plant distribution between China and Polynesia, this crooked string of great islands being separated by deep ocean from eastern Australia.

In still earlier times, according to Haller, the ancient peninsula above described had been connected by land with the American continent, thus forming a veritable bridge across the Pacific Ocean. The northern boundary of this bridge was formed by a line drawn from southern Japan through the Hawaiian Islands to Lower California, while its southern boundary passed from Tasmania toward New Zealand by way of the Auckland and Campbell Islands, and then farther eastward through Tahiti and the Society Islands; then approaching the American coast through Easter Islands, Sala y Gomez and Juan Fernandez, supposed to be the Island of Robinson Crusoe, and finally reaching the American continent at a point now in the south of Chile.

Getting it All Together.

"Where's my breakfast?" inquired the star boarder.
"Well sir," replied the landlady, "I got a nice bit of fish for you, but, I'm sorry to say, sir, the cat!"
"Confound the cat! Then let me have cold chicken!"
"I regret to say, sir, the cat!"
"Well, then, some eggs?"
"There are no eggs in, sir. The cat!"
"Hang it all then! Cook the cat and we'll have it all together."

Mustache May Go.

It is said that the army regulations which enact that the "upper lip of soldiers shall not be shaved" is about to be abolished. Should this rumor be well founded we shall see clean-shaven soldiers in the "Regulars" very soon. There is no denying that the "no shaving" rule is unpopular with officers and men alike.

The Athletics have five regulars, Collins, Baker, McInnis, Strunk and E. Murphy, hitting well over the .300 mark.

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A general meeting of the shareholders of the VICTORIA STEAMSHIP COMPANY LIMITED, will be held at the Board of Trade Rooms, No. 608 Queen Street, in the City of Fredericton, New Brunswick, on Wednesday, the TENTH day of SEPTEMBER next, (1913), at three o'clock in the afternoon, for the purpose of electing a Board of Directors, the adoption of By-laws and the transaction of such other business as may legally come before such meeting. Dated at Fredericton, N. B., August 25th, 1913.

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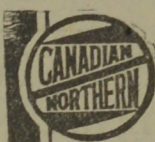
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Summer Time Table Summary
Commencing Monday, June 9

GOING WEST

Express trains leaves Campbellton daily (except Sunday) at 8.00 a. m. for St. Leonards and intermediate stations, due at St. Leonards at 12.30 p. m.

GOING EAST

Express train leaves St. Leonards daily (except Sunday) at 4.45 p. m. after arrival of C. P. R. express from St. John, Vancuboro, etc., due at Campbellton at 9.15 p. m.

And in addition to above and to the ordinary freight trains, there is also a regular ACCOMMODATION TRAIN carrying passengers and freight, running each way on alternate days as follows, viz.: Going West—Leaves Campbellton at 8.30 a. m. for St. Leonards and intermediate stations, Monday, Wednesday and Friday, due at St. Leonards at 4.10 p. m.

Going East—Leaving St. Leonards at 8.00 a. m. for Campbellton, etc., Tuesday, Thursday and Saturday, due at Campbellton at 4.15 p. m. Governed by Atlantic standard Time.

See local time tables and for full information regarding connections, etc., apply to R. Humphrey, freight and passenger agent, 55 Canterbury Street, St. John.

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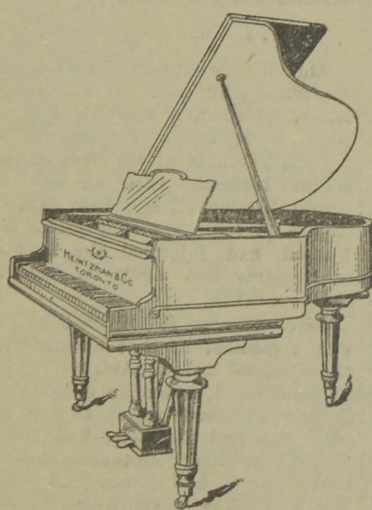
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