



The Evening Times.



THE WEATHER
Fine and warm to-
morrow. Cooler on
Monday.

VOL. IV, NO. 234.

ST. JOHN, N. B., SATURDAY, JULY 4, 1908.

TEN PAGES—ONE CENT.

TWO MEN ARE HARD AFTER THE LATE G. M. JARVIS' JOB

H. P. Fleming and J. T. Hallisey Both Want to be
I. C. R. District Superintendent--Division May
be Divided--Other I. C. R. News.

Moncton, July 4.—In connection with the fight for the position of superintendent of the Halifax and St. John division, made vacant by the death of Mr. George M. Jarvis, there is a report in circulation that the division may be divided into two districts. This would necessitate the appointment of two superintendents instead of one and, in a measure, satisfy both claimants to the vacant position. At present the department appears in a dilemma as to just what to do. Mr. H. P. Fleming, chief dispatcher at Moncton, and Mr. J. T. Hallisey, chief dispatcher at Truro, who is now acting superintendent, are both strong applicants for Mr. Jarvis' place. Mr. Fleming, besides having an excellent record in his line of railway work, is seven years the senior of Mr. Hallisey. But the latter, who is also a very competent man, has a strong influence behind him and is urging his claims strongly. If the division is divided, as it is intimated it may be, the dividing line will be Springhill Junction, and Mr. Fleming would have charge on this end and Mr. Hallisey on the Nova Scotia end. Another rumor in connection with the vacancy on the Halifax and St. John division is that Mr. Evan Price may be removed from Campbellton to Truro. Rumors are heard of considerable dissatisfaction among trainmen, particularly at Truro, over the removal of Mr. Price. The placing of the men on the different runs. This is the old question which has never been entirely settled. The difficulty is principally on the eastern division and the trouble seems to arise from the meeting of certain of the Nova Scotia politicians. The quarrel of the men, however, is not with the politicians so much as it is with the department for allowing the agreement entered into some time ago to be violated. In other words, the department has not kept faith with the men, and a dissatisfaction that will eventually develop into a protest from the Brotherhood is now brewing. The whole question is one of management for the different divisions, and is not difficult of settlement if the minister and his deputy did not allow the politicians to interfere. District Superintendent Price and Acting Superintendent Hallisey have called the attention of engineers to a matter of considerable interest to the citizens of Moncton. The superintendents in a circular say that their attention has been called to the whistling of engines at Moncton, particularly on Sunday and direct attention to the rule in the time table governing this matter. In effect, the superintendents are instructing the engineers to discontinue all unnecessary engine whistling in Moncton.

What has become of the celebrated motor cars which were to be in operation several years ago? So far as Moncton is concerned, the cars were seen making a number of trial trips, but up to the present time no definite action has been taken. The demonstrations of ex-Minister Emmerson's great ability as a railway manager have not been seen in service. One of the cars has been standing idle at the rear of the round house all winter, and only the other day another was put into the shops here to be fitted out with a new set of brass tubes, costing about a thousand dollars. The motor cars have proven an expensive toy for the people's railway. They cost something like \$12,000 each, and one of them was brought all the way from Austria. They were to revolutionize travel to summer resorts on the I.C.R., but the staid old locomotive is still doing business as usual. The petition signed by twelve hundred or more I.C.R. employees asking that the passes be restored has been forwarded to the Minister of Railways. Six passes a year are asked for the employees and their families. The petition was forwarded through Mr. Emmerson, who has replied that he will do all he can to have the passes restored to the employees. It may be remarked that the passes were taken away from the employees during Mr. Emmerson's regime as Minister of Railways, and although he was urged to revoke his order and give the employees back the privilege they had enjoyed so long, he turned a deaf ear to all entreaties. Possibly, however, he may be able to induce the present minister to do something he would not do himself—an election is imminent. It is stated that the tests for eight and hearing required to be taken by engineers may be modified, or, at least, somewhat changed in order to make them less difficult than they are at present. The present tests appear to be too difficult and complicated for the men, and a change would no doubt be welcomed.

SWEDISH LABORER TO GET ESTATE OF \$35,000

"And Just to Think" Says His
Irish Wife, "We Can Have an
Auto."

New York, July 4.—John Ahlstrom, a Swedish laborer of Atlantic Highlands, N. J., has received word to leave for Gullstrand, Sweden, where his father, who is failing in health, is anxious to see him. His property, worth \$35,000. Twenty-two years ago Ahlstrom came to this country, and during this time has saved enough to buy his own home. He married an Irish girl and has two children. For the past year his father has been advertising for him in this country, and finally, through the Swedish consul, located him here. Mrs. Ahlstrom said she was reluctant to go, as she could not speak the Swedish language. "And to think," she said, "we can have an automobile now, and I'd just love to have one!"

AMERICAN HISTORIAN FINDS RECORDS OF OLD SEA FIGHT

Participants Were the Yankee Privateer Sky rocket
and the Scotch Vessel Sharp---Fight Occurred in
1779 and Had Apparently Never Been Record-
ed in History.

New York, July 2.—Edward Stanton Macey, author of the "History of the United States Navy and American Privateers," announced yesterday that he recently had discovered in the archives of Edinburgh, Scotland, the record of a naval action in which an American ship figured that was never mentioned in any American history. The combat was between the Yankee privateer Skyrocket and the Scotch vessel, Sharp, and occurred in 1779. Mr. Macey's story of the action follows: "A sea fight between an American and a Scotch armed vessel, which never before has been recorded in American annals, has just been brought to light by the discovery in the library archives of Edinburgh, Scotland, of a copy of a letter from the commander of the Scotch craft to his employers. The name of the Scottish boat was the Sharp, Captain Archibald Bogg, owned by merchants in Glasgow, while the name of the Yankee craft was Skyrocket, Captain Burke, a brig mounting sixteen guns and manned by more than one hundred and twenty men—an armament and complement that made the Skyrocket more formidable than many of the regular American warships in those days. The Skyrocket, according to a letter of Captain Bogg, was armed with fourteen carriage guns, six of them 12-pounders, besides six swivels. The only note there is of the Skyrocket in American records is the mention of her name in Emmerson's Statistical History of the U. S. Navy which was published in 1890. But the most important feature of the Skyrocket's armament was the six of her carriage guns were carronades—a new weapon in those days and one that at first carried consternation to the enemy—as will be seen in a letter from Captain Bogg. The carronade was a gun of large bore, having a shorter range, but greater smashing power. It was claimed, and with truth, that the smashing force of a 12-pounder carronade at short range was equal to that of a 24-pounder. In fact the invention, which took its name from the town of Carron, France was quite as much of an advance in ordnance in those days as is the rifled shot of today over the solid round shot of forty years ago. In Captain Bogg's report of this action is had the first account of the effect of these 'new' guns in actual battle. It appears that the Sharp was bound on

a voyage to Jamaica, but had scarcely proceeded beyond sight of the Irish coast when she was attacked by a hostile craft which was an American or Frenchman, Captain Bogg was unable to state. He reported: "On the 15th (March, 1779), being a little to the westward of Tulcar, a cutter privateer passed the Sharp; she dodged us till the 18th at night, when she attempted to board us. I hailed her with a broadside, which made her crew cry out in a most horrible manner, but did not but did not understand what she said. She then sheered off and I saw no more of her." Six days after this encounter, or on March 24, while the Sharp was standing off from the Old Head of Kinsale, Captain Bogg discovered a sail ahead of him, steering westward. About 2 o'clock in the afternoon the stranger (which afterward proved to be the Skyrocket) by her superiority of sailing managed to gain the weather of the Sharp, and then, working her way to an advantageous position off the Sharp's quarter, wore ship and crowding on all sail came up with the Skyrocket a little after 4 p. m. Down to this time neither craft had showed colors. When Captain Bogg hailed and asked "What ship is that and where do you hail from?" the answer was: "From America," upon which the Skyrocket unfurled her flag and delivered a broadside. The Skyrocket then displayed the thirteen stripes and "returned the fire smartly." According to Captain Bogg's report, the battle lasted "four glasses" or two hours, "when the privateer thought proper to sheer off," crowding all sail. Bogg says that he gave chase, "but was soon left astern." It appears from this same record that, previously to the Skyrocket's action with the Sharp, the former had captured the American merchantman Betsy, Captain McArthur. The Betsy was from Clyde, for Oporto when she was overtaken by the Yankee and captured. Captain McArthur was a prisoner aboard the Skyrocket when that craft fought the Sharp. Subsequently, McArthur was released, and arriving at Greenock, reported that the weight of the Sharp's metal together with the quickness of the firing, particularly of the carronades, threw the privateer's people into the utmost astonishment and that they would have struck to the Sharp had she been able to come up with them."

JUNK STEALING CASE TAKEN UP

Leslie Singer Arraigned in
Police Court this Morning.

George Gillespie charged Fred Bunting with assault in a saloon on King Square, Dominion Day. Several witnesses for both prosecution and defence were examined to-day, but owing to the absence of Arthur Hoyt, a witness for the complainant, the case was adjourned until Monday morning.

George Bails, a Jew, charged George Clarke with assault by means of a stick, but the case was dismissed.

Leslie Singer was arraigned at the police court this morning on suspicion of stealing large quantities of lead and brass from McLean and Holt's foundry on Albion street near the site of the old ship yards.

Edward Harder, foreman in the moulding department of the foundry, testified that the prisoner was employed levelling a dump controlled by the proprietor of the foundry and he had advised Singer to pick up all pieces of iron or other metals which congregated in the refuse and pile them in the moulding shop. Quantities of lead and brass had been deposited in a receptacle in the carpenter shop situated one story above the foundry in the same building by orders from James H. McAvity, the proprietor. On July 3, McAvity's representative, who placed the matter in the hands of the police.

He identified the metal exhibited in court as that he perceived in the carpenter shop.

Another employee corroborated the foreman's evidence and positively identified the brass and lead in the court room.

William Foyett and Myer Birchenok, two Jew junk peddlers, swore they purchased lead and brass from Singer on different occasions. Both men proved to be totally ignorant of even the rudiments of the English language, and cross-examination by J. B. M. Baxter, counsel for the accused, revealed many discrepancies in their statements. The lead stolen was in the neighborhood of one hundred lbs. The case was postponed until 10.15 a. m., Tuesday.

ONE HUNDRED THOUSAND MEN READY TO FIGHT IN MEXICO

Patriots Who Deplore the Iron
Hand of Diaz Invited to
Help.

El Paso, July 4.—From Ricardo Flores Magón, the Mexican revolutionary leader now in jail at Los Angeles, a manifesto has reached the local Mexican sympathizers in which Magón declares there are 20,000 revolutionaries already in the field and 80,000 ready to rise at the word.

These men, he declares, are hidden in villages and hamlets on the Mexican side of the border, even down as far as Matamoros de Ceballos and Torreon.

The document orders all revolutionists to respect the rights, both personal and property, of Americans in Mexico, saying that the Americans will not be molested unless they take active part against the revolution.

Bank robbery is pointed out as one of the best methods of securing money to carry on the fight, but the manifesto made that all money will be paid back when the revolutionists conquer and peace is declared.

Urgent appeals are made to "All patriots who deplore the iron hand of President Diaz to come forward and place themselves in readiness to take up arms and free themselves and their country from the despot who sits on the throne of Mexico, as Maximilian would have done."

Magón, the writer, is serving time at Los Angeles for infringing on the neutrality laws of the United States.

The revolutionists who attacked Palomas yesterday have moved south towards

MODERN CRUSOES RESCUED BY WARSHIP

Twenty-two French Sailors
Picked Off Barren Island
After Experiences Similar to
Those Told of in Fiction.

Victoria, B. C., July 3.—While sending a farewell message fastened in a quill to an albatross's neck, one of a series of daily messages recording briefly the story of the wreck on Antipodes Island of the French barque President Felix Faure, twenty-two starving French sailors were rescued by the British warship Pegasus and brought to Sydney shortly before the sailing of the Marsam, which is now in port here.

The castaways, who lived a Crusoe life, fashioning their utensils in the same resourceful way as the maroon of Jean Fenelon, scrambled ashore on Antipodes Island, south of New Zealand, and near where the survivors of the British barque Dundar were rescued before, after their vessel drove ashore during March last, and at last had given up the hope of rescue when the British warship was sighted. The men were ravenous when rescued, having been on short rations for some time. They had needles made of blades of pocket knives, dinner knives made from an iron hoop torn from a cask which had been washed from the wreck, fish-hooks from bent nails, spoons from shells, hair combs from bush thorns, etc.

BURNS AND SQUIRES AGAIN.

London, July 2.—"Tommy" Burns, the American heavyweight pugilist, will leave here for Australia July 7. He has signed articles for three fights during the visit of the American fleet to Australian waters. His first fight will be with "Bill" Squires, who has a record of 25 wins and 10 losses. Burns gets \$25,000 for the contest.

FIREWORKS FACTORY BLOWN UP.

Bridgeport, Conn., July 3.—A building on Steeplechase Island, used as a factory for making fireworks, was blown to pieces tonight by explosion of the materials used in their manufacture. There was no one in the building at the time of the explosion.

EXAMINATIONS IN PROGRESS

Normal School Entrance and
University Matriculation Ex-
ams Are Now On.

Fredericton, N. B., July 4.—(Special).—The normal school entrance and university matriculation examination commenced on Tuesday at different stations throughout the province. The number of candidates for normal school entrance is 810, the largest in the history of the province. They are classified as follows:—Superior 46; class one, 233; class two, 445, class three, 66.

At St. John station there will be 7 superior, 40 class one, 61 class two and 11 class three, total, 120. The totals for other stations are:—Moncton, 91; St. Stephen, 83; Fredericton, 118; Woodstock, 73; Chatham, 80; Sussex, 98; Campbellton, 15; Bathurst, 21; Riverside, 33; Andover, 7; Florenceville, 62; Richibucto, 29.

The candidates for matriculation number 126. There are thirteen for high school leaving. St. John leads with 41 and Fredericton has 38.

The session of the divorce court, which opens on Tuesday, promises to be of considerable importance. There are three cases for judgment and four new cases entered for a hearing. The latter are White vs. White, a St. Stephen case; and Harris vs. Harris, Ferguson vs. Ferguson and Clarke vs. Clarke all Moncton cases.

Cultivated strawberries were plentiful in the market this morning at ten cents a box. Sprouting chickens sold for one dollar a pair.

Kathleen, the fourteen-year-old daughter of Rev. Canon Montgomery of Springhill, fell from a swing at her home yesterday and sustained painful injuries, but fortunately no bones were broken.

TOOK EIGHT OF HIS TEETH

Tramps Remove Brakeman's
Teeth to Get Gold Fillings.

Omaha, Neb., July 4. (Special).—Tramps with forceps and a knick for dentistry captured T. C. Robert, a brakeman of a freight train entering Omaha yards last night and despite his struggles, extracted eight of his teeth.

Roberts, who had a striking display of gold fillings in his mouth had attempted to put the tramps who were several in number from his train. After their dental work they carefully placed the teeth in their pockets and leaped from the train, disappearing in the darkness.

ASKS BRYAN TO WITHDRAW IN FAVOR OF STRONGER MAN

Lincoln, Neb., July 3.—The stream of callers and of letters, all expressing the best wishes for the political future of William J. Bryan, was interrupted to-day when Herman Ridder, editor of the New York Staats Zeitung, called at Fairview and asked Mr. Bryan to withdraw from the contest in favor of "some Democrat who could win."

The interview between Mr. Ridder and Mr. Bryan was pleasant and of the frank nature throughout. Mr. Ridder told Mr. Bryan in as many words that he would oppose him openly at the Denver convention, but in the event of his being nominated to head the ticket, that the Staats Zeitung and Mr. Ridder personally would support the ticket. Mr. Ridder told Mr. Bryan that it was a matter for the serious consideration of the latter whether or not he should accept a third nomination and wreck the chances of the Democratic party to elect its ticket at the coming election.

"I do not believe you can carry New York state if you are nominated," said Mr. Ridder.

"I cannot agree with you," replied Mr. Bryan, "but even though am unable to carry that state, I believe I can be elected without the electoral vote of New York."

Later Mr. Ridder gave out the substance of his talk with the Democratic leader, which lasted half an hour. During the conference he presented to Mr. Bryan a typewritten copy of a proposed plank advocating the removal of the tariff on wool pulp to which Mr. Bryan wrote across the bottom:—

"I am in favor of the above plank just the way it is."

Mr. Ridder will carry this bit of paper to the convention and there is little doubt of its being incorporated in the platform adopted by the convention.

BASEBALL TODAY.

Everything promises two great games of ball on the Every Day Club grounds today, when the Marathons meet the crack Moncton A.A.A. team afternoon and evening.

Mr. Peter Binks, Jr., is quite the lion of the hour at the suburban resorts this summer. Pete has a new make of stockings in three colors, and rolls his own cigarettes. He has the loveliest tan, and is never so happy as when there is somebody looking at him.

SAVING THE COUNTRY.

Washington, July 4 (Special).—This is the national holiday and the killing began early this morning all over the country. It is believed a record will be made if the supply of fire-crackers is not exhausted. It is glorious to die for one's country, and we are doing our best today.

GREAT GROWING WEATHER.

Mr. Hiram Hornbeam informs the Times newspaper that they are enjoying the growing weather at Settlement. His hired man had the misfortune to fall from a bean-stalk in the garden on Thursday and break one of the small bones in his right arm.

BROOKLYN HAS A BOLD, BLUE EYED ROBBER AGED 9 YEARS

Thirty Houses Have Been Entered and Police Sus-
pect She Did It--Golden-Locks Had Armful of
Jewelry and Millinery Wares Arrested.

New York, July 3.—Brooklyn have in hand a baby burglar nine, and they declare her to be the most daring and successful of her kind.

She is a frail, puny mite, now so high as the waist of Detective Thomas Robinson, the officer in charge of her, and she has pale cheeks and innocent blue eyes. Yet her skill and daring are said to have amazed her captors.

Several times she has been caught by her victims and let unsuspected because she was so little and so young, and looked so simple. Even when she was captured yesterday evening the police laughed at the notion that she could be the cunning thief who has been stealing in the fashionable section of Williamsburg for weeks, and they did not wish to arrest her.

Her name is Annie Reilly, and she lived with her father, Richard Reilly, a stevedore's laborer, at No. 383 Hester street, Brooklyn, where for a month past the man has occupied a single room, with his two children, Annie and another little girl, Lizzie, aged five.

The mother is said to be in Flatbush Hospital suffering from some disease of the leg. The mother has never been at No. 383 Hester street, and the baby burglar says she cannot remember when she went to the hospital and does not know which hospital it was.

When this extraordinary child was brought taken around the field of her exploits by Detective Robinson last night, with a view to getting her identified, a crowd of little children followed at her heels. The mite looked just as they did. One could have thought that Robinson was some good genius who had promised a free distribution of Fourth of July fireworks and that this particular little one was the keenest to get a share and so was trotting along by his side.

Yet she had been causing a few moments before making her way along with the haul of a number of burglaries in her arms. And then she had shown a knowledge of human nature that is as surprising as her robberies.

She was making no attempt whatever to conceal the stolen things. That, she evidently knew, might attract attention. She just carried them openly in her arms, much as if she were helping mother shift house.

None the less she had in her bundle two excellent ladies' Merry Widow hats, two children's hats, a quantity of beautiful children's clothing, some silk things, and a valuable presentation gold hunting-case watch, with gold chain and heavy crucifix.

For several weeks past a number of houses in and about Marcy avenue, Hester street and Bedford avenue have been entered and robbed in daylight in an apparently bold manner. Not a clue could be found, and the police thought a clever gang was at work.

House after house has been visited. Within the past week there have been no fewer than thirty complaints, all within a stone's throw in the district named.

On Saturday, to give one day as an example, the house of George H. Hamilton, No. 300 Marcy avenue, was entered and robbed and the same happened next door at No. 302, the home of W. H. Shore. Just about the corner, No. 246 Hester street, was visited and \$300 worth of things were stolen from the apartments of Alexander E. Lane. At No. 206, lower down in the same street, Mrs. Hammond was robbed of \$80, while Mrs. H. Hamme, who lives on the corner of Hester street and Bedford avenue, lost \$70, and near by Mrs. Morgan, at No. 300 Lynch street, had about \$10 worth of trinkets taken.

Mrs. Shore caught the girl in her flag, but the child said she was looking for Mrs. Reilly and was very hungry. Mrs.

shore took pity on her and gave her some food.

Mrs. Lane also caught her, but again the little one got away in the same manner. As a matter of fact, she had come back into Mrs. Lane's room for a second haul. Her first was already waiting for her on the stoop outside.

But these two captures in one day, proved fatal to the continuance of her exploits. The neighbors began to recall that they had frequently seen the slim, little black-haired girl, described by Mrs. Shore and Mrs. Lane, pushing a go-cart laden with things. A police officer also recalled that once he had stopped the little maid and she had told him that her dolly was at the dolly's doctor's.

So hundreds were on the lookout yesterday for the child with the whip of black hair tied with a pale pink ribbon and dressed in a neat white frock, and with white roses in her cream colored straw hat.

Little Annie Reilly, however, went on with her visits in the same district. It remained for the sharp eyes of Mrs. Eva Dittmann, the janitress at No. 246 Hester street, to recognize her.

About six o'clock last evening the child was trudging by the flat she had only just previously robbed, when Mrs. Dittmann rushed out and caught her by the arm, and got Miss Eva Goodman, the daughter of one of the tenants, to telephone for the police.

UNCLE REMUS IS DEAD

Joel Chandler Harris a Southern
Author of Note Passed Away
Last Night.

Atlanta, Ga., July 3.—Joel Chandler Harris, familiarly known as "Uncle Remus," and an author of note, died at his home in a suburb of this city tonight. Mr. Harris, whose health had not been good for some time had only been confined to his bed for about ten days, suffering from cirrhosis of the liver. Complications set in and yesterday he grew rapidly worse and continued to sink until the end came, at eight o'clock tonight.

Joel Chandler Harris was born in Eatonton, Ga., in 1848. It was while he was connected with the Atlanta Constitution that his tales "Stories by Uncle Remus" first attracted attention. In 1900, Mr. Harris retired from active journalism and until last year when he became editor and proprietor of "Uncle Remus" magazine, spent most of his time at his suburban home. He is survived by a widow, four sons and two daughters.

A CANADIAN WOMAN KILLED IN CHICAGO

Chicago, Ill., July 4. (Special).—Mrs. Mary Thompson, wife of a St. Paul school teacher, and formerly Miss Fanny Gilmore of Toronto, Ont., was found strangling to death, gagged when he became editor and proprietor of "Uncle Remus" magazine, spent most of his time at his suburban home. He is survived by a widow, four sons and two daughters.

That the woman made a terrible struggle for her life when attacked by a stranger was shown by the condition of the room where the body was found. Robbery was the motive for the crime, according to the police. Mrs. Thompson was known to have possessed a considerable amount of jewelry, principally diamonds. These are missing.

THE CANADA OF THE FUTURE IS GLOWINGLY PICTURED

La Presse, the Greatest of French Canadian Papers
Grows Enthusiastic in its Celebration of the
Dominion's Natal Day--An Article in National
Tone.

Montreal, July 3.—The following article, speaking for French Canada, appeared in La Presse on Dominion Day, and the broad national tone was much admired.

Canada, says La Presse is the one country in the world possessing two national holidays. The first, May 24, is our homage to British sovereignty, while the second, July 1, is the affirmation of our own autonomy. Properly speaking, July 1, the one holiday for the whole country, and we have a thousand reasons for celebrating the birthday of our Canadian confederation. What would we be today, in fact, without this grouping of our forces? Could we have built an Intercolonial, or even the transcontinental railway?

Without the Province of British Columbia the Northwest would have remained ignored quantities, and the maritime provinces inaccessible neighbors. In fact, at that period, our credit was so poor that even after confederation Great Britain had to guarantee the initial loan of \$7,500,000 to begin building the I.C.R. With out the union of the provinces we would have never found the necessary funds, and, as a matter of fact, we had to secure British endorsement to the extent of \$3,000,000 during the first eleven years of the new regime. At that time, the new Dominion occupied the position of a good farmer, well installed upon his property but unable to secure any credit at the banks.

The Canadian confederation, which was the converging of all our resources and the unification of our prodigious domain from the Atlantic to the Pacific, opened up to us the markets of the world, and at the present time we can do business at our own country. In a word, July 1 of

the present year should be the most enthusiastic of all the past celebrations, because an unexpected triumph has come to crown our national work. It is our supremacy in the traffic of the continent. The cry of alarm, which just has been heard in the powerful metropolis of New York, has not failed to thrill the national flag of Canada. It is true, then, that the Canada's dream for years past has been realized. The St. Lawrence has, in fact, been proclaimed by our rivals the key to the commerce of the continent. Wheat, it appears, can be landed in Montreal at 2 1/2 cts per bushel cheaper than at the port of New York. It is the vast railway and canal policy that has brought this about. Capital, encouraged by the sight of our vast inland waters by sea and by land, has not been afraid to place the largest steamers on our lakes, and today there is no less a sum than \$140,000,000 invested in our inland navigation. This, therefore, is why we command the traffic of lakes from Superior and Michigan to the Atlantic Ocean.

What will, therefore, be our position when we will have completed the Georgian Bay canals? We are also promised a railway to Hudson Bay, and La Presse has already designated Fort Churchill as the New Orleans of the north. With the Georgian Bay Canal, Montreal will be the New York of the future, and with a port open ten months of the year on the coast of Labrador, our commercial situation will be quite as impressive in America as that of the British Isles in Europe. Let us, therefore, celebrate in a most worthy manner this confederation, without which Canada would be still two small provinces, out of which nothing great or noble could have possibly evolved.

THE TIMES NEW REPORTER

SILLY QUESTION.

Times New Reporter:—

Sir.—Can you tell me why all the benches on King Square are filled with men, while women must sit on the grass or stand up?

Yours,
AMERICAN VISITOR.

St. John, July 4th.

[Woman's place is in the home—or in the wash. It is obvious that if the men sit in the square the women must earn a living for the family—and the price of an occasional beer for the men. The woman who stands around the square, looking for a place to sit down, is neglecting her duty to her lord and master. The earth was made for man, and he is entitled to the fulness thereof. If he is

not able to get the fulness as often as he desires it is because some woman does not give him time. Any policeman will tell you so, and any woman who trespasses is liable to a fine or imprisonment. There are too many women, anyhow.

GREAT GROWING WEATHER.

Mr. Hiram Hornbeam informs the Times newspaper that they are enjoying the growing weather at Settlement. His hired man had the misfortune to fall from a bean-stalk in the garden on Thursday and break one of the small bones in his right arm.

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