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ALFRED MARKHAM,

THE SEMI-WEEKLY SUN

SST. JOHN. N. B., SEPTEMBER 1, 1906

FIVE YEARS AGO.

The recent political meeting in Hampton recalls another held in the county of Kings in January, 1896. On that occasion the speakers were not all Kings county men any more than they were last week. They included Sir Louis Davies, the opposition leader for the maritime provinces, Attorney General Longley of Nova Scotia, D. C. Fraser, M. P., G. G. King, now senator, H. A. McKeown, E. H. Mc-Alpine and Colonel Domville.

This meeting was held less than five years ago, and one reads with amusement in the light of recent history. the denunciations of the policy of protection. Sir Louis was the chief speaker, and the most emphatic in his attack on the protective tariff which existed then, and exists now. "The trade policy of the liberal party,' said Sir Louis, "is a tariff for revenue only, with duties levied for protection eliminated." Sir Louis waxed more furious as he proceeded: "We denounce "the system which has built up high "trusts and monopolies and compels "the people to buy their goods at mies fresh from a hundred battle-"prices enormously higher than better fields. They all knew that the suc-"goods of the same class can be pur-

It would be interesting to hear Sir Louis discuss these trusts and these lish speaking peoples for the posseswhich existed five years ago is still alive, and many others have come into are not as they were then. It is at dollars have been taken out of the existence. Of all the articles which last recognized by our neighbors people of the eastern provinces in in-

"a protection ought to go down." We which forced on the union of the may suppose that when Sir Louis British American provinces. Davies uttered these words he did not ministry which would leave unchanged and shoes, white cotton and many arcottons, printed cottons, cotton thread and woollen goods.

Then Sir Louis Davies told the people that the population of New Brunsvalues had not increased, and that the shipping industry had fallen off. "We are not as well off," he said, "as we creased in these last five years, and how much has been added to the value of farm lands. And since he discussed the city of St. John, he might some day come here and point out the ship yards where the promised revival of a great industry has taken place, and congratulate the owners of building lots and houses on the increased value

Toward the end of his speech Sir the government. He charged that the customs taxes had climbed up until they then reached \$19,200,000, while the "of the enormously increased taxation."

of reform and economy and Sir Louis is a member of it. For the year 1899-1900 we have, not \$19,200,000, but \$28,-500,000 of customs taxes; not \$8,300,000, but \$9,900,000 of excise, a grand total, not of \$27,500,000, but of \$38,400.000. The Kings county audience which cheered Sir Louis Davies surely did not exnect this of him.

THE FENIAN RAID.

The Canadian people have been giving much attention of late to the services and achievements of their friends and fellow countrymen who are fighting in Africa. Thursday evening's proceedings at the Drill Shed furnished a reminder that the same spirit prevailed a third of a century ago as that which lately called our young men to a distant continent. The veterans who will hereafter wear the Victoria.

Fentan Raid medals took part in no battles. That was no affair of theirs. They were ready for battles. The volunteers for Africa would not have been less worthy of admiration had the enemy failed to give them fighting to do.

While the invasion of New Brunswick did not prove to be serious, the Fenian expeditions into other provinces were resisted at some loss of life. The battle of Ridgeway, and the St. Albans raid had some apmany thousands of armed men were on the British American frontier, and the situation as it then appeared was not at all what it seems to the careless reader now looking back over the record. The feeling in the United States was distinctly hostile, and more than a million lately disbanded soldiers, with all their military equipment, were available in the event of war. No one supposed that the Ferian organizations hoped to conquer the country with their own rescurces, or for their own benefit. It. was understood, or supposed, that they counted on the intervention of the United States, on their behalf, so soon as any considerable headway

should be made. In this time of good feeling, when English and United States forces are fighting side by side in China, it is not worth while to dwell upon the subject of the international relations as they existed. But no United States historian would venture to claim that his country exerted themselves to discourage, much less to prevent, the invasion of Canada by these different expeditions. The railers had the open sympathy of a large body of the United States press, and apparently counted on the tolerance, and even the moral support of the government of the country from which they marched. Such at least was the position as it

appeared on this side of the frontier. Every man who went to the front to meet these Fenian raiders had some himself engaged in a war with a great nation, and with arcess of the invasion, if that were made possible, might be the beginning of a war between the two great Eng-

Our relations with the United States wharges. Hundreds of thousands of Sir Louis mentioned not one is sold as across the border that the British Empire is on the northern part of this was made. Then he went on: "We ray a 17 per continent to stay." The Fenian raid "cent. tariff ought to be enough and which was expected to show the peo-"is enough to give encouragement and ple of British America their weakness, "assistance, and that any manufac- became one of the sources of their "turer that cannot thrive with such strength, for it was one of the events

A third of a century is not long in know that he would be a member of a the history of a country, but it is a large portion of the life of a man. the tariff on farm machinery, boots Though many of the Fenian raid medalists do not appear to be old, some ticles mentioned by him. Still less did are old enough to have grandsons in it occur to him that he and his col- the militia of today. The sons of some leagues would increase the duties on who received their medals yesterday such articles of common use as grey are now fighting in South Africa. When thirty-four more years have passed the survivors of the Boer war will be telling their story to another generation as loval and as brave as wick had not increased, that farm theirs. It is almost too much to expect that our country shall not in the meantime have other calls to military service for the Empire. When that were fifteen years ago." Perhaps Sir day comes the response will be as Louis will now tell the people of prompt as in 1866 or 1900. Politicians Kings county how much the popula- who say that the events of the last tion of the rural districts has in- ten months are no precedent for the future, have much to learn, and more to unlearn. The men of Canada have the blood of soldiers and of patriots in their veins, and where such a current flows, every loyal act and loyal sacrifice is a precedent.

"Ladies and gentleman, I feel it a double honor to have the privilege of being present this evening to express what I feel we owe to these brave vol-Louis denounced the extravagance of in the name not only of the great party which I have the honor to lead, but in the name of all Canada, that those who are able to return will find excise tax was \$8,300,000, a grand total a grateful country which thoroughly of \$27,500,000. "We complain," he said, appreciates the gallant manner in which they nave raised their country Less than five years ago this was, highest fame, and that the friends and and since then we have a government relatives of those who have fallen in battle will receive and continue to receive the greatest sympathy, in fact, the grateful heart of the people of will be left undone to discharge the debt we owe to those who have laid down their lives on the battlefields of South Africa in the way of providing for the dear ones left behind. I thank you from the bottom of my heart for the opportunity of saying these few words on a subject which in my judge ment transcends that of any question with which the people of Canada have to do to-day."-Sir Charles Tupper at Halifax.

> Mr. Labillois is still "acting com missioner of public works." Over his name in the last issue of the Royal struction of five bridges. of which three are in Madawaska and one in

WHO PAYS FOR THE GRAND TRUNK DEALS?

When Colonel Tucker, M. P., owner the Telegraph, he used it to carry of the agitation in favor of the sale of the Intercolonial to the Canadian Pacific Company. The scheme of the party did not get much sympathy from the people along the line of the government road. The Telegraph advocated the cause with great energy and persistence, insisting that the transfer was necessary in order make Halifax a suitable winter por for the fast steamships.

Among the pledges given by the liberal organ was the promise that the Canadian Pacific would not increase the local freight rates above what they were at the time. The public was wise in refusing to

accept this guarantee. The transfer to the company would undoubtedly have brought the local rates up to those which would prevail on the other eastern lines of the Canadian Pacific.

Fortunately the movement was not successful and the Intercolonial resuccessful and the Intercolonial re-mained for a time, as this journal inmained for a time, as the should remain, the property of the people Canada, As such it was transferred to the care of the present government.

The Intercolonial has now become the Grand Trunk's railway. That corporation, with tits alien western connection, and its foreign nort, gets all the west-bound traffic that the Intercolonial can offer. Even though the eastern shipper prefers an all-Canadian line, he has no choice. Even though the profit to the Intercolonial should be much larger by the acceptance of the extra mileage rate offered by the rival road, the Grand Trunk gets it. Even though the result of the diversion of traffic from its natural course is to deprive the port of St. John of its legitimate business, the Grand Trunk must be satisfied. As for the east-bound traffic originating along the Grand Trunk system and destined for England, the Grand Trunk sends it to its own winter port of Portland; or the Intercolonial gets a little on condition that it shall carry the goods 740 miles and get pay for 375. That is to say, the Grand Trunk will make money out of the traffic while the Intercolonial does not get enough to

pay expenses. The business that the Intercolonial does with the Grand Trunk is done at This loss must be made up from local traffic. Whether the Canadian Pacific would have increased the local freight rates if that company had obtained control will never be known. It is known that the local traffic pays a heavy tax in consequence of Grand Trunk control. Country shippers of farm produce dealers in towns and villages along the line of railway, buyers and sellers of all kinds, are feeling the burden of the higher Intercolonial freight

gain with the Grand Trunk railway At the same time the Grand Trunk Company has made its millions out of the same deal.

SIR CHARLES A PROTESTANT FANATIC.

Mr. Tarte's Patrie has a new charge against Sir Charles Tupper.

"Those who read the debates of 1860," says La Patrie, "will be able to post themselves on the fanaticism which the old tory chief cultivated. He was thirty years ahead of Clarke Wallace."

"In 1860, Mr. Morrison apostrophised Sir Charles in the Nova Scotia legislature and reminded him to his shame that in 1856 he had intrigued and conspired to create an anti-Catholic party."

La Patrie goes on to say that Sir Charles did not then or afterwards deny the imputation. All this shows extensive misinformation of the state of affairs in Nova Scotia forty years ago. But it is grist to Mr. Tarte's mill.

It can safely be left to the British commander, the imperial authorities and the members of the Canadian contingent, themselves, to say when they shall come home. In the meantime the people of New Brunswick can well afford to contribute the sum needed to carry out the plan of the contingent fund for the South Africa volunnot very large, and it can be raised Z. Earle; Asst.-G. L. Taylor. without any great sacrifice. But if some sacrifice were asked it might well be made on behalf of those who have offered their lives for the empire.

ALGER-EWING. On Tuesday afternoon at 3 o'clock there was a pretty wedding at the residence of Mr. and Mrs. Thomas Mc-Afee, 15 Golding street, when Mr. Ewing's sister. Miss S. Lucreand placed it on a pedestal of the tia, was married to Thomas J. Alger of Boston, Mass. The floral decorations were beautiful, and happy couple were the recipients of many elegant and costly presents. The nuntial knot was tied by the Rev. C. T. Phillips, after which the bride and groom received the congratulations of their many friends. They then retired to the dining room, where a very sumptuous supper was served. Among the guests present were Mrs. Wm. Marr, mother of the bride; Mr. and Mrs. Wm. G. Dunlop, sister of the bride; Mrs. Dunbar and daughter of Boston; Mrs. Morris, Philadelphia; Miss Stuart, New York; Miss Alma Fairweather, Fredericton; Miss M. McCullough, Halifax; Mr. and Mrs. Jos. Irvine, Mrs. Wm. Huyck and son, Mrs. W. Farmer, Mrs. John Grier Miss Minnie McAfee, Miss Minnie Godsoe, Mrs. Baker and son, Mrs. N. McKay, and many others. After making a tour of the provinces and Upper Canada, Mr. and Mrs. Alger will return to Boston, their future home, with the good wishes of their many friends.

To cure headache in ten minutes use Kumfort Headache Powders.

FENIAN RAID.

Veterans of '66 Decorated Thursday Evening.

Fully Twelve Hundred People Attended the Presentation.

Eloquent Speeches by Mayor Daniel, Hon. Mr. Emmerson, J. D. Hazen, M. P. P. - Historic Address by Rev. W. O. Raymond.

The presentation of medals to the veterans of the Fenian Raid was attended by a very large crowd at the drill shed, Thursday. In the building credit of Cronje's surrender to Captain seating capacity was arranged for a thousand people. Every seat was occupied, numbers were standing and several were seated on the platform, so the attendance was easily twelve hundred. Those who were to receive medals were seated in front, and on the platform were many ladies. The officers of the various corps in the city, and a number of others, among whom may be mentioned Premier Emmerson, Hon. L. P. Farris, Hon. A. T. Dunn. J. D. Hazen, M. P. P., Rev. W. O. Raymond, Lt. Col. Dunbar, D. S. O., Ald. Tufts, McGoldrick, Maxwell and Armstrong, Rev. John de Soyres, Dr. Stockton, C. A. Everett, R. O'Brien, M. W. Maher and Dr. T. D Walker

The bands of the Artillery and 62nd provided a pleasing programme of music. Lt. Col. McLean, after a few brief introductory remarks, introduced Mayor Daniel, the first speaker of the evening, who expressed his happiness n being present on such a memorable He spoke of the prevalent occasion. alarm in Canada at the time of the threatened invasion. He was then in New Orleans, and even there the papers were full of it and parties of Fenians in uniform were parading the street. While the invasion never actually reached New Brunswick, this was not so in the other provinces. In Ontario they obtained a foothold and many precious lives were sacrificed efore they were finally routed at the battle of Edgehill. On the walls of an Ontario university 'several tablets hear mute witness to the devotion and heroism of undergraduates who left its walls to die in defence of hearth and home. That the same spirit still lingers was gradually shown by the Canadian response to the call of the empire's need. Until universal peace has sway, questions will still be referred to the arbitrement of the sword. and happy the nation which, like Canada, has men ready and eager to spring to the defense of its sacred soil. In closing, he heartily congratulated the men who had shown themselves glad to rush to fight an invader in 1866, and expressed his pride at being present at the presentation of

their reward. Rev. W. O. Raymond, who himself had served for many years in the militia, next gave a brief but interesting account of the Fenian Raid. He sketched the old time drill and compared it with the present style, when more depended upon the pluck and skill of the individual. At the close of the civil war a horde of adventurers were set loose in the states, and the raid was largely an expression of their uncurbed recklessness. He told of the great uneasiness prevailing in St. John and the consequent run on the Savings Bank. But cool heads remained who organized the defence, and the governor's proclamation called out three batteries of the N. B. artillery, seven companies of the St. John Volunteer Battalion, one company from York and six companies from Charlotte counties. The departure of the regiment from St. John was the cause of an even greater ovation that those received who left last year for South Africa. The officers commanding the St. John Volunteer Battalion were: Lt. Col., A. C. Otty; Major, Charles R. Ray; Captains-D. Wilson, T. Sullivan. W. H. Scovil, J. S. Hall. Charles Campbell. James R. MacShane, C. E. Goddard, Henry Cummings; Adjt .- J. V. Thurger; Lieuts.-Fred Godard, M. W. Maher, John B. Wilmot, W. S. Berton, Robert D. Davis, A. W. Peters; Ensigns-R. Scott, W. S. Harding, M. Mcteers. The amount still required is Donough, T. J. O. Earle; Surgeon-S.

The artillery were commanded by Major Jago, Capt. Picks, Capt. M. N. Peters and Lieuts. Geo. Garly, E. J. Wetmore and S. K. Foster.

The defences of St. John, the Mar-

tello tower, Fort Dufferin, and the batteries on the island were also put in condition to resist invasion. The Fenians arrived at Eastport, 200 strong, and were there joined many other parties, which scattered along the shore as far as St. Andrews. The boys of the old brigade did their duty well and the boys of today have shown the same dauntless spirit. Hon. H. R. Emmerson expressed his gratification at being present at such an inspiring occasion. Such demonstrations were not of passing moment. but were expressions of the temperament and true inwardness of a people. In their expression of a people's gratitude there was an impressive object lesson. Since 1866 the people of New Brunswick have seen many changes. They were then citizens only of a province; shortly after they became citizens of a federated dominion, and during the past year their citizenship has become broader, grander and more comprehensive. While all these changes have taken place in material affairs, the loyalty and devotion of the people had remained the same in 1900 as in 1866. The same patriotism that led the veterans present to their brave hardship, danger and death in defence of their province, now led their sons to gladly offer their lives for the dominion and even carried them far across the sea to help their brothers on the other side of the clobe. He rejoiced to be present at the too long delayed occasion of re-

warding those who had so bravely

ger to their native land. J. D. Hazen, M. P. P., also expressed

his gratification in assisting at the reward of the courage and devotion shown by the N. B. men at the time of the Fenian raid. Thirty-four years have gone by-years of political, social industrial and economical progress for the dominion, but all these events have not caused the people to forget the heroism of 1866. The men of the brigade were as willing then to give their homes as the men of today were to die in the cause of colonists in another part of the world and to maintain the honor and dignity of the vast Empire and of the noblest woman that ever swayed a scepter. He spoke eloquently of the magnificent record Canadians had made in South Africa, and of the compliment Lord Roberts had paid them in placing them beside regiments like the Gordons and in the forefront at Paardeburg and elsewhere. He quoted from a letter of General Hutton's giving the greatest McDonald and 27 men of G Co., who occupied a position in the nearest trenches of the laager. None of those showed more courage than did those who went to the front in '66. President Kruger by his mad action had brought about the closer union of the empire, and the Fenian raid, which was one of the influences that produced the overwhelming vote in New Brunswick 'n favor of dominion feder-

ation, was also a blessing in disguise. Lt. Col. McLean then stated that evening, Hon. Messrs. Blair and Foster were unable to be present.

The presentation of the medals was then proceeded vith.

During the evening the arrival Private Jenkins and Privates Miller and Simpson of Fredericton, who were conducted to seats on the platform, produced great enthusiasm. The medals were pinned upon the breasts of the artillery by Mrs. W. W. White, Mrs. Baxter, Mrs. J. B. Andrews and Mrs. W. K. Foster, and upon those of the St. John volunteers by Mrs. Dr. Walker, Mrs. E. T. Sturdee and Mrs. H. H. McLean.

Following is a list of the recipients: ARTILLERY.

Robert Henry Austin, Carleton, Henry Clark, 16t Duke street, W. St. John. Frederick Estey, Carleton, St. John. Richard Forsyth, St. John. Wilson Gregg, Carleton, St. John. Wilson Heaviller Carleton, St. John. Peter Britt, St. John William McAuley, Carleton, St. John. Rebert McClintock, St. John. Francis Nice, Carleton, St. John. Frederic H. Nice, Carleton, St. John. William H. Perkins, Carleton, St. Joh Stephen L. Purdy, Carleton, St. John. Hiram T. Riley, Carleton, St. John. Elijah Ross, Carleton, St. John. Thomas Thompson, Carleton, St. Johnson Brown, 34 Chapel street, N. William Campbell, 66 Simonds street, St

John. John Kolley, Mount Pleasant, St. John. John Kerr, St. John. Gregory Lobb, 21 St. David street, St. John. J. Lobb. Thomas McAfee, 15 Golding street, St. John. Alexander McAllister, 1 Lombard street, St. John. Charles Paddock, Haymarket square, St. John. cserh B. Witham, 16½ Hanover street, St.

John. (Lt.-Col.) James Carleton, 135 Market place, James Curran, St. John. James Curran, St. John.
James Alfred Ring, Carleton, St. John.
Charles William Segee, St. John.
James McDonald, West End, St. John.
2ND BATT. CHARLOTTE CO. MILITIA.
Charles H. L. Johnston, 2 Germain street,
St. John, N. B.

GORDON RIFLES. Robert Parker Chandler, 242 Duke street, St. Edward Foster Law, 412 Union street, St. John Wade, jr., 38 Wright street, St. John

ENGINEERS. iames W. Banks, 21 Celebration street, St. Alexander Robinson Campbell, 64 Germain street, St. John.
Robert Ewing, 203 Waterloo street, St. John.
Phomas Finlay, 33 King square, St. John.
James Hunter, 90 Princess street, St. John.
George Keithlin, 19 Delhi street, St. John. John McB. Morrison, 27 Golding street, St James Myles, 175 Wright street, St. John. Robert J. McAdoo, 101 Mecklenburg street St. John.
(Major) John Higan Parks, St. John.
Geo. T. Whitenect, St. John.

ST. JOHN VOLUNTEER BATTALION. Wm. Stening Harding, Welsford, Queens Co. Donald Howard, Gagetown, Queens Co., N.B. John Kerr, 74 Camden street, St. John. John A. Kimball, 120 St. Patrick street, St. Thomas Knowles, Birch Ridge, Victoria. Walter Knowles, 62 St. Patrick street, St. John Lineban, St. John John Littler, 210 Charlotte street, St. John. James Logan, St. John.
John Heary Mages, Crouchville, N. B.
Major) Michael Whelan Maher, St. John.
John Morrison, 38 Carmarthen street, St.

cseph McArthur, Main street, North End, St. John.
Algus McDonald, Moncton, N. B.
David McIntyre, St. John, North End.
John McKay, 18 Delhi street, St. John.
John MacKay, 17 Brunswick street, St. John.
Kenneth McKenzic, 155 Erin street, St. John. t McKenzie, Steeves Settlement, N. B Bell McLean, 9 Gooderich street, St David McQuarry, 40 Celebration street, St

Thomas Nixon, Marsh Bridge, St. John.
Ioseph Irvin Noble, 193 Waterloo street, St. John. Robert O'Shaughnessy, 51 Summer street, St. John Pidgeon, 1 Hammond street, North End. St. John.
Calvin Powers, 1 Charles street, St. John.
Edward Powers, St. John, North End.
William Thomas Powers, 532 Main street,

James Reed Richey, cor. Rock and Murray

streets, St. John.

James Rogers, Springfield, Kings Co., N. B.

Alexander Adams, 60 Gilbert street, St. John.

John J. Alexander, 97 Exmouth street, St. John. James Barker, 405 City road, St. John. Thomas Barton, St. John, N. B. Arbuthrot Blaine (Lt. Col.), St. John, N. B. Jacob S. Brown, 211 Duke street, St. John. James Buchanan, 301 Brussels street, St. Charles Campbell, 67 Sewell street, St. John. George Hall Chamberlain, 12 Clarence street, St. John. Conrad Coles, Red Head P. O.

Moses Cunningham, St. John, North End. Patrick Cunningham, Regent street, Freder icton.
Thomas Damery, St. John, N. B.
Levi Delong. 59 Simonds street, St. John.
James Donahue, 101 Brussels street, St. John.
Sterhen Duncan, 220 Waterloo street, St.
John Archibald Dunham, 19 Main street, St. John Dunham, 117 Main street, St. John North End.

cnathan Peter Daval, 416 Union street, St. John. Johns L. Eagles, 52 Cunard street, North End, St. John. Thomas John Otty Earle, Young's Cove, Queens Co., N. B John Edwin Farris, St. John. Christopher Glesson, St. John. Benjamin Godsbe, Dorchester street, St.

Charles Godsoe, 12 Prospect street, St. John George Gorham, India town, St. John Joseph Grey, Springfield, Kings Co., N. B. John Stewart Hall. St. John

come to the front in the time of dan- William Hamilton, 60 Harrison street, St. John Rubin, 53 Germain street, St. John. Cameron Scott, Gagetown, Queens Co., N. B. Thomas H. Spragg, North End, St. John. Amasa Stanton, 508 Main street, St. John. George E. Stevens, 79 Victoria street, St. John.

Isaac Thomas Stockford, 207 Westmorland Thomas Sullivan, Princess street east, St. John.
James Tate, Hanover street, St. John.
George Frederick Thompson, 129 Princess
street. St. John.
William Tiernay, Drury lane, St. John.
Clarence Ward, 50 Adelaide street. St. John.
Henry Ward, 56 Summer street, St. John.
James William, 23 Sewell street, St. John.
John Bently Wilmot, Winslow street, Carleton, St. John.

ton, St. John. Albert Winchester, 218 Waterloo street, St

Wornout Nerves

-Hands Trembled-Could Searcely Walk - Restored by Dr. Chase's Nerve Food

Mrs. Margaret Iron, Tower Hill, N. B., writes:-"Dr. Chase's Nerve Food has done me a world of good. I was so weak that I could not walk twice the length of the house. My hands trembled so that I could not carry a pint of water. I was too nervous to sleep, and unable to do work of any

"Since using Dr. Chase's Nerve Food I have been completely restored. I can walk a mile without any inconvenience. Though 76 years old, and quite fleshy, I do my own housework, and the other intended speakers of the considerable sewing, knitting and reading besides. Dr. Chase's Nerve Food has proved of inestimable value to

> Dr. Chase's Nerve Food is the world's greatest restorative for pale, weak, nervous men, women and children. In pill form, 50 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

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CENTRAL R. R. ACCIDENT.

Enquiry Resumed by Coroner Lewin at Belleisle Creek.

The Globe's correspondent at Belleisle Creek writes under date of Aug. 27th: The enquiry; as to the cause of the accident at the Sargeson trestle on the line of the Central railway on Aug. 10th, when John A. Duncan, driver, was killed, was resumed here today at 10.30 a. m. before Coroner A. A. Lewin, Hon. H. A. McKeown appearing for the Crown. Fred M. Sproul of Hampton appeared for Afteretta Duncan, wife of the deceased, and A. P. Barnhill appeared for the Central railway.

The first witness called was Thomas Stratten, mechanical foreman of the Central railway, who was sworn and gave the following

wey, who was sworn and gave the following evidence: I am a carpenter by trade, have been in the employ of the Central railway for ten years and am in charge of repairs on road and bridges. I am supposed to keep the bridges in repair. Last spring E. C. It wans, the manager, ordered a lot of lumber for the various bridges on the read except the Washademoak, and told me to distribute it as it was needed. I distributed the lard John.

Robert D. Thompson, 210 Paradise row, St. John.

John.

John.

Witham, 1614 Hangver street St. for a list of any more limited at the Sargeson bridge over two months ago. A few day of the bridge II stopped and asked the foreman of the job. pine and other lumber at the to the manager. I made some repairs on the bridge last summer on the part still standing. I took out three caps that were rotten and replaced them with new ones. I did not think there were any more repairs needed on the bridge then, as I passed over; I also went down under it to see. I considered the bridge in a safe condition. After looking at the bridge that the bridge after the broken timbers of the bridge after the accident I would say the bridge was safe if they had not weakened the bridge by the way they made the repairs, as they three off the old timbers and broke the side braces by so doing; also, they did not thoroughly bolt the new stringers put on, and spiked very few of the ties; out of thirty-nine new ties that were put in only five were Some of the timbers of the bridge spiked. were in good condition and some were pretty notten. I do not think half of them were rotten. I would judge from the appearance of the wreck that the bridge gave way grad-ually and did not break off suddenly. I ually and did not break off suddenly. the side supports being off. I have no idea how many of the supports were off the part of the bridge that went down, but would say if there were as many off that part as there if there were as many off that part as there are off the part that is standing it would have n ade the bridge very weak.

The enquiry was here adjourned for dinner, to meet at 2 p. m. at the residence of H. A. Northrup to take the evidence of William A. Morrison, who is lying ill there from the effects of the accident.

On resuming at 2 p. m., William Morrison was sworn, and testified: I have been in the coupley of the Central railway five years.

of the Central railway five years. first as spare fireman and latterly as regular fireman. I was on the train as fireman when the accident occurred. As we went on the bridge steam was shut off. We were runring about four miles per hour. We had run out to the last new stringer on the east side of the bridge when I noticed the bridge start ahead and then sway from right to left, and then go just like a wave ahead the engine. I said to the driver, "My Go Jack! She is going!" She went the length of the engine ahead, then dropped suddenly down. During the fall I jumped to my feet and pushed the window open. When she struck the bottom she threw me down on the seat; the engine and tender jacknifed together and held me there, but the movement of the engine opened the window in front of the ergine and I was able to scramble out and down on the running beard, and then they carried me out on the grass away from the wreck. I have not seen Jack Duncan since we started to go down through the bridge. I was not afraid of the bridge, as we had come across it a few days before with a train of seven cars. I did think the bridge was weakened by the way the work was being done, as last winter we hauled seven cars loaded with coal and lumber over it all right. We had hauled very much heavier trains over the bridge within a worth of the accident than we had on the month of the accident than we had on the day of the accident. Sproul-John A. Duncan was the

driver on the train at the time of the acci-dent. He was a married man, lived at Chip-man, had a wife and two children. He had been the regular driver on the road all the time I was employed on it. I cannot say he xpressed any fear of this particular bridge.
To Mr. Barnhill—When I saw the bridge To Mr. Barnnill—When I saw the bridge going the engine was on the new stringers. It had not got off the new work. I never gave a thought as to whether the bridge was safe or not. I never talked to John Duncan about getting off and walking over the coroner and jury then visited the

swhe of the accident and returned to the hall where the enquiry is being held, and called Geo. G. Scovil, M. P. P., who when sworn stated that he had part of a carload of lumber on the train at the time of the accident, but did not have a carload; had not over 2,000 feet at the most, and might not have had over 1,500 feet.

The enquiry was then adjourned until Sept. The enquiry was then adjourned until Sept 10th at 10.30 a. m.

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Lt. Col. McLean Wednesday from the safe arrival th Weldon McLean staff. Lt. McLea ly recovered from

P. J. Donohoe, druggist, was ma Tuesday to Miss ter of T. Coch street. Mr. and

turn by way of H W. B. Macket press gallery, and house of commo welcome visitors week. Mr. Ower today. Mr. Mack summering at S Elwin . The death of

Thomas H. Gilbe

er son of the late

P., of Dorchester

late Thomas Gill town. Deceased age, and leaves their loss. Sydney, C. B. the Waterous pany of Brantfor engine similar t chased by the sale was effecte

St. John. Considerable Queens county storm. St. Cla Brigg's Corner, its contents, an Oscar Farahar, and some live

destroyed. Catechist Bur Hartland, Carlet pointed by the charge of the c B., and St. John during his holida ed to remain. school and w seven-year cours

byterian College The death of place early Tue was at one time surveyor and t in affairs conne of Portland. deep interest nection with wife and son as

vive him. He v A bright and place Wednesd the rector of Hazen street, young and Macaulay Bros Teresa Duguio were attended and Miss Jenn looked very ceremony the ceeded to their street. They large number

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