

ENGINEER TELLS OF CHEAP CONSTRUCTION OF VALLEY RAILWAY

"Innumerable" Curvatures of Seven Per Cent, on His District, Says Burton M. Hill

Road Describes Circle, Possibly, Many Times, He Says, With Maximum Grades of One Per Cent—Additional Payment of \$4,500 by Contractor—Woodstock Section of No Use in Transcontinental Connection—Sessions in Fredericton After Today.

Fredericton, N. B., June 26.—The sessions of the Transcontinental Railway Commission, which began yesterday morning from the Hotel Victoria, continued today afternoon. The sessions were held in the presence of the Hon. J. L. Marshall, Minister of the Interior, and the Hon. J. B. Hannon, Minister of the Marine and Fisheries. The sessions were held in the presence of the Hon. J. L. Marshall, Minister of the Interior, and the Hon. J. B. Hannon, Minister of the Marine and Fisheries.

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Q.—On whose orders were they taken out?
A.—They were taken out because they were not strong enough and collapsed. There are still three of them in the Kennedy & McDonald contract.
Q.—What was substituted?
A.—A three foot concrete culvert.
Q.—Did they use three feet of pipe?
A.—Yes.
Q.—How much material on top of them?
A.—Ten or twelve feet.
Q.—Mr. Carvell: "No wonder they went down."
Q.—Where are the others which remained?
A.—North of the river. Two of them have about ten feet of material over them and one twenty-five feet.
Q.—Are any dry stone culverts in use?
A.—Some dry stone drains, without culverts, all under rock embankments, some of them with twenty-five feet of material over them.
Q.—Is the train full all complete on the Kennedy section?
A.—An explanation of what this term meant was necessary for the benefit of counsel and the operation was explained in detail by the witness who said that technically grading did not include train filling.

The witness explained that there was considerable training to be done. The standard width of the embankment was sixteen feet at the top when the height was not more than sixteen feet; for higher banks eighteen feet. On top of this sub grade goes the ballast, ties and rails.
Cheaper Rock Cutting.
In rock cutting the rock was not removed below the sub grade. On the Transcontinental the rock was cut below the sub grade and filled with the broken material. On this road there was no broken material below the ballast in many of the rock cuts. This was a cheaper method of construction. About one half of the work was carried on this way. At first the material was broken below sub grade but this was changed on orders from the head office. The cutting and filling gave better drainage and was considered a better method of construction.

There were still two concrete culverts to be put in on the Kennedy contracts. The ballasting has been completed to about five-sixths of the whole contract. There were to be on the Kennedy contracts, there were no rails north of the bridge, and no ballast but the sleepers were on the ground. The ballast was not complete south of the bridge. On about fifteen miles the ballast was on the ground but not trimmed. Fifteen thousand yards would be required to finish the contract. About 3,000 yards was used per mile. The contract called for 2,500 yards and the balance was charged up as train fill. The witness said that there was no provision for this in the Kennedy contract.

Q.—Any such thing for ballast?
A.—Yes, any stations built on the Kennedy contract.
A.—Three in course of construction, one at Kentville, one at L. Slipp and another at Farmington, costing \$2,000 and \$3,000. Tanks are being built along the line, one of them at L. Slipp, is on the Kennedy contract. It is being built by the same sub-contractors who are building the stations.
Mr. Carvell thought that \$2,000 was a generous price for the station at L. Slipp and was asked that the measurements were about 24 by 40 feet, 20 feet high, on cedar post foundations.
Q.—Was any money expended on the tanks on stations up to April 1913?
A.—No.
Q.—Any money expended on track laying since April 1913?
A.—No.
Q.—On ballast?
A.—No.
Q.—Has any work whatever been done on the Kennedy contract since April 1913?
A.—A little grading.
Q.—What sidings are there?
A.—700 feet at Belleville, 1,600 and 600 feet at L. Slipp, and 800 feet at Farmington, with steel laid.
Q.—What proportion of the cost of these sidings comes under the Kennedy contract?
A.—All but the ties, steel and fastenings.

Q.—Who furnished the ties?
A.—W. J. Scott.
Q.—On the Kennedy contract, of three eighty-five foot girders, furnished by the Dominion Bridge Company on a contract price of 90 cents per foot.
Q.—The witness explained that the bridge at Centerville was a viaduct of steel trusses on steel trestles, with three towers of steel on concrete, three girder spans of thirty feet and four sixties.
Q.—How about that pier that moved from its foundation?
A.—It settled about one half inch and has not changed. It is quite safe.
Q.—Any other steel bridges?
A.—No. We have one eighteen foot beam concrete culvert. The steel was furnished by the company. The contractor did the erecting. It is shown in the force account which includes all extras. The contractors are paid for extra work at the cost of material and labor plus ten per cent.
Q.—Under the contract who has final say as to quantities?
A.—The engineer makes the measurements and they are checked in my office.
Q.—But who has the last say?
A.—The chief engineer.
Q.—He has the power to take the work away from the contractor, finish it himself, and charge it to the contractor?
A.—Yes.
Q.—He can change the classification?
A.—Yes.
Q.—Any change in the specification must be authorized in writing by the chief engineer?
A.—Yes.
Q.—Was there anything that went into the construction of the road under the Kennedy contract that I have not covered?
A.—Yes, in ten or twelve cases in the Hibbard contract.

Q.—All in?
A.—Not all; some have been put in since April.
Q.—And there has been practically no work since?
A.—No.
The progress estimate was produced and submitted to the counsel and the witness explained some of the details. It was then placed in evidence.
Q.—This was the last payment made to Kennedy & McDonald?
A.—Yes.
The counsel pointed out that the fact that certain figures appeared on the estimates did not necessarily indicate that the contractors had received the money. He would supplement it with the evidence of the contractors and others.
The total value of the work done, as shown by the progress estimate, on the whole contract to the end of April was \$408,044.22 due the company, and \$44,176.36 representing ten per cent of the work, retained by the company. The total amount of the force account was \$260,448 for April. The work on regular contract schedule was very small and the witness promised to produce the figures when called.

Mr. Carvell drew attention to the fencing arrangements and the witness said that wire fencing of the standard type was used. He did not think it was too high for gates. He added that the telegraph line was also included in the contract. In addition to the contract the company furnished the telegraph lines, ties, right of way, station houses, concrete and other piping, bridges and the engineering.
The witness did not know under what heading the legal expenses were charged. He said that he had made out a head office at Woodstock.
Q.—How many men have you had in your head office at Woodstock?
A.—A draftsman and a stenographer for one year, since then only a stenographer. The resident engineers each have four men on their staff.
Q.—How much has the engineering on your division cost?
A.—The resident engineers made out the work.
Q.—Have you done any buying of right of way?
A.—No.
Q.—Who does?
A.—Charles J. Howard and John Connor.
Q.—And by John Fleming?
A.—I heard his name but do not know of his own knowledge. It was before my time.
Q.—Have you anything to do with the St. John and Quebec Railway Co.?
A.—Yes, they are now made out in the name of that company.
Q.—By whom were you employed?
A.—By Ross Thompson, the chief engineer of the Quebec & St. John Construction Co.
A.—Yes.
Q.—Was he connected with the Quebec Construction Co.?
A.—I do not know.
Q.—Do you know with whom Kennedy & McDonald had their contracts?
A.—The commission adjourned at one o'clock to resume at 2:30.

Afternoon Session.
When the session resumed in the afternoon Mr. Carvell again took the stand and Mr. Carvell continued his examination.
Q.—What is the maximum grade on your division?
A.—One per cent, one foot on a hundred.
Q.—Are there many places where you reach the maximum?
A.—Yes.
Q.—Do you have any spot on the road where a reduction of the grade would increase the cost?
A.—Yes, on any of the grades.
Q.—Do you know whether you need less than the maximum grade where you might have used the maximum grade at a lower cost?
A.—In some places we might have effected a saving of a small amount.
Q.—But you generally used the maximum grade?
A.—Yes, according to the contract.
Q.—You did not cut down the grade where it would increase the cost?
A.—No.
Q.—What is the maximum curvature?
A.—Seven degrees.
Q.—Are there many examples of the maximum?
A.—Yes.
Q.—How many?
A.—I cannot say.
Q.—Innumerable?
A.—Yes.
At this point Mr. Carvell suggested that it would be an advantage if two stenographers could be employed so as to enable them to transcribe the evidence day by day and need not less than the maximum grade where you might have used the maximum grade at a lower cost?
Q.—I notice that the contractors got a rod for fencing; this was a rod on one side?
A.—Yes.
Q.—What did that include?
A.—Posts, wires, staples and construction.
Q.—Who were the inspectors?
A.—L. Slipp and Mr. Coulter.
Q.—The contractors got \$225 a mile for the telegraph line; was that complete?
A.—Yes, two wires and fifty-three poles per mile.
Q.—Mr. Scott had a contract for furnishing the ties, posts and braces?
A.—Yes.
Q.—How was this worked out in the books?
A.—The accounts were kept separately.
The Hibbard Contract.
Q.—Now we will take up the Hibbard contract, where did it extend?
A.—From the Houlton road in Woodstock to a point 30 miles below to the division of which David W. Brown was engineer.
Q.—Were there any other contracts direct from the company?
A.—McLagan and McBain for some concrete work, also New Brunswick some earthwork. Both were for only a few thousand dollars.
Q.—Have not Kennedy & McDonald a contract on this section?
A.—I believe they have a sub-contract.
Q.—Don't you submit progress estimates?
A.—Yes, two, at reduced prices.
Q.—Are you sure that one is not direct from the company?
A.—The Hibbard company makes a profit on both I believe.
The witness gave the scale of prices for both contractors showing the difference.
Q.—Was there not another Kennedy & McDonald contract?
A.—Yes, direct from the Hibbard company, for ballasting and track laying to within three miles of the southern end of my division.
Q.—How much track is laid?
A.—Eight miles less, about twenty-two miles.
Q.—How much ballasting?
A.—Down to the big mill.
Q.—Were the culverts laid?
A.—Yes.

month of April were then put in and searching examination was gone through by Mr. Carvell. The gross total work done to the end of April was \$408,044.22. In answer to Judge Wells Mr. Carvell explained that he was taking the witness through the returns for April as a basis because the other evidence would not be available until the next day.
Q.—How many corrugated iron culverts were removed and replaced by something stronger?
A.—About ten or twelve.
Q.—In both the Kennedy and Hibbard contracts?
A.—All in the Hibbard contract.
Q.—Who stood the cost of removals?
A.—The company.
Q.—Would it appear in these progress estimates?
A.—Yes, sir.

Asks For Estimated Total.
Q.—I want to go back to the Kennedy contract above Woodstock and I want your estimate of the complete line in addition to the amount already expended for clearing.
A.—It would be an impossibility.
Q.—I do not want impossibilities but you are the responsible man in charge and I know you know the road like a book.
A.—But I cannot give the cost over the whole of that 31 miles.
Q.—Let me see what you have cleared.
A.—All but a few hundred dollars.
Q.—Now give us the best of your judgement what it would cost to finish the clearing on this commission has been asked to get with the cost was to complete the road and I know of no man better qualified than you are to estimate it.
A.—Thank you. About \$300 for the clearing.
Commissioner Fisher.—The Kennedy-McDonald contract?
Mr. Carvell.—Yes. (To the witness) Solid rock.
Q.—About \$5,000.
Q.—Other materials?
Q.—Excavations and stumps?
A.—\$100.
Q.—Have you put in ditches above Lakeville?
A.—I do not know that we require them.
Q.—Do you think the road will stand above Lakeville in that swamp?
A.—Yes.
Q.—How much material have you above the level of the swamp?
A.—Three or four feet to the base of the rails.
Q.—How much do you say it will take to finish it up?
A.—\$100.
Q.—Overhauling?
A.—Very low, \$100.
Q.—Train filling?
A.—\$24,000.
Q.—Is there any more piping to be laid?
A.—I think it will be necessary to lay several more pipes.
Q.—What would you put it at?
A.—\$50 for the laying.
Q.—Are the excavations all in?
A.—Practically all in.
Q.—Any more rail-rail?
A.—\$100.
Q.—Any more dry piping?
A.—No, sir.
Q.—Any more concrete?
A.—Yes, two arches north of Lakeville.
Q.—What would they cost?
A.—\$100.
Q.—Any more piles to be driven?
A.—No, sir.
Q.—Any more track laying?
A.—A mile.
Q.—Ballast?
A.—\$3,000 to \$6,000.
Q.—Fencing?
A.—Practically complete.
Q.—The telegraph lines laid?
A.—Yes, sir.
Q.—Do you know of any force accounts to be done?
A.—That would probably run to \$2,000.
Q.—What kind of work would it cover?
A.—There is always cleaning up work to do. We clean out all slides and ditches.
Q.—Is there any more steel to be supplied to this section?
A.—Yes.
Q.—Are the rails all laid or on the ground?
A.—For that section, yes.
Q.—What is your estimate for the station houses?
A.—They are under contract at so much per station.
Q.—In all of these items there is nothing for engineering and right of way?
A.—No.
Q.—Now with regard to the Hibbard contract, what in your judgement will it take to complete the clearing?
A.—About \$400.
Q.—Grubbing?
A.—Practically none.
Q.—Any large trees to be cut down?
A.—No, sir.
Q.—The solid rock?
A.—\$6,000.
Q.—Are you basing these estimates on a practical investigation?
A.—As careful as I can. To get an accurate estimate the whole engineering staff would have to work at it for a week.

Train Filling Big Item.
Answering further questions of a like detailed and technical nature Mr. Hill said that \$100,000 would cover the cost of overhauling and that it would be impossible to give an estimate of the train filling, but he thought it would run to 150,000 yards.
Judge Wells.—What would that mean in dollars?
Witness.—\$30,000.
Going on, Mr. Hill said that other un-

finished work would have been done; for rail siding, 100,000 piles, 100,000 excavations for foundations, \$10,000, 100,000, and fencing \$500.
Mr. Carvell.—Now what is it going to take for the ballasting from April 17 to April 30?
A.—About \$30,000.
Q.—Would there be any force accounts?
A.—Yes, a large amount of cleaning out of slides and cuts. There are ten or twelve cuts in the division which are in a bad state.
Q.—What in your judgement would it take?
A.—\$10,000.
The witness had not left the stand when Mr. Carvell announced that he expected that the next day to call Mr. Brown, of Montreal, and David Brown, one of the engineering staff, and that the evidence of both would very likely take up the day.

It was then decided that the royal commission adjourn until today at 10 A. M. in the 340th pile, laying in the circuit court and that Thursday's meeting be at Fredericton. Some discussion took place as to where the commission would be able to sit, but nothing definite was announced.

CURVES AND GRADES.
GOOD FOR GOULD BUT BAD FOR PROVINCE.
Eight Times as Many Curves Per Mile on the Valley Road as on the Transcontinental—This was the Grit of Wednesday's Testimony Before Royal Commission—Construction Fatal to Economic and Expedient Handling of Real Traffic—How the Millions from the Bond Issue Were Spent.

Thursday, June 26.
When the inquiry resumed yesterday, Burton M. Hill, divisional engineer at Woodstock for the Valley Railway, again took the stand.
To Mr. Carvell the witness said that his estimate of the cost of the work required to finish the work would be within fifteen or twenty per cent of the actual amount. His estimate was about \$10,000.
Amplifying his evidence of Tuesday, the witness said curves had been reduced below the maximum, at two places, at Pokok and two at Johnston's Brook, to improve the road. Suggestions for the changes at Pokok were made by James J. Taylor, the engineer of the Dominion railway department and those at Johnston's Brook by Mr. Maxwell, a provincial government engineer. The instructions came through the company but he knew that Mr. Taylor was interested in the reduction of the curves.

A Conference.
Mr. Taylor also interested himself in having the grades reduced.
Mr. Carvell: "Did you reduce any grades at his suggestion?"
A.—No.
Q.—Mr. Taylor had his way regarding the curves but not the grade.
Mr. Teed: "I object to this line of examination. It is beyond the scope of the inquiry."
Mr. Carvell: "Is this objection the result of last night's conference?"
Mr. Teed: "That is none of your business. It was not mentioned in our conference."
Mr. Carvell: "We are entitled to find out if the people's money was squandered, and I intend to do so."
Mr. Teed: "You seem to be chiefly occupied in blowing a horn labelled 'B. Carvell.'"

Mr. Carvell: "Just horn seems to be making quite a noise about New Brunswick just at present."
Judge Wells: "If they want outside the specifications the evidence would be in order."
Mr. Carvell: "The trouble is that there were no specifications for the maximum curves and grades."
Mr. Fisher pointed out the specifications for the maximum curves and grades.
The witness told of using the plates only on the curves of more than one per cent. The standard angle was used for fastenings. He promised to secure the quantity used. The standard bolts and nuts for eighty pound rails were used and the spikes were the standard nine-sixteenths, about five and a half inches.

Cross Examination.
This concluded Mr. Carvell's examination and Mr. Teed commenced his cross-examination.
Witness said that the corrugated iron pipes were a cheaper method of construction. He understood that some were used on the C. N. R. and the N. T. R. His experience in railway work was ten years. The spikes were the standard and were approved by the engineers of the Dominion railway department as well as the provincial engineers. The road was built according to specifications and the inspecting engineers inspected the work.
Mr. Carvell: "Ask him what they did."
Mr. Teed: "That would be a long story."
Mr. Carvell: "It would not take long to tell Mr. Maxwell did."

In reply to Mr. Teed the witness said that both engineers were frequently on the road, giving directions and seeing that the specifications were carried out. On the N. T. R. the plates were used only on curves of more than two degrees and in that respect the standard of the Valley road was higher.
To have made any radical changes in the location of the road, he said, would have had a serious effect on the work. The engineers of both governments had approved the location. In reply to the question whether it would be possible to build a road to a one per cent grade and afterwards reduce to six-tenths on the same location the witness said "not while it is in operation."
Mr. Carvell: "How about the C. P. R. north of Lake Superior?"
Witness said that a reduction of the curves would have increased the cost materially. Mr. Teed suggested that the amount in dollars and cents would be more satisfactory, but Mr. Teed did not pursue the inquiry along that line.

Mr. Teed objected to another suggestion of Mr. Carvell, saying that he had no right to make statements in court.
Mr. Carvell: "But I know."
Mr. Teed: "God forbid that you should be given carte blanche to tell all you know."
Re-examined.
Mr. Carvell on re-examination: "How many times did Mr. Maxwell visit the work?"
A.—Two or three times a month.
Q.—In the town of Woodstock or actually on the work?
A.—Yes.
Q.—For how long?
A.—Coming one day and leaving the next.
Q.—How often did you see Mr. Taylor?
A.—About once a week.
Q.—Would you say that he paid more (Continued on page 6, first column.)



Every ten cent packet will kill more flies than \$8.00 worth of substitutes, which are most unsatisfactory.

fatal accident on the Maine Central railway tracks at Vanceboro (Me.). Donald B. Hill was sent from here in charge of the portion of the construction plant owned by James H. Corbett & Sons, Inc., which was being shipped from here back to Pennsylvania to go on some work there. He reached Vanceboro, and while walking on the tracks in the yard there was run down by a passenger train and killed.

The lieutenant-governor arrived this morning from Sackville with his party. Acting Premier Clarke and other members of the provincial government arrived here tonight and began the monthly session of cabinet. Routine business chiefly occupied the attention of the government tonight. The citizens of Fredericton are eagerly waiting to see if any successor to Col. J. L. Marshall as police magistrate of this city.

Fredericton, N. B., June 26.—Local companies of the Seventy-first Regiment and B Squadron of Twenty-fifth Dragoons will leave here tomorrow for Camp Sussex. They will travel by the C. P. R. and the Transcontinental via Moncton. The baggage and horses will be sent by separate train as far as McGillivray Junction.

The manager of the Bank of Commerce at Sackville, Sackville, here on Saturday and will be married on Wednesday to Miss Muriel Massey, daughter of the late G. W. Massey, of Detroit.

Guy Morrison arrived yesterday from Buffalo by automobile.
R. B. Hanson, of Sillip & Hanson, barristers, underwent a surgical operation for appendicitis in the Victoria Hospital yesterday.

Fredericton, N. B., June 26.—Donald B. Hill, Jr., of Fredericton, was to be married in Kingsley Hotel, to Miss Katherine McFarlane, daughter of the late Alexander McFarlane.

The King's bench this morning, Chief Justice Landry presiding, A. R. Sillip, C. C. on behalf of the local bar, congratulated the King on his restoration to health, and also on his appointment as justice. His Honor replied in suitable terms.

The docket included one criminal case, that of The King vs. Thos. Holm, grand jury returned a true bill. A. R. Sillip, K.C., appeared as counsel for the crown in the absence of R. B. Hanson, who is ill.

Fredericton, June 24.—Rev. H. B. DeWolfe, of Albert, County, and Rev. A. J. Langlois, of Andover, have been authorized to perform marriages. C. H. Keith, G. H. McCully, L. Brown, T. C. Goodwin, R. R. Brown, R. M. Gross, N. A. McKee, W. J. Davis, U. S. Pettit, R. A. Stockton, of Cardwell, Westmorland county, Haber Wiles, of Calhoun's Mills, and Nelson Tait, of Elgin, are applying for incorporation as the Pettitdale Farm Partnership, Limited, with authorized capitalization of \$15,000, and head office at Woodstock.

H. E. Burtt, Woodstock; D. Stewart, of Antigonish (N. S.); R. Ashmole, Mrs. Mary Broadfoot, of St. John's Island (Que.), and Mr. W. Stewart, of Rock Island, are applying for incorporation as the Burtt Island Farm Partnership, Limited, with authorized capitalization of \$20,000 and head office at Woodstock.

Letters patent of incorporation have been granted to the following: Menzies Limited, brokers, their head office is at St. John.
George Stonge, Peter Shannon, Patrick Laidlaw, and Mr. Stonge and Mrs. Esther Laidlaw, of Campbellton, are applying for incorporation as the Campbell Development Company, with authorized capitalization of \$40,000, and head office at Campbellton.

The Fredericton police commission has re-elected Chief McCollum from all places in connection with the disappearance of \$10,000 alleged to have been collected in fines a short time ago.
The local government did not meet this morning, but there will be a short session this afternoon. The attorney-general said at noon that the government had received the resignation of Police Magistrate Marsh.

A. Hayes, traffic manager, and H. J. McLellan, general manager, Agent of the I. C. R. are here on a visit of inspection today.
Before the Nisi Prius sitting adjourned yesterday, to resume on Wednesday next, the negro prisoner, Thomas Holmes, charged with attempted felonious assault, pleaded guilty and was remanded to the County Jail until Tuesday, when sentence will be passed. Being a ticket-of-leave convict to Dorchester from Sunbury county House, he will now have to serve out his unexpired term.

QUEENS COUNTY
DOUBLE WEDDING.
Fulton Brook, Queens Co., June 18.—A very pretty double wedding was solemnized Wednesday afternoon at the residence of Mr. and Mrs. Robert Fulton, when their two daughters, Sadie and Gertrude P., were united in marriage to William D. and Charles E. McInnis. The ceremony was performed by the Rev. J. F. McNeil. The couples, who were unattended, came out on the lawn to the strains of a beautiful wedding march rendered by Miss Tilly Fraser, and took their positions where all could witness the marriage, and the impressive marriage service of the Presbyterian church was read, which made each couple man and wife. About 200 guests partook of a bountiful repast. The presents were numerous. After supper dancing was indulged in until the wee sma hours. The music was furnished by A. McNeil, Killipen and Connors.

ONLY THREE SEATS BY ACCLAMATION IN ONTARIO.
Toronto, June 28.—In only three ridings in Ontario will the voice of the people be silent between the polls and election day. Nominations held yesterday throughout the province resulted in the placing of candidates in the field in every electoral district, with the exception of North Renfrew, Glengarry and West York. In Glengarry, the Conservative candidate was forced to retire from the fight at the last moment through illness, while in Renfrew the Liberals had trouble in getting a good standard-bearer.

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