## OTTAWA LETTER

Government Speakers Fail to Intelligently Criticize Borden's Policy.

An Able Speech by Mr. Ganong of Charlotte County on the Present Great Railway Question.

Costigan and Emmerson Pounded of Cumberland Soars as an Orator.

(Special Correspondence of the Sun.) OTTAWA, Aug. 22.—Out of the many make an intelligent criticism of the night of Mr. Borden's speech, but it was expected that they would recover their senses and make some sort of Wilfrid Laurier and misrepresentation of conservative speakers and the con-

which might be built from Levis to Moncton. Mr. Logan replied that he was through with him. On Thursday train and fust about that time Mr

Mr. Logan made a calculation as to the cost which will be involved in the carrying out of Mr. Borden's proposals.

Cost of Canada Atlantic railway.
Road from Sudbury tao Scotia Cost C. P. R. from North Bay to Port Arthur.... 3,000,000 olling stock for C. P R... Road from Levis to Moncton.. Road from Quebec to Winnipeg. Rolling stock for that divison..

by merely misrepresenting Mr. Borden's entire speech. land places the cost of the Levis- at the head of this affair. of misrepresentation is

pective cost of the extension of the In- to Quebec, and plunge No. 3 was the den. These are the real figures: Bride at Coteau and road to Mont-

It will be seen at a glance that Mr. godfather, whom he had always obeyed, whom he had always followed, in proposal made by the leader of the op-Logan overestimated the expenditure, which will have to be made in connec-

it cannot be expected, therefore, that an everyday member can come within hailing distance of ten million dollars, when he attempts to prepare a stateaggeration destroyed the usfulness of Mr. Ganong, however, did not think

But what about Mr. Logan's promise to answer Mr. Borden's question as to the destruction of the Intercolonial railway? If silence is taken in this case to mean consent, then the ber for Cumberland is in favor of paralleling the Intercolonial by a better road, paid for by the people, and handing this better road over to a private company. He is opposed to the people getting the benefit of any better facilities and has ranged himself alongside of the followers of Senator George Cox. How will he explain his position to his constituents? If Cum berland is to benefit by the Grand Trunk Pacific scheme, that portion of he Intercolonial from Moncton to Their Desks at Every Attack on Halifax must also be handed over to Senator Cox. Mr. Logan, nevertheless, feels quite confident that he is on safe Their Political Godfather, the Ex- ground, because he told parliament that the liberal party would go to the ountry on the question with the bat-Minister of Railways—Hance Logan the cry." "Laurier, Prosperity and Victory." It sounds very pretty, yet to use Mr. Blair's phrase, it might not have been quite so poetic, but it would

G. W. Ganong, the able member for liberal speakers who have followed R. Charlotte, has raised himself very for over twenty-five million dollars. It L. Borden not one has ventured to much in the estimation of his parliais said that in order to pacify many policy of the opposition. From Sir on the great railway question now Wilfrid Laurier down, the government under consideration. He not only and its following seem to be very offered some strong and practical reamuch at sea as a result of the splendid and progressive policy outlined by ture, but his oration bristled with wit the conservative leader. It was not which kept the house in roars of matter of surprise that the liberals laughter. Mr. Ganong received the were somewhat dumbfounded the most attentive hearing and was loudly applauded as he made point after point against the Grand Trunk Pacific At the end of his speech he a showing long before this. A sys-tematic course, which included the friends, who congratulated him very

One noticeable feature of the Grand
Trunk Pacific debate is that every abuse of Mr. Blair, the praise of Sir highly on the excellence of his effort.

have been equally truthful, if Mr. Lo-

of his party: "Laurier, Cox and our Campaign Fund."

servative and independent press, seems in council which recommended the apA. G. Blair and Hon. John G. Haggart,
grades of the New Brunswick section, servative and independent press, seems in council which recommended the apto be about all the government has pointment of a transportation comto offer in the way of an explanation mission to make full enquiries into the mo virtue in it. Samuel Barker, an and of their own policy and condemnation of their opponents. As the of that of their opponents. As the liberals know nothing about the Grand Trunk Pacific, and many of them care to know less about Mr. Borden's scheme, the country is likely to be treated to this style of debate during the balance of the discussion on the liberals with the discussion on the liberals with the discussion on the liberals who is a director of the Canadian Pacific Railway and is known throughout Canada as one of our most conservative and shrewdest business men, are also against the feet above the sea level. On the most conservative and shrewdest business men, are also against the feet above the sea level. On the deal. Each one of the quarrette criticised the government programme with the ease of one long familiar with for the use of members, the highest knowledged its ignorance of the whole with the ease of one long familiar with for the use of members, the highest Hance Logan, Cumberland's representative, made a stab in the dark at the opposition policy and from figures which will be quoted later on, it will the opposition policy and from figures when asked to pronounce on the prace ernment proposes to make with the which will be quoted later on, it will disability of the Grand Trunk Pacific Grand Trunk Pacific, and so far they 2,000 tons with profit. In addition to Royal Tar left Eastport on the evening be seen that he is not a financier by proposal, said: "The Canadian Pacific have not been successfully answered. The territor grades to be overcome the of the 21st, the wind was found to be be seen that he is not a mancier by any means. In the course of Mr. Bordany means. In the course of Mr. Bordany means. In the course of Mr. Bordany means, it will be reduced by the Grand Trunk Pacific railbears. The defence of the government has been a rambling one at best, and more quisible, the Seegrass, the Grand, the steamer put into Little River membered, attempted to interrupt the will never voluntarily carry a carload recently it has become little more than Little and the Salmon Rivers, all at for safety. The gale continued for leader of the opposition and the latter of wheat by the all-railway route a burlesque, asked the member for Cumberland around the great lakes to an eastern whether he favored the Intercolonial Canadian port for shipment abroad, being given control of any new road for the simple reason that it will never pay any road to do so. There was al-

however, Mr. Borden left Ottawa to ernment, men who on the 27th of May what Mr. Emmerson said he was goattend the banquet of the Chambers acknowledged they knew nothing ing to do to Mr. Blair last session. All of Commerce of the Empire at Montreal. Mr. Borden took the 4 o'clock there was need, and is need yet, of a happen to the government and in the commission, can be shown in a hun- railway committee Mr. Talbot was so Logan screwed up his courage suffi- dred different ways outside of the violent in his opposition to the Grand Logan screwed up his courage sum-ciently to make an attack on the con-guestion of the government proclama-tion, outside of their report, which is servative policy. It may have been tion, outside of their report, which is suppress him. But a change has with the Intercolonial. The premier good judgment on the part of the still fresh in the minds of the people, come over the member for Bellechase member from Cumberland to wait un- and even outside of what the kon, and now he sings the praises of the til his opponent left the city, but the member for North Norfolk, Mr. Charl- Grand Trunk Pacific, and one hears courage displayed by Mr. Logan was ton, said. I will give you just one au- nothing of the Trans-Canada. It was not quite so apparent. However, he thority, and I think it is one which said, when the opposition to the Grand will probably hear something more will carry weight. I notice in the about the matter at a later stage, and North Western Miller a statement disappeared that everybody but Talthen, no doubt, his constituents will which shows that we need this probsee him anihilate the leader of the lem of transportation to be taken up that was a misstatement, for Talbot in a logical way. That journal states seems to have come out all right, that of the grain exported by way of New York last year 21 per cent. was Canadian grain; of the grain exported from Boston last year 40 per cent. was Canadian grain, and of the grain exported from Portland last year no less than 65 per cent. was Canadian grain. I do not think we need much more evidence of the necessity of a ing, but it is self-evident that some-commission that will look carefully body must be paying a price in order 836 miles, the best Sir Wilfrid expects into this question instead of a com-

Mr. Ganong described the Grand Trunk policy as three plunges in the Total.... 1 was the western Mr. Logan reached this wonderful perts of the Grand Trunk went to the plunge. The financial and political ex-In the simply hypnotized them. The result frst place the leader of the opposition was that the deal was arranged, notspoke of a road from Edmonton to the withstanding the report of May 27th, coast as a line to be constructed at which admitted that the representasome time in the dim and distant fu- tives of the government knew nothing ture, when the needs of the country at all about railroading. Mr. Ganong talled for it, so that the \$36,000,000 imagined that Mr. Mayes in that inwhich Mr. Logan estimates this divis- terview said to them: "Now you know ion will cost, must be dropped from nothing at all yourselves, let us tell the calculation. The same applies to you what to do. But you want to a road from Levis to Moncton and the remember a number of things. Re-Colonization road from Quebec to member that we have a figure-head, Winnipeg. The member from Cumber- we have a friend of yours, Mr. Cox, Moncton line at \$15,000,000 and the eye on the figure-head, because you Quebec-Winnipeg line at \$49,000,000 so will need big figures in the impending that another \$64,000,000 must be drop-ped from his statement. Having disused of these three items a cool \$100,- you; we will do the job in good shape. ac- Of ccurse, we cannot do it under our counted for. Then, as the Quebec- own name of the Grand Trunk, but we Winnipeg road is not to be built until will give it to you under a new name, it is needed, it will be unnecessary to provide rolling stock for it, and this keep all the powers ourselves." Plunge No. 2 was the effort of the minister of Let us now look at the actual pros- justice to get a line from Winnipeg tercolonial, as proposed by Mr. Bor- dearly beloved boy of the minister of finance, born overnight, and represented by a road from Quebec to the sea-plunges have been taken by men who Road from Scotia Junction to Sudsion on May 27th.

Mr. Ganong devoted some attentio Mr. Ganong devoted some attention to the member for Westmorland. He recalled that Mr. Emmerson had a the person of the ex-minister of rail-ways. Times had changed. The memtion with the extension of the Inter-colonial, by just \$162,000,000. This of dreams and sees visions. He sees him-

eral standpoint. The brightest minds in the liberal cabinet are unwilling to Brunswick, away to the west through to a road to be used for purely colonhe was quite able to take care of him-self, but he thought that before long and compentent railway man. while the member for Westmorland would Mr. Fielding went to an actuary for have to take up some other business than acting as a nurse for all the schemes which the government had placed before him. Mr. Ganong deglaced before him. Mr. Ganong described them as: "The waifs of poligoing to construct a road from Winniwhole resources of this country. Mr. millions out of the pockets of the

people and millions in the pockets of grafters. J. D. MVKENNA. then the bill must be introduced and put through committee of the whole ouse. This will take some little time, gan had suggested as the watchword because a number of amendments will be offered. What promises to further delay the closing of the session is the alleged intention of the government to government supporters, who are opposed to the Grand Trunk Pacific scheme, large grants have been arranged for the different constituencies through which the proposed new trans-continental line will not pass. Of course it will require large sums of mises to eclipse the expenditure in any of salt. previous year by millions of dollars.

railway expert who has pronounced Mr. Ganong, referring to the order the strongest possible language. Hon.

O. E. Talbot, the member for Bellechasse, who was doing his best to boom the Trans-Canada a year ago, said his Moncton. Mr. Logan replied that he together too much talk of an all-Canwould answer the question later. It may be said in explanation that on the day that this incident occurred, Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan locked year much like a "Sir William Van Harne" said Mr. Logan replied that he together too much talk of an all-Canment the time the road is surveyed from the westward, the steamer put in the time the road is surveyed from the westward, the steamer put in the time the road is surveyed from the westward, the steamer put in the time the road is surveyed from the westward, the steamer put in the time the road is surveyed from the westward, the steamer put in the time the road is surveyed from the time the road "Sir William Van Horne," said Mr. Since it was announced by Sir Wilfrid Ganong, "knew whom he was talking Laurier. Mr. Talbot promised to do avoiding the many obstructions entered by the control of the bot had been looked after. Evidently

> What has Sir Wilfrid done for the ed that the Grand Trunk Pacific will stated in the house, in answer question by Mr. Monk, that the gov- to 749. As the distance from Montreal ernment did not propose to do the buyto remove the opposition which pre- to do by his third statement is to cut mission to sign a contract to make vailed in Trans-Canada circles early off 87 miles. iWth the first minister in the session. If that be so the government will not only undertake to hundred miles, next as between 120 to construct the eastern division of the trans-continental line and square the Quebec Bridge Co., but it will look after its friends in the Trans-Canada perts of the Grand Trunk went to the government and, with a few passes, tion of the government to look after all of its friends and it would not be surprising if certain railway interests in New Brunswick were treated as generously as the Trans-Canada promoters. There are a number of railway charters held by supporters of the government, which cover ground through which the Levis-Moncton section will pass, and if there is to general distribution of public funds vhy shouldn't everybody be treated alike?

There is one point on which certain members of the liberal party fail to agree. The pective cost of the construction of the Grand Trunk Pacific does not seem to strike them all in the same, way. Mr. Fielding, it will be remembered, saw an actuary and asked him to calculate what the Grand Trunk Pacific would cost the co The actuary looked wise and told Mr. Fielding that the section from Winnipeg to the coast could be built for \$2, 334,575 of the surplus. The portion from Winnipeg to Moncton, according to the actuary, will cost \$11,066,882, the Quebec bridge, according to the actuail survey, will call for an expen-diture of \$332,246. The total cost of ation, according to their own admis- this road, therefore, according to Mr. Fielding and his actuary, will be \$13,-

This is rather dazzling, in view of course is a mere bagatelle from a lib- self travelling in a palace car from Mr. Fielding and Mr. Logan, howeva colonization road.

the therein cabinet are unwitting to that plunge in the wilderness so vivitation purposes, they are to have a idly described by Mr. Fielding. It was line with small curves, low gradients John Costigan and Mr. Emmerson, who for years owed their political exist- tinent. Well, if a colonization road is ence to Mr. Blair, pounding their desks going to cost at least \$49,000,000, and when he attempts to prepare a statement of the cost of a road of which he knows nothing. In Mr. Logan's case the financial expert is found to have been over sixteen times worse off than any of his leaders, and by his very example of the filthy lucre which was to be had.

Mr. Ganong, however, did not think gentlemen may be found in the importhat Mr. Blair needed any defence, as tant fact, that Mr. Logan says he se-

his information.

Mr. Blair refused to trust with the Mr. Logan says that a line from Ed-Ganong has sized the situation up 600 miles, would cost at least \$36,000,000. monton to the coast, a distance of only pretty well. The G. T. P. deal means Mr. Fielding undertakes to assume the responsibility for the payment of at least half of this \$36,000,000 under th terms of the Grand Trunk Pacific contract. Yet, under the influence of this OTTAWA, Aug. 25.—It now looks as celebrated actuary of his, he tells the if parliament will not prorogue until country that eighteen million dollars the middle of October, in the event of is only \$2,334,575. Mr. Fielding should which, the present session will be a record breaker so far as Canada is concerned. That will mean that the says he can in the way of financing says he can in the way of finan railways, he should take rank with over seven months—something unpre-cedented in Canadian history. The division on the Grand Trunk Pacific resolutions will not come before Friday; hard work. All one has to do, accordance work and work and work are there are thousand the lives at hard work. ing to Mr. Fielding's view of the case, is to cal in an actuary, present him with a few hundred dollars and this obliging gentleman will provide one with a living at short notice and with little inconvenence. As has already been shown, Mr. Fielding invests \$13,-725,703 and pays a debt of at least \$82,-900,000 in seven years. The finance minister really puts the "get rich place in the h quick" concerns to shame. Why not of May, 1836. have him turn his attention to a reduction of Canada's debt by the same at Peter's wharf on Friday, October 21, actuarial methods, and if he can do all having on board the crew of 21 and 72 that he claims Canada should be withmoney to go all round and the total expenditure for the year 1903-4 pro-

> In the first place the government as yet has shown itself unprepared to make an intelligent estimate of the actual cost of the proposed undertaking. G. W. Ganong, speaking of the showed how little material the govern-

Speaking of distances reminds one that Sir Wilfrid Laurier, in announcing the Grand Trunk Pacific scheme, ade three different guesses at the said : "If the truth must be told it must be said that those who conceiv ed and carried out the Intercolonial Railway added to its length, to its nor mal length, several hundred miles.' Sir Wilfrid then said that from 120 to 140 miles could be saved. Further on in his speech he said that a report of the country through which the line will pass made by a Mr. Davey, sets rth that the line from Montreal to Halifax could be shortened to 759 miles. Trans-Canada people? Has he arrang- By a further change between Edmunston and Moncton, Sir Wilfrid decided buy out their charter? The premier to cut off another ten miles, which to a would reduce the distance to Halifax to Halifax, according to the time table estimating the saving, first, at several 140 miles, and then at 87 miles, it does not require a wild flight of imagination to suspect that Sir Wilfrid knows less about the new policy than was generally supposed. As the father of the measure he should have been prepared to explain every detail of it, but no loubt Mr. Hayes and others who did the coaching allowed these little slips to pass quite unintentionally. The sult is a series of contradictions which must discredit the statements of those who are supposed to be best informed as to the merits of the new policy. J. D. McKENNA.

THE NEW PROPOSAL. (The Thomas S. Clarkson School of lor of science in domestic engineering" upon young women who complet the course in household sciences.)

Priscilla, when I gaze upon The azure of your eyes I see the glory of the dawn And peace of twilight skies Please note my blushing and my sigh, And O, Priscilla, dear, But say the word that you'll be my Domestic Engineer.

What joy! Your knowledge so exact Would ever charm my soul-You know best how to extract Heat units from the coal. No grim bacilli could get by If you were watching near. Priscilla, O say you'll be my Domestic Engineer.

A life with you-it could be but A fate serene, divine, For even pies must all be cut On geometric line! No janitor could me defy-His voice I should not fear. Priscilla, please, will you be my

## THE LOSS OF THE ROYAL TAR.

Story of One of New Brunswick's Worst Sea Disasters.

Burned in Penobscot Bay in 1835 -32 Lives Lost-A Scene

of Horror. The loss of the St. John steamer

many ways one of the most remarkable maritime provinces. The Royal Tar was the pioneer steamer on the route between St. John, Eastport and Portland, Me. She was drowned. built at the shipyard of William and Isaac Olive, Carleton, and was launched in November, 1835. The steamer cost \$40,000, one half interest being owned by John Hammond, and the other being held between Daniel Mc-Laughlin and Mackay Brothers & Co. place in the harbor on Monday, the 2nd

The Royal Tar sailed from its berth out a debt in a very few years. But the majority of people will be inclined to take this 13-82 story with a grain of salt.

passengers, including a number of the steward, and both men were greatly exhausted by their labors. They, with others of the crew, reached St. John on the following Saturday, in the schooner Ploughboy from Eastport. gineer; J. Kehoe, second engineer; w. G. Brown, steward and Margaret Watts, stewardess. The pilot was a Mr. Atkins. The passenger list was longer than usual as it had the members of the Cant. Reed's arrival. longer than usual, as it had the members of Fuller's menagerie, or "cara-His name is found on a stone in the van" as it was called in those days.

Old Burial Ground. This show had been travelling through Nova Scotia and New Brunswick and gave an exhibition in St. John before starting on its return to

Grand Trunk Pacific line, which was placed in the railway committee room save for the greater portion of human right angles, and come down the west three days, but on the afternon of side of the River St. John. Then the Monday, the 24th, another attempt was Tobique River and the Tobique high- made to resume the voyage. Finding lands are encountered. So that by a heavy sea outside and the wind still

All went well until the afternoon Tuesday, October 25, when the engineer eported that the water had been allowed to get too low in the boiler, this owing to the neglect of the second engineer. The captain ordered the engine stopped and the safety valve opened, the steamer being brought to Sister of May Nannary Suing for anchor about a mile and a half from Fox Island, in Penobscot Bay. In about half an hour the steamer was found to be on fire under the deck of the New York American. The Mrs. over the boiler. The discovery was Blinn referred to is a sister of May made by Brown, the steward. An ef-Nannary and was a fort was made to extinguish the flames Nannary company which played at the by means of hose attached to the Opera House and turned the proypumps, but it proved unavailing. The inces a few weeks ago:

that the steamer was doomed. was ablaze in the middle while the attorneys to begin an action for sepcrew and pasengers were madly rush- aration, so I can be free and work for ing to and fro at the bow and stern. myself and child." The shouts of excited men, the shrieks of helpless women and the walls of living L. Blinn, whose father-in-law, little children were mingled with the roars of terror from the imprisoned dealer in Los Angeles, Cal., where she wild beasts, while the flerce crackling was a society leader for eight years. of the advancing flames told of the fh- She recently arrived in New York, creasing peril that came with every and is now at No. 159 West Thirtymoment. With ninety-three people in sixth street. peril of death, the only way of escape was by two boats, capable of carrying from college when a theatrical stock less than a third of that number. Capt. Reed with two of the crew, boat, into which they jumped and bringing her son, Lewis, with her. rowed away, leaving their fellows, best they could.

the jib and mainsail were set and the action for separation immediately. steamer endeavored to make for the want freedom." nearest land. Captain Reed stood by Mrs. Blinn is a striking looking wowith the boat and as the terrified pas- man, with an abundance of golden hair sengers began to jump overboard was and deep blue eyes. She is of medium able to save several lives, including height, with an exquisite figure. those of J. T. Sherwood, British consul at Portland, and James H. Fowler, of St. John.

The scene of horror increased every moment. Six horses and two camels were pushed overboard and started to swim to land, but only two horses reached it. The big elephant rushed to the side of the steamer and jumped overboard. In doing this, and in its

schooner of 40 tons, and its boats were

miles. It was then a sheet of flames and two do make five."



and was being blown rapidly out to sea. The light disappeared from view bout 10 o'clock. Thirty-two people lost their lives; wenty-nine were passengers and three belonged to the crew, including Mar-

garet Watts, the stewardess. Among the five cabin passengers lost was Mr. Price, of the St. John river. Of the Royal Tar, in the year 1836, was in forward passengers those lost were many ways one of the most remarkable marine disasters in the annals of the maritime provinces.

four men, nine women and ten childeren. Several of the women despairing of rescue, threw their children into the sea and jumped after them. One woman swam three times around the steamer before she sank and was Among the St. John men who were

saved were: Andrew Garrison, Capt. John Hammond, John Ansley, George Eaton, James H. Fowler and W. H. Harrison, Stinson Patten, of Freder icton was also among the saved. The steamer was commanded by Capt. and cargo, a large amount of money in bills and specie was destroyed in the fire. There was no insurance on the vessel or other property and the total loss was estimated at about \$100,000. In the work of rescue Captain Reed

received great help from W. G. Brown,

The friends of Capt. Reed in St. John soon after presented him with a purse of \$621, in recognition, of his work in John before starting on its return to the United States. The wild animals included an elephant, two camels and the usual variety of captive beasts and the city. Captain Reed became harbor the city. Captain Reed became harbor the city. the usual variety of captive beasts and birds. In addition to these was a large master of this port in 1841 and died in

For a number of years it was the ed his fellow-workman, Will For a number of years it was the custom of the St. John men who surhis fall. vived the disaster to sup together on the 25th of October in each year. One of the last of these survivors, apart his right hand from the slippery win-

THE FIRES OF ECZEMA.

So keen is the suffering of many people who endure the stinging, itching sensation of Eczema that they speak of the skin as being on fire. By its soothing, healing, antiseptic influence Dr. Chest's Cityment with a still process of the skin as the still process of the skin as the still process of the skin as the sk Dr. Chase's Ointment positively cures Eczema, Salt Rheum, and every form of itching skin disease. It is of inestimable value in every home, and around a stone and brick chimney. old necessity. Dr. Chase's ointme is the standard the world over, and has no worthy rival.

WIFE OF A RICH MAN'S SON.

Separation

"I am tired of being the wife of a did not fall at once.

rich man's son, who will not work to The scene of horror that ensued support me. Rather than live on what of bricks and stone. maf be in part imagined. The steamer his father gives him, I have asked my These were the words today of Mrs.

Irving Blinn had just graduated

company began a season in Los Angeles. The ingenue of the organizalowered the small boat at the stern tion was Miss Genevieve Nannary, and and got into it, in order to prepare he fell in love with her at first sight. They were married, but a few years sible. At the same time sixteen able-bodied men lowered the large quarter Finally Mrs. Blin came to New York. want to support myself and with women and children, to escape as child," she said today. "My husband could not do it, but I will try. I have The Royal Tar's cable was slipped, instructed my attorneys to bring an

A TYPICAL JOHN BULL Sydney Brooks writes entertainingly

in the current Harper's Weekly of Sir by the body of their dead fellow labs William Harcourt, the famous English statesman. "A typical John Bull,"

They were so overcome with excites the statesman in the current states and the statesman in the current statesman in the cu Mr. Brooks calls him. As a speaker, ment and nervous strain that they Sir William's abilities have struggles in the water it upset a raft of been uncommon. "He is an effective, before they recovered strength enough planks and ladders, on which a num-ber of people had found refuge, and rare turn for the elementary argu- There was no explanation of the colseveral were drowned. Finally, the ments and obvious personalities that lapse of the chimney. An examinaanimal started to swim to land but it come well within the range of a tory tion showed that the back work seemever reached there. Every animal of squire's comprehension. Add to this a ed substantial enough to stand even the carayan, except the two horses, goodly presence, a grave aspect, a more than the weights put upon it, perished.

| Both George and Edward Brunn Help was near at hand, for the fire glass, and in a solemn I-come-to-bury- are married. Edward lives at No. 155 was seen by the United States revenue Caesar' style, and the effect is exceed- Dupont street, Brooklyn, and George cutter Veto, commanded by Howard ingly impressive. Sir William's whole lives at No. 2285 Third avenue. Dyer of Castine, which reached the case is got up in the good plain black scene half an hour later. This was a and white. There is nothing to puzzle, schooner of 40 tons, and its boats were confuse or distract. A pork butcher so small as to be of little use in the could understand him. To listen to work of rescue. Capt. Reed and his him addressing a popular audience is arguments were made this afternoon men, however, saved about forty per- to hear John Bull at his best. No one in the case of William H. Albert, who The last boat load was put on can announce that two and two make has been on trial since Wednesday for board the cutter at 5.30 o'clock and four with an air of more elaborate the murder of Policeman Jordan, and anded at Isle Hant about 7 o'clock in conviction of his own originality. Mr. this afternoon Justice Peabody charged the same evening. By the time the Gladstone would never admit anything the jury. The jury retired at 4.14 and een rescued, the of the kind, though he might grant at 4.54 returned a verdict of guilty in

## SNATCHED FROM DEATH IN MID AIR

The Scaffold Falls; Brun ner's Brother Catches Him Ninety reet Above Ground.

Both Men Suspended by One Strong Right Arm—Fellow Workman Killed By Fall; They Reach Kope and Glide to Safety.

NEW YORK, Aug. 27. - Falling through the air, ninety feet above a paved courtyard, Edward Brunner, a painter and veteran of the Spanish American war, was caught yesterday by his brother, George, who was standing on the window sill of the top floor of the schoolhouse at No. 503 West Forty-fourth street, and snatched from the death that had just claim-

from Mr. Harrison, of Sackville, was George Eaton, who died on the 20th of by his left hand. It was a feat of prodigious strength. George Brunner lives it was his love for his brother that enabled him to endure the strain. George and Edward Brunner, William Carpenter, were employed by Charles Brunner of No. 307 East One Hundred and First street, to paint the walls of public school No. 51. Yesterday they began on the north or

They were on a swinging scaffold. building and were just finishing the window sills. George Brunner stepped off the platform to the window sill to paint a sash, while Edward and Car-

It was just 2.30 o'clock in the afternoon when they heard a warning sound as if the rope was breaking. They looked up, but could see nothing

They worked on talking and laughing, and Brunner had forgotten the incident when suddenly there was a crash, and the scaffold beneath him gave a lurch that threw him off his feet. The planks sagged ten feet, but

With the crash there came a shower Carpenter was knocked off the scaffold by the rain of bricks, and with a shrick went falling through the air, turning over and over until he struck the courtyard.

The scaffold, after sagging ten feet, gave way altogether at the west end. lapse of the chimney. As Brunner went falling through the air him and instinctively threw out his hand to catch him. His fingers closed

The jerk of Edward's heavy body but he caught with his right hand as he was falling. The platform swung down and hung perpendicularly, with the ropes a few feed distant from the fast going, begged his brother to catch

"I can't reach them; try and swing me to them." Edward said. It seemed impossible, but George with his brain whirling with the tremendous strain, began slowly to swing his brother back and forth. It was fust when his last bit of strength was gone that Edward seized one of the ropes.

Exhausted, George fell from the window ledge, but in whirling over he too caught the ropes on which his brother was sliding. His brother caught hold of him, and together they slid to the ground, the friction burning the skin off their palms. They fell in a hear

always wept like babies. It was some time

ALBERT FOUND GUILTY.

BANGOR. Me., Aug. 28.-Closing burning steamer had drifted five or six you, as a basis for argument, that two the first degree. Albert will be sen enced on Monday

MASONIC.

Closina Grand Lodge

Three Bodies Installed Officers Yes terday — Grand Royal Arch Chapter Meeting -Reports

The Grand Lodge met at 3 o'clock yesterday afternoon at the Mason Temple, when the committee on the grand master's address reported, ex-

of Officers, etc.

ner in which he had discharged the duties of the office. The grand officers were then installed by Grand Master Trueman as fol-Arthur I. Trueman, grand master,

pressing satisfaction with the man-

St. John. Richard L. Maltby, deputy grand master, Newcastle. Hedley V. B. Bridges, senior grand master, Fredericton. Alfred Dodge, junior grand warden, Rev. George D. Ireland, grand chap-

Edwin J. Everett, grand treasurer St. John.
J. Twining Hartt, grand secretary, St. John. James McIntosh, senior grand deacon, Chatham.
Robert Morrison, junior grand deacon, Sussex.

Henry S. Bridges, grand director of ceremonies, St. John. Ralph A. March, assistant grand director of ceremonies, Hampton Alban F. Emery, M. D., grand sword bearer, St. John. Alexander M. Rowan, grand standard bearer, St. John.

William A. Ewing, grand organist, St. John Frederick J. G. Knowlton, grand pursuivant, St. John.
Lemuel A. McAlpine, M. D., grand steward, St. John. George H. Gaynor, grand steward, Salisbury.

Edwin H. McAlpine, grand steward, St. John. Jasper J. Daley, grand steward, Sus-George A. Chamberlain, grand stew-James McD. Cooke, grand steward,

Thomas Armstrong, grand steward St. Andrews, and a grand steward, St. George. Robert Clerke, grand tyler, St. John.

Mathew B. Edwards, dis. dep. grand master, No. 1, St. John. Ernest H. Givan, dis. dep. grand master, No. 2, Moncton. The deputy grand master, dis. dep. grand master, No. 3, Newcastle. John McKenzie, dis. dep. grand master, No. 4. Woodstock.

R. Watson Grimmer, dis. dep. grand master, No. 5, St. Stephen. Board of general purposes (ex-officio) Arthur I. Trueman, grand master, his honor Judge Wedderburn, Hon. John V. Ellis, Robert Marshall, Thomas Walker, M. D. Julius T. Whitlock Richard L. Maltby, Hedley V. B. Bridges, Alfred Dodge, Edwin J. Everett, J. Twining Hartt. (Appointed)-William B. Wallace, Donald Munro, James Vroom, Frederick San-

bell, Mr. Justice McLeod, David Dearess, Alexander Porter, Alexander W. Macrae. Ritual committee—John V. Ellis Thomas Walker, M. D., Alexander Burchill, George Coggon, George S. Dodge, James Vroom, Daniel Jordan, J. Twining Hartt, Arthur W. Sharp, Thomas Finlay, Mathew B. Edwards, Lemuel A. McAlpine, M. D. Committee on relations with foreign grand bodies—John V. Ellis, Alex-

dall, George R. Hegan, Alex. R. Camp-

ander R. Campbell, his honor Judge: Committee on warrants to lodges—Thomas Walker, M. D., Thos. A. Godsoe, Julius T. Whitlock, Library Hartt, David Dearness, John R. Mc-After the installation P. G. M. Walker moved that Rev. A. W. Smithers, the retiring chaplain, be elected a permanent member of Grand Lodge. The

An order was given for the provis-Ion of Masonic regalia for the district deputy grand officers. GRAND ROYAL ARCH CHAPTER. The Grand Royal Arch Chapter of New Brunswick met in annual session at Freemason's Hall yesterday mornand was opened in ample form by M. Ex. Alexander Burchill of Frederic-

motion passed.

The preliminaries over, Mr. Burchill delivered his annual address, which he started by welcoming the delegates. Mr. Burchill, in mentioning the long and distinguished service in the craft of His Majesty the King, expressed opinion that this connection, while of great benefit to the craft, had also an important factor in broadening and enlarging the mind of the sovereign. The King's tact and dip-lomatic ability, Mr. Burchill said, had made for peace and contentment among the nations of the world, and his last visit to Ireland, he believed would be productive of the happiest results in the conservatism of that genuine inter-racial sympathy which eliminate trouble and discord from the problems to be dealt with in e permanent and complete solidification of the empire." Mr. Burchill said he expressed this both as a British subject and as a member of the craft, for he believed the more absolute and solid the British empire is established, the more certain are the nations of the world to enjoy mace,

prosperity and the genuine fruits of divdual effort. The past year, Mr. urchill said, had been a successful throughout the Masonic world, nd even in this small juri diction the onward impulse was felt, as shown by generally healthy condition of the rite in this provincer Extended and