

\$500,000 DRAFT BELGIAN SUICIDE, WHO EMBEZZLED 500,000 FRANCS INTENDED COMING TO CANADA AFTER CASHING DRAFT IN NEW YORK.

New York, June 13.—Felicien Buisset, the young Belgian who shot himself when a detective was in the lobby of the Hotel Brevoort on Friday night that he was wanted for the theft of 500,000 francs from a Belgian bank, died early yesterday morning in St. Vincent's hospital. He did not regain consciousness after shooting himself and the only information regarding him comes from Felix Biellez, the Belgian vice-consul, who told Inspector Buisset that Buisset was formerly employed as a clerk in the Caisse des Depots in Brussels and that 500,000 francs was stolen from the International Bank of Brussels.

The vice-consul said that Buisset was expected to learn more about Buisset by cable, but no message was received yesterday. Those who had to do with Buisset say that he made no attempt to conceal his identity and went under his own name. He arrived here on La Savoie on June 2, registered next day at the Hotel Brevoort and proceeded to make friends with the staff. It is due to the kindly interest which J. H. Freymann, a chocolate importer, of 60 University place, took in a comparison that nearly all the money which Buisset stole will be recovered. A friend of Mr. Freymann who got acquainted with Buisset on the steamship introduced him to the importer. Buisset while telling little or nothing about himself appeared to be friendly with Mr. Freymann and the latter soon learned that Buisset carried with him a large sum of money and had \$46,000 on deposit in a downtown bank to which he had presented a letter of credit. Mr. Freymann also learned that Buisset had a ticket for Chicago and planned to go west. Mr. Freymann counselled him to remain in New York and offered him a job in his office where he needed a man who could write French.

Payment Refused. What Mr. Freymann did not know was that Buisset had presented a draft for \$50,000 drawn on Hallgarten and Co. of 5 Nassau street by the International Bank of Brussels and had been unable or unwilling to answer the inquiries put to him, so that payment had been refused. The draft was payable to the order of F. Van Zeebroeck, who had apparently indorsed it in favor of Buisset on May 25.

Buisset had had no such trouble with his letter of credit. When Mr. Freymann learned that he had \$46,000 in a downtown bank he advised him to change his account to the Savoy Trust Company, where Arthur Baur, the secretary, a Belgian, made it pleasant for a man speaking only French. This was done and Buisset insisted upon making a loan of \$10,000 to Mr. Freymann on the ground that the latter ought to have some security for an employee of the Savoy Trust Company. Mr. Freymann accepted a check for the \$10,000 on Buisset's account with the Savoy Trust Company. The entire \$46,000 deposited by Buisset is still with the Savoy Trust Company, as Mr. Freymann has not cashed his check. Since the detectives who searched Buisset's effects found a draft for \$50,000 in his wallet, \$107,75 in Canadian money, about \$500 in American money and a diamond ring valued at \$2,500 it would appear that very little of Buisset's stealings will be lost to the owners.

Coming to Canada. Buisset was to have gone to work in Mr. Freymann's office yesterday, but the police think he intended to go to Canada in a few days. One of Mr. Freymann's friends who thinks that the police are correct in their surmise said yesterday that undoubtedly Buisset probably had seen in Mr. Freymann's kindness to follow a Belgian an opportunity to secure introductions which would enable him to cash the \$50,000 draft on Hallgarten and Co. and so get rid of his troublesome bit of paper. The Belgian Consul, Pierre Mall, received a cablegram on Friday asking him to search for Buisset and cause his arrest on a charge of embezzlement. A description of Buisset was included, and when Mr. Mall made his request for Buisset's arrest at police headquarters the detectives assigned the case went to inquire at the French hotels. There was no difficulty in finding Buisset at the Brevoort. Buisset's manner and the fact that his passports seemed to show that he was a person of some consequence in Belgium, caused everybody about the hotel to accept him as a young man of wealth traveling for amusement. So far as the police could learn yesterday Buisset came here alone, although a rather expensive gold mesh purse and a gold cigarette case evidently intended for a woman and a ring too small to fit any of his fingers were found in his effects. There was the card of a woman who the police say was a chance acquaintance. In Buisset's pocket was the card of a woman at Atlantic Highlands apparently a boarding house keeper. After Vice-Consul Biellez had examined the effects left by the suicide they were turned over to the public administrator.

Waterborough, June 13.—Mrs. Richard Knight passed away Saturday in her 85th year—River boats carry Holiday Crowds.

Waterborough, June 13.—Mrs. Richard Knight, widow of the late Richard Knight, died Saturday evening at 9 o'clock, at the age of 84, at her residence, of her son-in-law, Mr. Duncan Ferrie, leaving two sons and three daughters to mourn. Mrs. Knight had been in failing health for a long time. The funeral took place this afternoon from her late residence, at 2 o'clock. Interment was made in the Baptist cemetery at Mill Cove. Services were held in the church yesterday morning, at 10:30 by Rev. G. E. Tobin assisted by E. L. Wasson, lay recorder.

Miss Annie Vanwart, of St. John, came up on Saturday's boat and is spending a few days vacation with her sister, Miss Nellie B. Vanwart, who is teaching school in district No. 1.

Mr. Gillis, representing Waterbury and Rising, boat and shoe dealers, St. John, came up on Saturday's boat and is taking orders for the fall trade.

Mr. C. H. Mott and youngest daughter, Miss Ena Mott, went down to St. John on this morning's boat.

Captain Duncan Wasson and daughter, Miss Lillie G. Wasson, went to St. John by this morning's boat.

Miss Ethel M. Wasson went to St. John this morning to stand her final examination for first class.

Mrs. Dr. T. J. Earle and daughter, Miss C. B. Earle, went to St. John by this morning's boat.

Mr. William H. Gale, who had the misfortune to having his right arm broken by being kicked by a horse, is improving. He was also a passenger on this morning's boat. Mrs. Thos. M. Wiggins spent Sunday at the coal mines, visiting her daughter, Miss Sylvia Wiggins who is teaching school there.

AMHERST GETS THE TEN MILE CHAMPIONSHIP

M. P. A. A. Executive Committee Award Canadian Event To Cameron's Home Town.

Charlotte town, P. E. I., June 13.—Last night in the Hotel Victoria the executive committee of the M. P. A. A. met for the despatch of routine business and partly for the purpose of awarding the annual track and field championships and also the Canadian ten mile amateur championship events.

Those present President H. D. Johnson, Hon. Secretary J. B. McMillan, Charlotte town; Ex-President and First Vice-President J. C. Lithgow, Halifax; B. J. L. Garnham, Charlotte town; A. H. Lamy, Amherst; A. McArthur, New Glasgow and G. H. Connolly, Halifax.

The president occupied the chair, the opening being delayed awaiting the arrival of Mr. Lamy of Amherst on the night express. The principal topic that of awarding the championship track and field meet was debated at length.

New Glasgow and Charlotte town were the principal applicants for the meet and in the discussion it was brought out that New Glasgow had a prior claim to the events, J. C. Lithgow when president of the M. P. A. A. A. has previously promised it to New Glasgow last year. The vote resulted in a tie and instead of it being left to the casting vote of the presiding officer it was allowed to stand until the next meeting. Mr. Lamy desired to consult the Amherst committee concerning New Glasgow's prior claim. The awarding of the ten mile Canadian championship event was decided on by giving the event to Amherst. The business was transacted and the meeting closed at 12:45 o'clock, after a session of two and a half hours duration. The delegates will probably remain in this city until Thursday morning.

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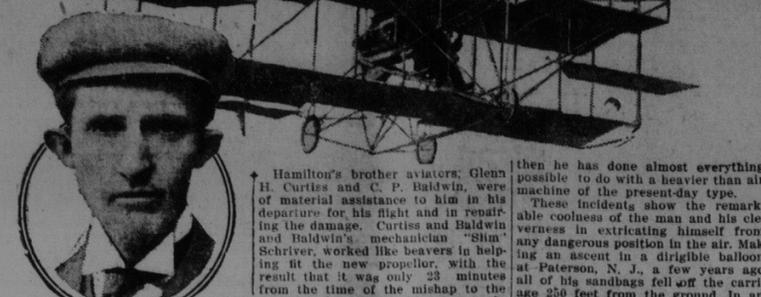
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Hamilton Breaks Three Records In Daring Flight from New York to Philadelphia and Return

Hamilton's brother aviators, Glenn H. Curtiss and C. P. Baldwin, were of material assistance to him in his departure for his flight and in repairing the damage. Curtiss and Baldwin and Baldwin's mechanic, "Slim" Schriver, worked like beavers in helping fit the new propeller, with the result that it was only 23 minutes from the time of the mishap to the moment when the machine was again ready for her flight.



Continued from page 1. Nearing Trenton Hamilton began to mount higher and higher. Howe was the worst spot of his journey with the wide and deep flowing Delaware river to cross.

When I began to climb here, he said later, I found the wind blowing from the east, and blowing much harder too. Through my trip it was the same way. He accomplished the river passage safely and soon was beginning to fit over the suburbs of Philadelphia. Hamilton led the train to the aviation field. Instead of alighting, he circled the field four times slowly, to give the people a full chance to see him and then settled with a dive that made the crowd catch its breath.

Men, women and children rushed for him as soon as he settled and looked at the bigger of a big squad of mounted police to protect him and his machine. Greeted by Officials. Hamilton stepped to the earth, boyish and diffident. Mayor Reburn and Governor Stuart were there to exchange messages for those carried by Hamilton from Governor Hughes and Mayor Gaynor. Hamilton hurried away in an automobile for a cup of coffee as soon as he could dispense decently with the formalities.

"Huh," said Hamilton as the automobile jolted off the field, "rougher going down here than up above." For luncheon Hamilton ate only a slice of cake and swallowed a cup of coffee. Then he was back to the field and off again before the special train could be disentangled from the yard where it was side-tracked. It looked like rain and Hamilton wished to take no chances. But in his hurry he overlooked a precaution that later cost him his health for a week. He forgot to clean his spark plugs. There was no sign of anything wrong, however, as he soared straight into the distance and in five minutes he had vanished in the haze of a Neck-Breaking Speed.

The special train was ten minutes late in getting away. There followed the most exciting incident of the day, at least for the spectators. For thirty minutes the special tore after the aeroplane, which was sometimes touching 75 miles an hour before Hamilton was sighted.

At Menlo Park, two miles beyond Metuchen he was lost to sight behind the trees and when he was picked up, it was with no great surprise to find that Hamilton had not been reported. According to Mrs. Beaudette, her son had fished out of a soap box to leave the earth and invade the skies. The mother—who, with perfect confidence in his ability, saw her child go up in an aeroplane for the first time last Friday at Mineola, and immediately wanted to take a trip on it with him—dates her first realization of this fact to the day when Charles, her young son, surprised her by borrowing her best parasol, climbed with it tightly clutching in his hands to the eaves of the barn, and then jumped off, employing the parasol parachute as a means of descent.

He not only broke his fall but he completely smashed the parasol in that little escapade. But Mrs. Beaudette did not have the heart to punish the child for his act because, as she put it yesterday, "I realized that after all, it was only the budding desire to fly that I myself have felt since early girlhood. Now could I punish my boy for doing what I always had wanted to do?"

First Experience. The interim between that barn and parasol episode of Hamilton's achievement and the present flight of 100 miles—was the matter of only a few years. He managed to get a balloon man, who was giving exhibitions in a spherical gas bag just outside of New Britain, for take him up. From that moment his fever to invade the sky knew no bounds, and as he himself put it only a few days ago, never is he happier than now-up in his aeroplane doing the now-famous Hamilton dip.

After a lapse of several years during which he left his beloved machinery and aerial paraphernalia long enough to get in some schooling, Hamilton turned his attention to ballooning on his own account. Then kites of all fashions, shapes and sizes took up his attention. The dirigible balloon coming in, he turned to that, and for four years gave exhibitions and started the world by their daring and success. Then he returned to the kite and the fun, working with Israel Ludlow along those lines of aviation. Finally on Nov. 26 last, he made his first aeroplane ascension, and since

then he has done almost everything possible to do with a heavier than air machine of the present-day type. These incidents show the remarkable coolness of the man and his cleverness in extricating himself from any dangerous position in the air. Making an ascent in a dirigible balloon at a height of 6000 feet, with Hamilton trying to open the out-lets of the gasbag, and finding it choked. Still higher it went and Hamilton climbed up the rigging to the bag intending to cut it open. Just as he reached the valve the bag burst and he fell to a height of 14,000 feet, according to the aneroid barometer Hamilton carried.

Hamilton weighs only 110 pounds, to which fact he attributes his escape that day. The silk of the bag, still attached by many cords to the carriage, fell over his head and he formed a parachute, and the whole thing descended slowly to earth and Hamilton stepped off when it reached the ground, none the worse for his experience. A few years later, while trying one of Ludlow's kites at Ormond, Florida, the whole thing crumpled up while at a height of 200 feet and under tow of an automobile going twenty miles an hour. As he realized what had happened, Hamilton, from his seat below the lower surface, climbed through the kite so as to have it interposed between him and the ground as it landed. He was successful and his fall was broken in that way. He again escaped unharmful.

At Seattle a few months ago, where he was giving aeroplane exhibitions over Lake Washington, Hamilton started one of his famous dips from a height of 800 feet. He intended, he said, just to touch the water with the wheels of his chassis and then, skipping like a flat stone thrown along the surface, mount again into the air. He miscalculated the distance, however, and instead of barely touching the lake's surface he plunged into it at a speed of about seventy miles an hour. He managed to get his lower plane between himself and the water as he struck, and thus saved himself from a shock that undoubtedly would have killed him had it not been mitigated by the interposing surface. There is one other which he holds that he is particularly proud of. While giving an exhibition at San Diego, Cal., last January, he flew 26 1/2 miles across country and sea to the Mexican border, crossed it, and then flew back without making a stop. On that trip he travelled 30 miles of the way over the Pacific Ocean out of sight of land. He is thus the first man to have done so, as he is also the first who has crossed an international border in an aeroplane where the dividing line was not a waterway.

MEMORIALISTS IN SESSION AT SACKVILLE

Ministers Conference Opened Proceedings Last Evening—Supernumary List Prepared—Stationing Committee.

Sackville, June 13.—The ministerial session of the Methodist Conference opened last evening, with the retiring president, the Rev. A. D. McCulloch, B. E. D., in the chair. The usual devotional exercises were engaged in, several participating therein, after which the roll was called and the regular business entered upon. As the regular business meeting the doors were closed against all others, and no authoritative account of what was done can be given until the official report is made to the full conference tomorrow. It is understood, however, all was smooth sailing and the order of procedure not interfered with.

One of the duties of this body is to decide who shall be placed on the list of supernumeraries. It is possible but not probable that others may be added later on, but at this time of writing these are as follows: John S. Allen, Thomas Allen, Douglas Chapman, M. D. Henry, J. Clarke, J. J. Colver, S. T. B. James, A. Duke, Edwin Evans, D. D. George Harrison, Isaac A. Parker, Joseph Pascoe, George B. Payson, Stephen H. Rice, Elias Stackford, Charles Stewart, D. D. Stephen T. Teed, Robert Wilson, Ph. D.

The members of the stationing committee, which is composed entirely of ministers, as reported from the several districts are as follows: St. John—Jabez A. Rogers, D. D.; Nell McLaughlin, B. A.; Reserve, J. K. King. Fredericton—John C. Berrie, H. P. Reser, W. R. Pepper. Woodstock—R. W. Dawson, J. E. A. E. C. Turner; Reserve, Edmund Ramsey. Chatham—A. D. McCulloch, B. D.; G. F. Dawson; Reserve, H. Harrison. Sackville—J. L. Dawson, J. A. W. J. Kirby; Reserve, C. W. Hamilton. St. Stephen—Samuel Howard, B. A.; William Penna; Reserve, A. D. McCulloch. Charlotte town—William Harrison; H. E. Thomas. Summerside—George Steel; Henry Pierce; Reserve, J. B. Gough.

The first named in each case goes by virtue of his office as chairman of the district, the others by election. Laymen Delegates. The following laymen were elected by the several District Meetings as representatives to the conference:— Saint John. Joseph A. Likely, J. N. Harvey, A. C. Power, J. Thorne, J. Hunter White, R. D. Smith, J. R. Woodburn, James Myles, N. P. Goodrich, W. D. Baskin, E. M. Robinson, P. S. Purdy, Dr. Curran, O. D. Hanson, A. E. Hamblin, Arvan Hayes, J. A. Humphrey, A. R. Riddick, F. E. Cassidy, J. E. H. M. Phayre, C. H. Gunter, N. Inch, E. H. M. Machum, R. M. Fullerton. Fredericton. J. J. Weddall, C. A. Sampson, J. M. Lamont, Dr. Inch, J. W. Burpee, H. Rogers, Alfred Rowley, John Simmonds, David Moore, E. J. E. Burpee, Sheriff Howe, Asa Currie, G. McNeill, J. W. Smith, Reserves—W. J. Osborne, Thos. Parker, George Bradley. Woodstock. J. A. Lindsay, H. Carr, C. L. Smith, H. Rogers, A. Plummer, J. T. Fleming, C. Estey. Chatham. Robt. Tweedie, R. M. Allen, Miles Wheaton, W. L. T. Weldon, Frank Curran, Robert Beers, L. L. Waters, W. B. Snowball, Christies, George R. Collins, J. W. Robertson. Sackville. J. H. Secord, S. W. Huton, Senator Wood, J. R. Inch, L. L. D. Allison, L. L. D. C. W. Cahill, W. Turner, J. M. Palmer, C. A. Fawcett, A. George, B. M. Fawcett, R. C. Taylor, W. P. Kirby, M. D. G. R. Sangster, J. R. Taylor, E. P. Goodwin, L. Smith, S. L. Stockton, R. S. Colpitts, T. W. Coster, S. Smith, A. Colpitts, L. W. McEwen, S. Weldon. St. Stephen. J. Fred Douglas, W. H. Stevens, F. V. Sullivan, G. S. Wall, H. C. Trearnt, Frank Parks, G. M. Turney, F. G. Hannah, A. B. Christie, Reserves, N. D. Smith, Allen Parker. Charlotte town. Henry Smith, Henry Rackham, W. C. Turner, C. Brynion, N. Caldwell, Col. F. S. Moore, E. H. Beer, John Stewart, Isaac Saunders, James Mathews, Edgar Glendon, F. B. Leard, Reserves, D. Brehant, A. C. Duchemin. Summerside. Willard Phillips, Thos. Moyle, Hy. Smith, E. J. Wright, H. T. Pickering, M. R. Leard, Colin McKay, M. L. Crozman, Reserve, Edward Carew, Robt. Heavey.

go into the Capt. around 230 or 235. I intend to weigh about 210 so he'll have to come down about 20 pounds." Asked to forecast the length of the fight, Johnson replied: "I expect to beat Jeffries in eighteen rounds."

Ben Lomond, Cal., June 13.—After an interview with Jeffries Tex Rickard said: "Jeffries surely thinks he's going to win. He told me he was fully satisfied with his condition and is sure he can do himself justice."

"There has been some criticism because I, since my appointment as referee, have visited the camps of the fighters, but I do that because I want to be friendly with both of them. Jeffries has asked me how the colored fighter looks and Johnson has asked me the same thing about Jeffries. I always give each the same answer—that the other man is in tiptop shape."

Rickard stated that he has not discussed the fight rules with either of the principals. "I do not think I need to," he explained, "I am sure it will be an easy fight to referee. Both Johnson and Jeffries have volunteered to clear up any point I might be hazy about, but so far I have not asked either for any advice yet."

Miss Mattie McNichol. The funeral of the late Mattie G. McNichol was held yesterday from her former residence, 153 Saint James street. The funeral services were read by Rev. David Hutchinson from the German St. Baptist Church. Interment was made in Fernhill cemetery.

San Francisco, June 13.—Al Kaufman is giving the hardest workout of his life since he began training. Johnson is devoting most of his attention to development in shielding his body. He has instructed his sparring partner to play continuously for the stomach to strengthen the muscles covering that region; he even permits them to thump him there occasionally.

According to a remark dropped by Johnson last evening he discredits the Ben Lomond reports to the effect that Jeffries will enter the ring for the fight weighing 220 pounds. "They tell me Jeffries has not weighed," he said, "and that looks to me to be heavier than he had made out to be. I have a hunch he'll

Johnston Says He Will Win in the 10th

Johnston says he will win in the 10th round of his fight with Jeffries. He is confident of victory and believes he will knock out his opponent in the tenth round.

EVIDENCES OF FOOTPRINTS OF

Discovery of Man's Coat Leads Color to Theory of Missing Man's Father—To Search Lake Como.

Como, Italy, June 13.—A part of a man's coat, declared by some of his fishermen neighbors to have belonged to Porter Charlton, was found today in Lake Como from the waters of which the body of his murdered bride, Mary Scott Castle Charlton, was recovered last Friday. The torn garment was fished up from the bottom of the lake near the spot where the trunk containing the body of the woman was found.

Today's discovery strengthens the theory of many that a double murder was committed. This is the view of Chas. M. Caughy, the American consul at Milan, who believes that Charlton met the same fate as did his wife. Mr. Caughy is actively engaged in furthering the investigation. Earlier evidence that both of the Charltons were killed presumably for their valuables, was found in the blood-spattered bed at the villa which they occupied.

It is declared that the seven wounds on the woman's coat are attracted by such a quantity of blood as left its stains on her lake home. Constantine Isopoltoff, the chance acquaintance of the Charltons, from whom they resided, has been placed in custody and is frequently questioned as developments furnish the detectives with new grounds for inquiry. The Russian maintains his self-possession and insists that he knows nothing about or by whom the crime was committed.

On the supposition that Lake Como contains the body of Charlton, a thorough search of its bottom and shores was begun today. The work was started in the vicinity of the spot from which the fishermen had drawn the trunk with its gruesome contents to the surface.

REAL SOLDIER OF FORTUNE

"A soldier of fortune" is the best few-words description of "Phil" Pittman, the daring Boston engineer and colonel in the Nicaragua revolutionist forces, now a captive in a Nicaraguan prison and in danger of losing his head.

When the Panama canal was first begun Wm. P. Pittman was attracted by the high wages offered. He served four years with the United States government as an engineer. He fell in love with the Central American way of keeping things stirred up continuously with revolutions here and there. He

liked fighting, and he saw opportunities in these turbulent republics of Latin America. Like Cannon and Groce, the two Americans whom Zelaya brutally executed, last November, Pittman joined the insurgent army for there is greater danger, more adventure and more successful, immense profits on that side. Gen. Estrada welcomed the gallant American adventurer with open arms; he needed both brains and fighting spirit—"Phil" had both. The soldier of fortune became Col. Pittman, chief of the signal corps.

It was he who planted the deadly mines in the decoy outposts about Bluefields, the stronghold of the insurgents. It is said that it was Pittman's sheer recklessness that resulted in his capture. He had exploded a mine under several hundred charging Madriz soldiers who were making a fierce attack upon Gen. Estrada's entrenched troops on the morning of May 27.

The charging, yelling soldiers were halted by death that broke out under their feet. Pittman, believing that another charge would be made after the enemy had recovered courage, operated his mine with his own hands, switches connected with the mines. There was no further charge. But Madriz sent some of his men by a roundabout way to capture the lone American waiting in the shadow of the battlefield to battle against the pick of the Nicaraguan army.

They surprised him and took him captive. Madriz then intended to give the captive a drumhead court-martial—and death. His soldiers, remembering the death Pittman had dealt to their comrades, demanded his immediate execution.

Some suggested that Pittman's arteries be cut and he be left in the swamps to bleed to death; another thought this would not be punished enough, he wanted the victim drawn and quartered. Madriz would gladly have followed either suggestion. It is said, had he not feared the crashing hand of the United States. Now it appears that Pittman may not be executed at all. There is a possibility that he will be exchanged as a prisoner of war.

Pittman was formerly a speculator in Boston, and is about forty years old.



COL. "PHIL" PITTMAN.

Wm. Canney Invents A Portable Dam

Fredericton, N. B., June 13.—Claiming that it will revolutionize an important part of lumbering business and prevent any drives from being held up on either small streams or largest rivers, William Canney, of Mouserville, lumberman, has invented a patent portable dam, says the Gleaner today. He has followed lumbering business all his life and is present in charge of the D. D. Glazier and Sons bracketing ground of Lincoln.

"I can dam a river the size of the Tobique in fifteen minutes and take the dam away again in as much time," said Mr. Canney. The dam is made in sections and can be carried along