

whiteness of sheets, from the use of Surprise wash never yellow or ways clean and white. Soap has peculiar qualiadry purposes good for

is the name of the Soap.

wwwwwww at. This would be with P. R. cars. Inspected that day as usual. There rable quantity of coin end. Did not know the ings at postal end, nor mail matter, therefore whether it was lightly led in that end.

-Was satisfied from his on the car was in proor it would not have hat morning.

ner-Could not say what the coin was. rae-Knew there ne ton and less than Boxes were placed well of the car; some within he partition. They were top of another, one tier ere well scattered over

red by E. H. MacAlpine yed in Windsor street erly. Had considerable ected all the cars that very car in good order ald not have allowed it station. Closed the door car that morning.

ner-Naturally a man the stuff all over the he had to load it. The be merely distributed provided for the purwould be loaded capacity of the car and the train.

-In his opinion the car id properly loaded when If a car is very heavind and lightly in front. that there is any danger mping the track. ner, who was then -examine the witness

Juror Hicks' question as loaded very heavily at less said that the ques-t to him was if one end avily loaded than ot the first end be heavhe, of course, replied The record was if at the coroner's innot said that a car loadone end than the other likely to jump the track

sley—The car was prop-The coin was loaded so ave an even bearing on To the best of his was no case of a tier The space would be long. All the cars were ell built, in first class running gear was in when it left Halifax ble on which the train admitted in evidence and

Conductor James Miled and sworn. Was contrain on day of accident ted by government.

nington was the ticket

ed by Dr. Pugsley-Had ge of C. P. R. express for years. Never was an ac-From Sackville to before Evans was an e schedule was kept by time on the down grade. en minutes late

The cars that were on number. The cars were heavier than those of The double surve nile to the eastward e the accident occurred. t he had was that he slow, if anything. Did rate of speed at which running. Did not think miles an hour. It was At the time of accident of train. Got in there Evans's. Had just sat cident happened. Did t oscillation of the car It was when car it occurred. Think he ticed it if it had been notice any of this oscil-accident began by the and witness was up d. After the accide ack. The ipper side thrown out. The

re pine. The displa be caused by the ack. The read bed was Rails would be 70 applied at the S curve. m. They were not apady the train. The day over that spot, east, hour before. mer—There being noth-

hen coming down from not then make any cal-the rate of speed. - The rail was pite beyond the edge of the as the north rail.

his lordship stated that dismiss the petition at

Q. C., then opened the rown, claiming that the more than 35 miles an f that speed were ex-the road bed was so con-a speed of 40, 45 or 50

miles an hour would have been quite safe; that there was no negligence on the part of the I. C. R. as to the load-ing of the cars; that the loading of the cars was entirely under the man agement of the C. P. R.

Samuel Tryder, driver, said he had been in that position for 26 years, on passenger trains, usually between Truro and Moncton. The road bed was always in good shape, kept so by sectionmen at regular intervals. Albert Wood was fireman on the day of the accident. It was about twelve o'clock when he left Sackville that day, eleven minutes late. Sackville time from leaving Sackville to leav-ing Dorohester is 22 minutes for 11 miles. Was not making up time between Sackville and Dorchester. Was running about 30 or 32 miles an hour. Engine stopped in about 100 feet after she broke away from the train. Stayed about 20 minutes before going on to Dorchester. Knew when brakes were applied. Checked the train on the S curve half a mile away from the accident. Put on 8 lbs. pressure, enough to check the train; 10 lbs. is the full and 15 lbs. the emergency. Took brakes off when the train got on the straight track again. Ran about 26 or 28 miles an hour coming up to Evans's. Could not say as to weather, thought it was rather mild. Never before found any difficulty at the curve where this accident took place. Was driver on Millican's train about ten

Cross-examined by Skinner, Q. C .-Made no examination of the wrecked train. Saw the cars just after they They kept on straight and the engine went round the curve. Felt the brakes going on after the train broke. Dtd not make any calculation of rate of speed at that time before the accident. Thought of the rate. however, as being the ordinary rate

Alfred Wood, the fireman on the train, was next called. Had been six years fireman with Tryder; passed Sackville 10 or 11 minutes late. All watches have to be kept alike over the road. Thought speed was 25 or 26 miles and hour up to Evans's. Would say train was going about 30 miles an hour just before accident. Looked at watch while coming through cutting two or three car lengths from acci-dent. It was then 12.20. Were not going as fast as witness had seen it before. The indicator that heats the cars first called his attention to the accident. The hand of the indicator dropped and witness looked out of

To the judge — At 12.20 we were about 9 mfles from Sackville and about 3 from Dorchester. To Dr. Pugsley—Brakes were applied at the S curve about half a mile from the accident. The rate of speed was about the usual rate. There is always a good deal of oscillation while cn the double curve.

Cross-examined by Skinner, Q. C.— Left Sackville about 12 o'clock. In the habit of looking at watch at cutting every day to see if about on time. Were not going as fast as usual. Frost and heavy wind were against The indicator fell and the brakes acted on the engine at the same mo-ment. Opened the window and looked Saw then the last car going over

James McGill, car inspector of I. C. was the next witness. His duty to examine all the cars. On 26th Jan-uary examined all the cars of train No. 25 thoroughly and found them all

Cross-examined by Skinner, Q. C.-Did not examine this train any more than any other train. Did not have any freight trains, only passenger and baggage cars. Started at 6 a. m. and examined the cars. The coin was not in the car when witness examined it. His duty was to stop a train if it was not right. If there was six tons of To the judge-no capacity is marked

To Dr. Pugsley—The express company have charge of the loading of their own car. Always had a last look around the train to see how the springs would sit. That day all looked

Heber Munkford, car inspector from Richmond, near Halifax, was next called. Examined by E. H. MacAlpine. Inspected the cars of this train the night before the train went out. Had to look thoroughly over the cars and all belonging to them. This was done and the train was in perfect con-

Cross-examined by Skinner, Q. C .-The sleeper was the "Sherbrooke."
That was inspected between 6 and 7 o'clock in the morning of the day before. The load is generally distriuted over a car for balance. Twelve tons would be too heavy a load in one

end if the other was light. To Dr. Pugsley—Do not think it would make a car leave the rails. The danger was to the springs. It was always the springs that were to be looked at. Six tons in the express part would not be too heavy a load and would not, in his opinion, cause any accident. Postal car was in service for about three months. Generally run a year before they are sent to the shop for repairs. Everything was in

James D. Turner of Truro, car inspector for 16 years, was examined by E. H. MacAlpine. Inspected the train on its arrival at Truro. Watched it running by, examined all trucks, wheels and springs, and everything was in good condition. In passing train Brakeman Linkletter said there was contained to the contained the contained to was coin aboard, 5 tons of cents. There was nothing to indicate that there was anything wrong about the car or its loading.

Cross-examined by Skins-er, Q. C.— What witness knew was only from what Brakeman Linkletter said. Was not in that car himself. Saw nothing in the condition of the car to call attention to it. A heavy piece of ma-chinery ought to be placed towards one end of a car for fear that in the

middle it might break the car down by its weight. A neavy car has no tendency to jump.

To Dr. Pugsley—Six tons properly distrubuted in that car would not be improper loading. The capacity of a

car for a fast train would be about 21-2 feet long. Laid it alo

Alex. Fowtie, resident inspec Amherst, was at Springhill Junction on 26th January, 26 miles from Sackville. Examined one side of that train; his assistant the other side. Found it perfect. Moses Legere was

Cross-examined by Skinner, Q. C .-Do not tap steel tims with a hammer. There being two metals tapping is no use, as there is no sound. Went under the train. To Dr. Pugsley-Would not think

six tons would have the least effect the car if distributed at one end. The car ought to carry 15 tons. The case was then adjourned until 11 o'clock this morning.

The case of Tyrrrell v. the Queen was resumed for a short time to admit evidenc, in rebuttal to that given by Collector Graham and others, in ference to the character of Mr. Bon-

C. N. Viroom, merchant, was th first witness examined by E. H. Mac Alpine. He would believe, he said Mr. Bonness's word and his promise any time, whether under oath or not Mr. Ponness had been a customs offwho were opposed to him, but the general belief in St. Stephen was that he was an honest man. The witness believed in his integrity and honesty.

John E. Algar and Alexander Mc Tavish, both of St. Stephen, were next examined by Mr. MacAlpine, and swore substantially the same. Bonness was cenerally respected as a reputable citizen, and they believed in reputable citizen, and they believed in his integrity and honesty. They would believe him under oath and would accept his word as the truth.

The case of Tyrell v. the Queen was inished Wednesday morning. E. H. McAlpine for the Queen and Pugsley for the claimant made brief

Judge Burbidge, in delivering judgment, said that there was no conten tion that the harness, pung and robes were in any way connected with the smuggling and were not used in viola-tion of the law. There was no doubt, therefore, that the claimant was entitled to damages as regards them, There was some slight evidence that the grey mare was used in smuggling purposes, but there was no evidence that the goods seized were smuggled The question was not whether claimant was a sauggler, but whether be smuggled in the case under conto find for the claimant and set the seizure aside. As the goods were not in the possession of the crown to be returned he would award damages to the amount of \$310 and costs for the claimant. Messrs. Pugsley and Stevens for the claimant; Messrs. Mc-Alpine and Earle for the crown. At the conclusion of the judgment Mr. McAlpine stated there would be no appeal to the supreme court

On the resumption of the Colpitts case, Wednesday, Charles M. Butcher of Halifax, clerk in C. P. R. and Do-E. H. McAlpine, remembered 26th January, 1897; knew about the loading of the coin on the car: was assistan in that loading; there were 80 boxes loaded in the mail car, 10 boxes in the baggage car; they weighed 140 lbs. each; had a number of double rigs to carry them from the office to the depot trucks; the express end of the car would be about 19 feet long: the

car would be about, 19 feet long: the boxes were evenly distributed over the whole compartment of the car; they were in some places in two tiers, generally at the sides; exercised pare in th loading of these boxes.

Cross-examined by Mr. Skinner, Q. C.—Boxes were loaded close up to the partition between the postal and the express part of the car; were loading up to five minutes before the train went out. vent out

George Fraser of Halifax, driver to the Dominson Express Co., remembered the day in question and then helped to load the coin; the boxes were evenly distributed over the whole compartment. There were 80 boxes in that car and 10 in the other car.

Cross-examined by Skinner, Q. C.—
By care meant that he just placed them in the car. That was all he could do.

could do.

To Dr. Pugsley—Put the first lot of boxes at the rear end, then put the others in front of them and so on, right up to the division between the compartments. Most of the weight would come forward of the kingbolt: that is, forward of the centre of the

Robert J. Smith, express mess ger on the train on day of acci-dent; assisted in loading most of the boxes of colo. From Truro to Lon-donderry rode in the second car; then in the other; the coin in the post car was loaded well over the spa in the car; did not think they close against either end of the car, but if it was 18 feet long in the compartment they would cover 15 feet. In some cases, one, but not more than one, box was on top of another. Did not remark the speed of the train be-fore the accident.

Cross-examined by Skinner, Q. C.—Boxes were not piled close up against the door of the car, otherwise it could not have been opened; were probably six inches away. There was no lassage way lengthwise of the car. Said at inquest that there was about four feet from the boxes to end of car; could not remember saying there that the weight was unusual on account of the kind of the car. Did intend to say that coins was an unusual load in character but not in weight; often carry more than six tons in a car or compartment of similar character, having same dimensions.

To Dr. Pugsley—Had seen much Cross-examined by Skinner, Q. C .-

To Dr. Pugsley—Had seen much greater weight in weaker cars. These are strong cars.

Henry Coates, spare trackman, was at the place of accident on the wrecking train from Monoton. Found an equalizing bar on the side of the track opposite to where the trian went off. It was within two feet of the track. It was end up in the snow, showing a new break. There is a bend in the equalizing bar. This piece was about

21-2 feet long. Laid it alongsue one track; one or two other people did see it. Paced back from where bar was found to where sleepers were cut and where they ceased to be cut. The bar was nearer Dornhester than Sackville, about 160 feet from where train

went off to where bar was found. Witness stood aside to be cross-ex-

ing department of I. C. R. was at the scene of the accident the next morn-ing. The disturbed rails had then been replaced. Made a plan showing reace where sleepers were first disturbed and location of track. Witness identifies the plan. Made measurements on the ground and took notes of where the marks were on the sleepers; the ordinates of the curve; the curve was taken from an existing plan. The places of the cars, the notes about rails, sleepers, bolts, were from his

(Plan offered so far as based on his own knowledge, especially as show-ing where the sleepers were marked as the cars left the rails).

Henry Coates, recalled and shown the plan made by last witness, pointed out upon it the blace where he tound the equalizing par.

William Apts, sworn, said he resided in Montreal, was master car build-er of the C. P. R.; had been three years master builder; before that had five years in New York and Chicago and nine years as a car inspector. Knew the postal and express car which was in the wreck; kept run of thte cars, knew the train: that whole train had been running since 1892; the postal car since July, 1892; the cars were first class in condition gen-erally. Car, over all, was 57 feet; 19 eet occupied by express part. Centre of trucks would be about eight feet from the end of the car. King bolt is in centre of truck. Capacity of whole car would be 20 tons; the express compartment would be a little over half loaded with 11,200 lbs. of copper Would be loaded all right if it bor on both sides of the truck, irrespective of whether there was anything in the postal part or not. Body and trucks of car would weigh 55,000 lbs. Car body on springs equals 1-8 of 1 inch for each freight ton. Loading the car as described would not have any ency to cause the car to leave the

Cross-examined by Skinner, Q. C.—
If 15,600 lbs. were placed over one truck, it would be overloading the truck, but would have no effect on the car. If the weight were all at one end the opposite end could be more easily/lifted. Sketch of truck showing equalizing har produced. The equalcar and its contents. Five and a half tons would bear the springs down about an inch. If it were placed forward of the centre of the truck it would compress the springs of the forward truck. Could not say how uch it would be. If weight came all would be about one inch in forty feet.
After recess the cross-examination

was resumed The trucks of the car would weigh about 12,000 lbs. Passenger cars would be a little heavier.

To Mr. Pugsley—There is no ection between the express and postal compartments. It would be quite

proper to have left the weight on one truck, irrespective of what might have been on the other. The fittings in the postal car would weigh about 1,500 (Model of an equalizing bar produced). That was the kind used on a four-wheeled truck.

Model of a six-wheel truck equalizfing bar produced and drawings of both four and six-wheel trucks put in The capacity of the trucks was 20 tons weight, or 15 tons for passenger

trains at rapid sneed.

To Skinner, Q. C.—Estimate of capacity was for the whole car. Same springs were used at each end of the car; there was no need of allowing for bring the body of the car down on the M and would cause the car to ride mere rigidly. One end would be a little lower than the other. Those bars may break through flaws in the iron. A train moving off the track might cause the breaking of one.

To Dr. Pugsley—Certainly, equaliz-ing bars have broken down though the train has not left the track. These bars are made by the company, generally. In this case they were made at Dayton, Ohio, by one of the largest companies in the United States. All of these cars were built in 1892; all equally strong so far as he could teil.

Those cars could run 90 miles an hour with reasonable safety. All the cars had been in the shop for overhauling and repair every year. The cars could go at any rate of speed an engine would go. The train from Montreal made 60 miles an hour.

Charles W. Burpee, roadmaster from St. John to Vanceboro, on C. P. R., had recently examined the road bed in vicinity of Palmer's Pond. The

in vicinity of Palmer's Pond. The curve approaching was an easy curve. The ties were good and the rails well fastened by double spikes. Ordinary speed of C. P. R. express train was 32 miles, up to 50 or 55 miles.

Cross-examined by Skinner, Q. C.—The only reason on his division for running faster at some points than others was because of grades.

To the judge—The ties were hemlock where I inspected.

To Dr. Pugsley—Trains did not slow up at the curves on his division.

Henry Coates, re-called—Only saw the broken end of an equalizing bar sticking up out of the snow. Brought it from the truck to the coroner's court. It was sent to Dorchester station after that. Witness put it on ion after that. Witness put it

cross-examined by Skinner, Q. C.— The broken bar was about two feet away from the track. Lifted it out of the snow and laid it alongside of the track. Took it afterwards to Dorchester. Did not look for the other part of it

ther different and thus witne together different and thus witness could not say positively that the piece came from a six and not from a four-wheeled truck. Familiar in a general way with the construction of the C. P. R. cars. Think postal car would carry 30,000 lbs. Thought 10,000 lbs. might safely be put in the express part of it. Seven tons in the express part might put the springs down 7-8 of an inch. Six tons would not have any affect so far as a safety of true. any effect so far as safety of train would be concerned. There would be a margin of weight beyond what he had mentioned, say, one-fourth more as a rule. A 20-ton car would often

be loaded to 22 1-2 tons. Cross-examined by Skinner, Q. C.— Only saw the piece of fron once at coroner's inquest. Was not asked at coroner's inquest as to what descrip-tion of bar this was, but recognized it then at a glance as being from a six-wheel truck. The C. P. R. cars were put on I. C. R. trucks and sent Montreal. The C. P. R. trucks were loaded on flat cars and sent there also. None of the wheels or axles

To the judge-The six-wheel truck requires a deeper bar than the four-wheeled one.

Percy Bolland of Moncton, draughtsman in I. C. R. offices for 5 1-2 years, remembered the accident. He also saw the equalizing bar at the corporar's inquest. He knew the difference and was sure that it was from a sixwheel and not from a four-wheel truck.

Cross-examined by Skinner, Q. C .-The king pin was usually farther from the end of the car in a six-wheel truck car. Six-wheel trucks were almost universally used on heavy passenger cars. The postal car could have either four or six wheeled trucks. It was

To Dr. Pugsley-When examined it was found that the postal car had only four-wheeled trucks. Was satis-fied both now and ait inquest of this

Harry Snider, fireman of the I. C. R., for the last two years thing on 57 and 38, remembered the wreck: a passenger in the second class car; got on board at Truro for Moncton. Was not injured. Would not say that the speed was excessive. Felt no swaying and did not notice any unusual oscillation. First he knew knocked down and turned over. Had sat there ever since leaving Truro. There was nothing to take his attention. Would have noticed anything unusual if it had occurred. Cross-examined by Skinner, Q. C .-Would have noticed any heavy swing. Possible to go round the double curves

with scarcely any oscillation Moses Legere of Springhill Junction assistant car inspector to Mr. Fowlie. Remembered the train. Went around the train on one side looking for hot boxes and found none. Looked at the equalizing bars and trucks and they were all right.

Cross-examined by Skinner, Q. C .-Looked to see that there was nothing loose about the wheels, or brake rods. Looked at the equalizing bars.

James E. Linkletter, brakeman, testified that he was on duty on the train his reply to the despatch of Lord of the accident. Was on first class car when she left the track. The brakes were automatic. The speed just at the accident would not be more than 22 or 23 miles an hour. Beore the S curve it would be 26 or 28 miles for the brakes were on just before striking it. The curves and the brakes would cut her speed down, Witness then explained operation of

Sat down a seat away from Howard, the news agent. At the "S" curve a passenger might notice oscillation where witness would not. He did not where witness would not. He did not think the oscillation was nuch. The car at the rear might have the great-est amount of swing. When the sud-den jerk came, it was as if the en-gine had struck, then a backwards set, and then on ahead again. The set, and then on anead again. The car seemed to jump on the sleepers. Witness put the brake on, but found that it was already on. It had gone on like the shot of a gun when the train parted. Then the car went over and witness was rendered uncon-

Cross-examined-Up to the time of Cross-examined—Up to the time of the accident there was nothing to attract his attention. Did not make up any time between Sackville and the place of the accident. Could not say that he judged the speed of the train at the time. The train was steaded so that it would be more safe going through the curves. Had the leading car gone off the track it would have given witness the same sensation as given witness the same sensation as that which he felt.

that which he felt.

To Dr. Pugsley—It was all over in a second or so. Couldn't be sure whether the trouble occurred before or behind the car he was in. If the brake hose broke, the brakes would go on very quick. Made a statement at the inquest as to rate of speed of the train. It was fresh in his mind then.

Nellie Gallagher of Dornhester, sworn, said that before accident was in the habit of going to 3ackville for music lessons. Was in first class car, sitting close to the window just benind Cole Was looking through class door and saw the car ahead go off the track. Then the car she was ing or anything unusual. Knew Col-pitts, the suppliant, after the acci-dent. He was taken to her father's hotel. He came back on 17th March following the accident. Witness was playing on the plano and Colpitts was prancing around the room keeping time to the music. He was making a good deal of fun.

Cross-examined—Could not say how

long he was in the room. This was after tea. No regular dancing going on. There were others in the room.

Dr. Edward Chandler attended the injured at the accident. Saw Colpitis; cxamined him; found no rupture and did not think he was much injured. Cross-examined—Examined him several times on one occasion. Examined chester. Did not look for the other part of it.

David White, master car builder at Moncton for I. C. R., was at the inquest and saw there a piece of an equalizing bar, which came from a six-wheeled truck. The shape is alTo Mr. Skinner-Rupture might not

To Dr. Pugsley—If lesion were in-liated it might be exaggerated after-wards. If there had been a rupture wards. If there had been a rupture would have noticed it. He did not To Mr. Skinner—The wound need not have been at the place where the rupture would appear.

J. Francis Teed, M. D., of Doaktown, was employed by the govern-ment to look after the injured. Attended Colpitts for about nine days. He never complained of rupture. If he had been ruptured would in all probability have noticed it. Did not hink he was seriously injured unless railway spine might develop. Crus-examined—Gave him

witness thought he needed. For his, witness, own satisfaction examined the place where rupture might be. Made a genereal examination. was in witness' mind at the time that he might be ruptured, though he did not complain of it. If he were found ruptured in a short time after it might be developed from the acci-

To Dr. Pugsley-Might have injured hernia without witness' noticing it. A man may have a hernia, which, when he lies down, will disappear.

Mrs. Emma Gallagter, wife of pr rietor of Windsor hotel at time ecident, remembered Colpitts comi back on 16th March and rem until 18th. Saw him in parlor while there was music. Saw him ster dancing while witness' daughter was playing. It was laughable to see him dancing, pretty lively, all by himself. Cross-examined-There was 5 or inutes of it

Miss Laura Tait was at the Windsor hotel nursing some of the patients right after the accident; remained for about nine days. Saw him usually walking with Mrs. Atkinson, his r.urse, who is now in British Col-umbia. He walked very lively. When music started he could not keep quiet with his feet.

Cross-examined-This would be the last few days that he was there. To the judge—Did not act like men who was seriously injured. Mande Holland of the Windson hotel, a niece of Mrs. Gallagher, was there at the time of the accident. Miss Cormier was at the hotel the maid. Saw Colpitts some times seemed to be quite well when he left. Saw him about St. Patrick's day, and he seemed to be well then.

Cross-examined—He just appeared as I would see him passing through.

Children Cry for CASTORIA

MANITOBA CROPS Mr. Ogilvie Takes Issue With the Hon, Mr. Sifton.

W. W. Ogilvie's opinion of the condition of the Manitoba wheat crop does not concede with that of the

Mr. Ogilvie has just returned a trip through Manitoba and Northwest Territories, and his knowledge of the situation leads him to form an entirely different view to that

of Mr. Sifton.

Here is what he said to a represen attive of the Montreal Star: "I think it a most unfortunate occurrence, indeed, that Mr. Sifton chould have been so misinformed regarding the situation in Manitoba and the Territories, more particularly as his message to Lord Stirathcona will be riven wide-spread publication. It was only this morning that I received a despation from my agent in Winnipeg, in which he repeated his previous statement, that the weather has been fine during the week, and that with about five days more clear weather the damage to the crops will not exceed 10 per cent throughout the whole of Manitoba and the Territories.

"Mr. Ogilvie added that to his know "Mr. Ogilvie added that to his know-ledge, 85 per cent, of the entire crops of the province had been stacked be-fore the rain came, and that as far as the southern portion, mentioned by Mr. Sifton, as being 40 per cent, ruin-ed, was concerned, the loss there must have been exceedingly light, as that was the Mennonite country, and the grain had nearly all been splendidly stacked previously to the bad weath-er.

"The raply of Mr. Sifton was there fore erroneous, and Mr. Ogilvie thought it exceedingly unfortunate, as its pub-lication in England would do the pro-vince incalculable damage in restricting immigration."

SIR JOHN THOMPSON Masive Sarcophagus to Be Placed Over the Late Statesmen's Grave.

(Hultax Herald.)

Avery handsome stone is to be crected to the memory of the lake Sir John Thompsom in Holy Cross cemetery from a Gesign made by Phillips Hebert, the well known sculptor. The sarrophagus will be a massive affair, and will be made from a solid block of granite weighing eight tons. The tymb will be of craciform shape. It was the intention to have placed at one of the ends a large bronze madaisan of the late clistinguished statement, surrounded by maple Isaves, but it was found that the green mould from the bronze would deface the polished granite, and that part of the design will not be carried out. The firm hope to have the sarcophagus finished before the end of the year. When dressed it will weigh about seven tons. It will be eight feet long, and five feet wide. The entire tomh will be polished with the exception of the base. There will be a massive cross cut from the marble, extending from one end of the tomb to the other. The structure will be about four feet high, including base, and will be one of the finest of its kind in Canada. The name will be cerved at the foot of the town. On the head of the cross will be the word "Credo." one and of the chart four feet high, including base, and will be one of the finest of its kind in Canada. The name will be carved at the foot of the form. On the head of the cross will be the word "Credo."

Advertise in the "Semi-Weekly Sun."

Ezekiel Croscup, aged 84 years, and almost half a century in business at Bear River, died there last week. Mrs. Geo. A. Purdy of Bear River also died last week at the age of 77 years.

THE PLEBISCITE

Deliverance of Grand Division, Sons of Temperance, of N. B.

What the Government Must Do, Failing Which it Will be the Duty of the Governor General to Dismies His Cabinet.

At the last meeting of the Grand

Division of the Sons of Temperance

of New Brunswick, the committee on the state of the order submitted a report, of which the following is the section in reference to the prohibition plebiscite. This section was adopted unanimously by the Grand Division:
"Section 17—As the grand worthy patriarch has said in his report, 'the long talked of and long expected ple-brscite has come and gone, and in spite of the varying reports that have been published in the newspapers, there is no doubt that there is a substantial majority of the voters polled on the side of prohibition of the liquor traffic. As has been well said by the grand worthy patriarch, 'majorities rule in this country.' On a bare majority of the electors voting a government is dismissed and another is placed in power; and the newly elected government may make of the country and affect every business in the country. It is, therefore, idle to say that when every province in the dominion with the exception of Quebec has given a majority for prohibition and the strength of combined majorities is so great as to wipe out most thoroughly and effec-tually the large adverse majority in Quebec-it is idle indeed to say that that majority shall not rule. As a method of obtaining the option of the people in a British country, the plebiscite is somewhat of an innovation, whose place under our system of government requires very careful consideration. We live under a system of responsible government. Actem of responsible government. According to this system the underlying principle is that the country must be governed in accord with the will of the people. The prohibition plebiscite has come to us in a perfectly legal way. Advising with the governor general, a cabinet of ministers who commended a majority in the house of manded a majority in the house of commons, elected by the people, introduced into that house a measure providing for a vote of the people on the advisability of the prohibition of the liquor traffic. The house of com-mons and the senate passed this mea-sure and it received the consent of the governor general. Under this bill an election was held and the majority of the voters declared in favor of the prohibition of the liquor traffic. Now as this election was held under the measure to which the house of commons, the senate, the governor general and his advisers, the premier and cabinet, consented, when the regular official returns are made up and submitted to these different branches of the will of the people as expressed by that people in the usual legal way to carry out the mandate given them by the electorate, and to initiate a prothe electorate, and to initiate a pro-hibiory law, or falling that, to resign their positions and to give place to men willing to do as the people direct. If they should fail to do either of these things, then we believe that it is the duty of the governor general, who, by affixing his signature to the bill, became a party to the measure, to dismiss his advisers and to secure others who are prepared to introduce a prohibitory law into the house of and to call upon the people to elect a new house of commons to pass such a law. This, therefore, may bring us back to another election. Although not constitutional lawyers, to be in accord with common sense your committee believe that this is the course that should be pursued. But we must wait. It takes some time for an expression of the will of the people by yote to be crystallized into a practical measure. We must, therefore, give the government of the day reasonable time. But at the same time we must let them understand distinctly what we expect of them. They must give to us a thorough prohibitory law and to us a thorough prohibitory law and they must attach to it the proper machinery for carrying it out."

OTTAWA, Nov. 1.—The secretary of state today received from the clerk

of state to ay received from the clerk of the crown in chancery the full re-turns of the plebiscite vote, which was 543,042 out of a total on the list of 1,233,849 voters. The division was: For prohibition, 273,463; against pro-hibition, 264,979; majority for prohi-

By provinces the majoriftes stood es follows: Majorities for—Ontario, 39,224; Nova Scotia, 29,216; New Brunswick 17,335; P. E. I., 8,315; Man-itoba, 9,412; Northwest, 3,414; British Nolumbia, 983. Total, 107,899.

Majority against—Quebec, 94,015,
Total majority for prohibition, 13,-

884.

By provinces the plebiscite vote has shown that in Outarto only 22 per cent, on the list supported prohibition; in Quebec only 3 per cent, in Nowa Scotia, 34 per cent, in New Brunswick, 29 per cent, in Prince Edward Island, 371-2 per cent, in Manitoba, 25 per cent, in British Columbia, 16 per cent, and in the Territories, 27 per cent.

