

## LOCAL AND PROVINCIAL.

Dr. March reports the two smallpox patients at the quarantine station to be progressing favorably.

Arthur Gannon, of the steamer Victoria, while driving into town on Saturday, on a load of hay from the Cedars, was thrown from the load and one of his ribs broken.

J. D. Hazen, M. P. D., and George McInerney spoke at Kingston Saturday night. The same evening O. P. King spoke to an enthusiastic meeting at Watford.

Word was received here by telegram yesterday of the death of Rev. George C. Needham, evangelist, who has relatives in this city.

A supply of pulp wood is now being secured for the Cushing pulp mill. It is stated that the mill will be started about March 1.

A few items of freight for South Africa from maritime province manufacturers and merchants have arrived in the city, to be sent forward on the hay steamer selected to carry such along with her cargo.

The collection of county taxes is proceeding satisfactorily. More than \$5,000 has been already gathered in, which amount is well in excess of the taxes for the same seasons of previous years.

An I. C. R. brakeman named Fred. Ogilvie had his left hand severely lacerated while coupling cars in the yards at Moncton Saturday morning. Dr. James Christie found it necessary to put several stitches in the hand.

Among the creditors of John Laville, of St. Charles, Bellesheuse, Quebec, who assigned last Thursday, is Josiah Fowler, of this city, for \$800. The total assets are valued at \$68,700 and the liabilities \$74,240.

The live stock shipments from Sand Point Saturday were: Steamer Lake Ontario, 404 head of cattle and 317 sheep; steamer Manchester Commerce, 329 head of cattle; steamer Alcides, 200 head of cattle and 15 horses.

Several lots of apples arrived this week and since the inspectors under "The Fruit Marks" have been a keen eye to see that the provision of the act is complied with, offending packers can easily be reached and reported.

The Kings County Record states that everything in connection with the Sussex waterworks is in first class shape. The reservoir is full of water and requires but a few hours' pumping each week to keep filled. Considerable difficulty was experienced when the system was first put in.

There was no change in the condition of Rev. Dr. G. J. Macdonald, who is the lightest of hopes for recovery. His sons, Rev. Frank and Rev. Frederick are here from Fredericton. Rev. Dr. Hartley's daughter, who is in Boston, was sent for, but the despatch was later countermanded.

Ald. Millidge's recommendations as to an improved water supply for the east side will probably be taken up by the council in committee of the whole in a few days. Action upon them has been delayed by the large amount of business engaged by the attention of the aldermen.

F. N. Ritten has been appointed mechanical superintendent of the eastern grand division of the Atlantic, Topical, Kansas, 2000 miles and 500 locomotives. Mr. Ritten is a son-in-law of P. A. Logan, of the Canada, Boston and New Brunswick railway, Kilsnoo.

A. J. Heath, formerly of the passenger department of the P. R. R., here, was left Saturday night for Montreal, was presented in the afternoon with a handsome pocket of the office staff. It bore the inscription "Passenger Department, St. John, C. P. R. Feb. 15th, 1902," and on the reverse was Mr. Heath's monogram. The presentation was made by W. H. C. McKay.

Saturday morning, in the case of the city of St. John vs. Wilson et al., the Chief Justice, Chief Justice Tuck, announced that upon further consideration he had decided not to go on with the case, owing to the affidavits which had been filed by the defendants. The case was consequently postponed until Wednesday, February 19th, when it is probable that Judge Landry will be here to try it.

It is expected in some quarters that when Chamberlain Sandall closes his ferry pounts this year the ferry will show a deficit of about \$5,000. This is the estimate of the superintendent, but some of the aldermen are of opinion that the excess of expenses over receipts will not be as large as that. Last year the ferry carried within a few dollars of being self-sustaining. This year ferry traffic was larger than last year, but the extra patronage was not sufficient to offset the increased expenditure.

Captain Bloomfield Douglas, R. N. R., finished his examinations yesterday with the following results: Norman Smith, first officer of the steamer Nemes, passed the exam; John E. Kelly, second officer of the steamer Nemes, passed the exam; John E. Kelly, second officer of the steamer Nemes, passed the exam; John E. Kelly, second officer of the steamer Nemes, passed the exam.

At a meeting of the Teamsters' Protective Union in Southey's hall Monday the officers were re-elected for the coming year: John E. Kelly, president; Henry C. Campbell, vice-president; Chas. E. Colwell, secretary; George Campbell, J. Ratcliffe, and John Stevenson were elected trustees and John Stevenson was elected conductor and John Stevenson was elected conductor and John Stevenson was elected conductor.

In the matter of the estate of the late Dr. John Berryman, the postponed hearing of the citation taken out by Lorimer Berryman, calling upon Catherine Berryman, the executrix, to show cause why she should not give security for the proper administration of the estate, was before Judge Trueman Monday. The evidence of Lorimer Berryman, the petitioner, and P. O. Allison, and Mr. Clayton, the superintendent of the cemetery, was taken. After sitting for a short time in the afternoon, court adjourned until Monday, the 24th. Hanington & Hanington, Macrae & Sinclair and Chapman & Tilley appeared for heirs, and Scott E. Morrell for the executrix.

## OBITUARY.

### Mathew Killorn.

The death occurred Saturday night, of Mathew Killorn, assistant engineer at one of the cotton mills. He had not been in the best of health for a year or so, but the illness which caused his death was not in the employ of the cotton mills for many years, being one of the oldest in the city. He is survived by his wife and three children, besides two sisters and four brothers, to whom the sympathy of many friends will go out.

### L. H. Cochran.

A telegram was received here Friday morning, by the local manager for the Massey-Harris Company announcing the death at Middleton, Nova Scotia, on Thursday evening, of Lorenzo H. Cochran, who was formerly employed by the company in this city and lived on Carmarthen street. Mr. Cochran left here two years ago to reside in Middleton and had been doing business there. He had been expected to arrive here about this time to confer with the company's representatives and spend a brief vacation here, but his visit had been delayed by an attack of pneumonia, which he contracted when he went out too soon and had a relapse. He was 43 years old and a native of Nova Scotia, but had lived in Ontario for 30 years. His wife is a native of Aylmer, Ont., where the body will be taken for interment, arriving in St. John en route tomorrow by the steamer Prince Rupert in charge of the I. O. F.

### Hiram English.

On Monday, at the residence of his son, Charles, in Malden, Mass., there passed away, Hiram English, who, with his family, moved to Boston about 21 years ago. Besides a family of six children, deceased, he leaves many relatives in the Maritime provinces, among them being a nephew, J. J. English, of the Sun staff, this city. He was a member of the Christian Church, A. F. & A. M., Hampton, Kings county. The remains were interred in the Malden cemetery, Wednesday.

### Mr. John F. Grant, St. Stephen.

St. Stephen, Feb. 14.—Mrs. John F. Grant died Thursday night at her residence, Union street, after several months' suffering. She was widely known as a fine Christian character, a model wife, mother and neighbor. She leaves her husband, John F. Grant, cashier of St. Stephen's bank; two sons, Prof. Herbert, of New York, and Walter L. Grant, of St. Stephen's bank, and one daughter, Helen.

### Sylvian Richards.

The death took place on Saturday at the General Public Hospital of Sylvian Richards, at the age of 70 years. Deceased was well-known as having been the proprietor of the Mesquash Hotel, and prior to the Ben Lomond House. He was a native of Richibucto Cape. One daughter and two sons survive.

### James Hannah, Sussex.

Sussex, N. B., Feb. 14.—James Hannah, late clerk at the Depot House, died last night. He leaves a wife and two children.

### Martin F. Eagar, Halifax.

Halifax, Feb. 13.—(Special)—The death occurred today, at his residence, Dartmouth, of Martin F. Eagar, a resident of this city, aged 65 years. He was well known all over the province. For many years he carried on a large wholesale and retail drug business, but during the past 10 years had been a commission merchant. He leaves a widow and three sons.

### Mrs. Norman A. Wyman, Yarmouth.

Halifax, Feb. 14.—(Special)—The death occurred at Yarmouth today of Norman A. Wyman. He was 53 years of age and leaves a widow (formerly Miss Olive, of St. John), three sons and three daughters. [Mrs. Wyman's brothers reside in Carleton, where she was visiting very recently.]

### Miss Teresa Bowers, formerly of St. John.

Word was received Monday of the death Sunday at Roxbury, Mass., of Miss Teresa Bowers, daughter of the late Robert Bowers. The family lived in St. John, and removed to the states some years ago. Miss Bowers is survived by her brother, Robert, and her mother, Mrs. Mary Bowers, in Roxbury. She was a niece of Andrew McCreary, and cousin of Mrs. P. C. Sharkey, of this city.

### Mrs. J. A. Humphrey, Moncton.

Moncton, Feb. 17.—(Special)—The death of Mrs. J. A. Humphrey, mother of W. F. Humphrey, M. P. D., occurred at Humphrey's Mills last night. She had a stroke of apoplexy a few days ago and gradually sank. She was 74 years old, and was born in Moncton. She leaves a family of four: W. F. Humphrey, M. P. D.; Mrs. L. D. Lockhart, Mrs. R. F. Kinney, Mrs. H. M. Steeves, of Hallowell, Me. The funeral will take place tomorrow afternoon.

### Extends Treaty to Great Britain.

Washington, Feb. 17.—In executive session today the senate ratified a treaty between the United States and Great Britain extending for 12 months from July 28, 1891, the time within which British colonies or foreign possessions may give their adhesion to the convention signed March 2, 1890, for the tenure and disposition of real and personal property.

## LIFE AFTER DEATH.

First of a Series of Sunday Evening Discourses by Rev. J. deSoyres.

The first of a series of five Sunday evening services on the interesting and most important subject of "Life After Death," was delivered by Rev. J. deSoyres, Sunday evening in St. John's (Stone) church, his text being in 1 Thessalonians, IV, 13: "For I would not have you to be ignorant concerning them that are asleep." The reverend gentleman emphasized the mistake that had been made by the translators of the Bible in the words "asleep," because they refer to distinctly different things. The literal meaning of the word "gehenna" is a place outside the city for the consumption of refuse and offal by fire, such as were maintained at the time of the life of Christ on earth. Hence, on the other hand, means distinctly the place of departed spirits, the intermediate state, in which the souls of the dead, that is, the disembodied spirits of the human beings, continue to exist until the day of judgment at the resurrection.

The reverend gentleman quoted many passages of scripture to prove this teaching and also many illustrations of the same words being found in the writings of the ancient Greek philosophers to show that no other meaning could be attached to the Greek word "psuche" and from those of the other inspired writers of the Bible. Nor was there anything in the writings of the most profound philosophers of profane history to conflict with the theory which Christ proclaimed as fact. The object of these discourses, he said, was not to paint word pictures from the imagination or wishes of the preacher or anyone else, but to expose for the benefit of his hearers all the truth that could be found upon the subject, and the conclusion was, his first sermon in the series, was the indubitable inference that our entrance upon the sleep of death makes no break in the continuity of our intellectual existence. As to the future state, it is specified that "the dead in Christ shall rise first," but the exact teachings of Christ on these points, he proposed to investigate on subsequent Sunday evenings.

The titles of the other sermons in this course are: Feb. 23, "What Holy Scripture teaches us about the future state," March 2, "The Second Coming of Christ," March 9, "Rebirth," March 16, "The New Heaven and Earth."

## School Savings Bank.

The movement in favor of the establishment of a savings bank system in connection with the day schools of the province is being favorably received. The broader base of the educational system the better for the pupil. Of late years scientific temperance teaching has been a part of the curriculum. A further hold of young life will be secured when the habits of thrift and saving are inculcated in the young mind by linking the savings bank to the school.

It may be already that the post office savings department provides for the saving of small amounts of less than \$1 are received by it. And it is sometimes impractical to save \$1, where it is a matter of cents or more. In 1884 France was the first to start this system of saving among pupils. But it commended itself so readily that it has spread into other countries. In England it is fostered by the education department and has proved to be a valuable auxiliary to the saving of small amounts. In Birmingham, Liverpool and Manchester it has been wonderfully successful.

There are two methods—one is where the teacher keeps an individual account with each pupil; and the other is where stamps are given in return. The former is the more educational in its effect and is also the more general. The deposits should be received by the teacher, say at the beginning of the exercises on Monday mornings. Arrangements should be made for the depositing of the stamps and the stamps should be given in return.

In Long Island City the large sum of \$119,900 was deposited in 10 years, and in other cities sums correspondingly large are being received. The system is now in operation in Galt and Brantford, Ontario, and in a modified form in Summerside, P. E. Island.

The subject is well worth the careful consideration of the board of education and the government, as well as of all parents. The associated charities and other bodies have already taken the matter up. It is to be hoped that no great length of time will elapse before the system is in operation in the province, and among its best friends and supporters will be the teachers themselves, when they see the additional influence for good it will secure for them over their pupils.

## HALIFAX CARS WERE PUT OUT OF BUSINESS.

Storm Very Severe—Grecian Breaking Up—Fined \$300.

Halifax, Feb. 17.—(Special)—A severe southerly gale raged here about 6 p. m., when a blinding snow storm commenced and lasted till 9 o'clock, when it turned to rain. Street car traffic was suspended tonight and the streets were badly broken up.

The steamer Grecian was reported as breaking up during the day, seas washing over her.

It is reported tonight that a customs officer and two lighter men have been left on board, the seas being too heavy to take them off, but this could not be verified.

The mail steamer Ionia, to have sailed at 10 o'clock tonight for Liverpool, will not get away before tomorrow morning, owing to the storm.

Fred McCreary was taken last week on a charge of running an illicit still, was tried today and fined \$300 or six months jail.

Norway, Ireland and Spain have more blind people in proportion to population than any other European countries. Spain has 216 per 100,000, Norway 208, and Ireland 111.

Forty years ago tuberculosis was nearly unknown in the Basque District of France, but is now rife there.

## THE ASYLUM NOW.

COMMISSION APPOINTED TO CONDUCT INVESTIGATION.

Complaints Made by Dr. J. B. Travers, Assistant Superintendent, Against Dr. G. A. Hetherington, Superintendent—Other Matters to Come Within Scope of Inquiry

The hospital is not the only public institution whose affairs and administration are to be investigated by a government commission. The Provincial Lunatic Asylum is to undergo the same process. Dr. Travers, assistant superintendent, has made to the local government complaints against Dr. G. A. Hetherington, the superintendent of the institution. Other complaints have been made and for some time the government has heard unsatisfactory reports which have been noised about as to the conduct of affairs in the big building "across the bridge." The reverend gentleman emphasized the mistake that had been made by the translators of the Bible in the words "asleep," because they refer to distinctly different things. The literal meaning of the word "gehenna" is a place outside the city for the consumption of refuse and offal by fire, such as were maintained at the time of the life of Christ on earth. Hence, on the other hand, means distinctly the place of departed spirits, the intermediate state, in which the souls of the dead, that is, the disembodied spirits of the human beings, continue to exist until the day of judgment at the resurrection.

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## AN IMPORTANT DECISION.

Licenses for Crown Lands to Issue to People's Bank of Canada.

Surveyor-General Dunn gave his decision Friday in the matter of an application for the People's Bank of Canada for certain crown lands in Victoria county held by Hale & Murdoch. The decision was in favor of the bank, and the lands were to be sold to the bank for the purpose of establishing a branch of the bank in the county.

The decision was given after a hearing of the case before a committee of the executive of the government. It appeared that the People's Bank of Canada had received from John G. Murdoch an assignment of certain crown lands in Victoria county held by Hale & Murdoch. The decision was in favor of the bank, and the lands were to be sold to the bank for the purpose of establishing a branch of the bank in the county.

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## CORONER BERRYMAN, ACTING UNDER NEW SECTION, HOLDS INQUIRY.

Evidence As to Collision of Prince Rupert With Schooner Princess Louise in Harbor, and Loss of Life—First Court of Its Kind Here.

The inquiry into the cause of the death of Captain Chesley B. Kings of the schooner Princess Louise, in collision with the steamer Prince Rupert, was commenced at the police court last evening before Coroner E. Berryman. The coroner, addressing the jury, said he had been instructed by the attorney general to hold an inquiry, and the attorney general under a recent act, having authority to investigate without the body, and the jury had the distinction of being the first to sit under the new section.

W. H. Trueman appeared for the crown, and C. J. Coster for the Dominion Atlantic railway. The jury are: D. J. McLaughlin (foreman); John Sealy, Joseph A. Tilton, Thomas Gorman, John Irvine, Percy W. Thomas and Arthur W. Adams.

Seaman Zwicker, who was saved. Lloyd Alfred Zwicker was the first witness. He said he was a fisherman and resided at Grand Manan. He followed the steamer Prince Rupert on Monday night, and was on the schooner with him Chesley B. Kings, the commander. We went to Back Bay before we came to the harbor. On Tuesday evening at 4 o'clock in the evening, near the red buoy in St. John harbor, we lay at anchor all night. The vessel was in the harbor, and in the morning, some times you could see a length of the vessel, and at times you couldn't. A horn was not blown during the night, but we did hear a horn in the morning. He did not blow it an hour at a stretch. He began blowing a few minutes before the Prince Rupert came. The captain was on deck and heard the Rupert coming. He was standing near the chain-bow, on the starboard side. I would have heard the bell, but I was not there. Witness told of the collision and continued: "I did not see the Rupert after she struck us and did not hear the bell. We did not hear the bell, but we did hear a horn in the morning. He did not blow it an hour at a stretch. He began blowing a few minutes before the Prince Rupert came. The captain was on deck and heard the Rupert coming. He was standing near the chain-bow, on the starboard side. I would have heard the bell, but I was not there."

To Mr. Trueman—The reason we anchored where we did was because we had no wind. We were coming into port with a cargo of herring. When the steamer struck us I could see about a length from the vessel. In the morning there was not enough wind to get away from the anchor. The captain spoke to me, saying he wished there was wind enough to get into the harbor. We were from 50 to 100 yards to the westward of the red buoy. We did not come to anchor until we had to. He did not see any sign on the beach.

To Mr. Coster—There was another schooner lying astern of us. I don't know whether she was there at the time of the accident or not. I saw her the night before and never again.

To coroner—I did not hear her horn. Mr. Trueman asked that witness be held as the matter of anchorage at the time of the accident was more important and he wanted to go into it more fully later.

The harbor master's evidence. Capt. Chas. S. Taylor, harbor master, was the next witness. He had been harbor master for 28 years, and it was his duty to place all vessels in the harbor. The harbor, he should say, would be above the beacon. The red can buoy would be within the harbor limits, and under his jurisdiction. The steamer, he considered the highway of the harbor. "I would not allow vessels to anchor near the can buoy if I could avoid it. Sometimes men cannot avoid anchoring in the harbor. Any person who anchors there would be in a dangerous position. If Zwicker's evidence, that the vessel was from 50 to 100 yards to the westward of the red buoy, be right he would be in the channel."

"The steamer's duty from the time she left her wharf during rough weather was to keep her whistle going at intervals, and should go at an ordinary rate of speed."

To Jurymen Adams—It is customary for small vessels to anchor, under the circumstances, when Capt. Kings did it. If he did not he was liable to go ashore on the island bar.

To Foreman McLaughlin—The Rupert would not have time to change her course even if she had heard the conch horn.

To coroner—The damage could be done even if the steamer was going at a moderate rate of speed with the current.

To Mr. Trueman—It is not a common occurrence for vessels to anchor in the channel if the commanders can help themselves. Large steamers are sometimes anchored in the channel, but not below the beacon. According to testimony, the Princess Louise, if she had not anchored, could have gone ashore on Partridge Island.

To Mr. Coster—The schooner might have been allowed to drift out of the channel, but in a small vessel, the captain would not care to do this for fear that bad weather might come up. It is about two cable lengths from the can buoy to the island bar.

Captain Potter, of the Prince Rupert. Captain Amos G. Potter, commander of the Prince Rupert, said his usual time of leaving port was 7 o'clock standard. On Wednesday last he left about 7:30 local. Had a full complement of men. "It had been very thick vapor up to time of leaving and then I could see Carleton from the steamer's bridge. When we left the wharf we could see the Carleton shore. I had a lookout in the bows. A man in the rigging could not see any better than a man in the bows. If there was a vessel in the channel at that time we could see it, but when we got to the beacon the vapor was more dense, and if a man had

## PURSE FOR ALEX. DUNCAN.

SPLENDID TRIBUTE OF FRIENDSHIP AND SYMPATHY.

Fellow Employees on I. C. R. and Others Present to One, Who Suffered, Much Through Smallpox Visitation, a Purse of \$315 in Gold.

Alexander Duncan, I. C. R. section foreman, of 95 Lombard street, who has suffered so keenly, both personally and in the loss of family members, from the effects of the recent smallpox visitation, was the centre of a pleasant function at the railway freight shed offices Saturday night. Friends and fellow employees, who numbered about 25 assembled and presented him with a purse of \$315 in gold, accompanied by a purse of the presentation was made and a check ready by Station Master L. R. Rose on behalf of his colleagues. Following is a copy of the address:

Alexander Duncan, section foreman: Dear Sir—It is with feelings of sincere pleasure that your numerous friends and fellow employees are present tonight to extend to you their congratulations on your complete recovery from your recent severe illness from smallpox, which in so many cases has proved fatal.

Although helpless (on account of the quarantine regulations) to visit or be of any service to you, yet we can assure you that we anxiously watched each bulletin as to your condition, and what made it more so was that when those that were near and dear to you were taken away, and you on a bed of sickness, we were unable either to help you or show that respect for the dead which is due and expected of those who are left.

However, God in His wisdom does everything for the best, and in calling to Him those we had dearest, He shows us what a slender hold we have on life, and that we should try, and be prepared at all times.

There is never a cloud without silver lining, and yours is due to Him, having spared to you your faithful wife, who attended to all the family and yourself, day and night, from the beginning to the end, and to spare her dear ones for burial.

If God had not given her strength to do this we dare not think what the consequences would have been. As in the past your hand and heart has always been open to assist those afflicted and in distress, we feel that in some measure this should be returned to you, and as a token of showing in a small way our sympathy, we are presenting you with this purse.

As your financial loss in connection with the destroying of clothes, etc., will be considerable, we ask you to accept the accompanying purse to enable you to replace them.

Wishing Mrs. Duncan and yourself many years of happiness in the future, and continued prosperity.

We are, yours sincerely, In connection with the address were more than 400 signatures.

Mr. Duncan responded with an appreciative consciousness of his associates' deep solicitude on his own and family's behalf, and with grateful and hearty testimonies were heard from several present. Mr. Duncan's home was sadly devastated by the epidemic.

Apart from bespeaking of it took it for granted there was nothing in the way. If he had been more to the eastward I might have taken the wheel out of the steamer, but I have not the time to do so. I have been on the steamer, but dare not lower the boat when the ship was going ashore. At the time of the accident I could not see the bow of the steamer, so thick was the weather.

To coroner—I did not know that there were any vessels in the channel on Tuesday. It was not reported to me on Tuesday that there were.

Pilot Henry Spears was next called. Questioned by Coroner Berryman in regard to the speed of vessels navigating about the harbor, he said if he had been piloting a vessel similar to the Rupert, the progress would have been governed by atmospheric conditions. If weather was so thick he would not sail. It was customary for steamer to regulate their speed during a mist. He considered a steamer leaving port in the vapor of last Wednesday morning should go dead slow. This meant five or six knots. He could not say how fast the vessel was going, but he thought it safe for a vessel similar to the Rupert to leave port in a heavy mist, steaming at twelve knots. Pilot Spears did not believe it to be safe. He stated it was a common thing to see vessels anchored in the channel. They frequently were there when the wind failed. He did not consider it good practice to go down the harbor at 12 knots in a heavy vapor.

W. H. Trueman questioned if the officers of the Rupert were justified in leaving port, under the conditions of Wednesday morning, and in view of a likelihood of vessels in the channel.

Pilot Spears stated that was a consideration for the Rupert's captain. A short discussion followed which dealt with the judgment of ships' masters in taking up anchorage in the channel, and the use of an effectiveness of conch shells during a fog.

C. J. Coster contended that different reports relative to the distance from Reed's Point wharf, around the island, and return, made it difficult to determine just what the true distance was. He advised a reference to the harbor chart.

Adjournment was made until Friday evening next at 7 o'clock.