

SUNDAY SCHOOL COLUMN.

The meeting of the provincial executive held in Germain street Baptist parlor last Friday was of an earnest, practical character.

The field secretary's summarized report to the delegates who went from this province gathered much which will make them of more value to the home work. Miss Lucas having completed the two months of severe work for which the association engaged her, returns to college for a post graduate year of special studies for her work.

The normal department under Supt. E. R. Machum shows vigor. Papers are now ready for the normal class examination to take place in early September. At least 150 are expected to take the examination this year.

The meeting, however, concentrated on the preparation for the provincial convention of October 15-20 at Moncton. The programme committee, composed of T. S. Simms, Rev. Geo. Steel, R. G. Haley, E. R. Machum and the field secretary, will meet in Mr. Machum's office on this (Tuesday) evening at 7.30. It is intended to make this convention one of practical work, with a normal class and home department leaders. Let these begin now to plan for getting there.

Members of this committee rejoice in the advanced Sunday school steps taken by the Baptists in their recent maritime denominational gathering at Ancharat. Such men as Rev. Mr. Freeman, Messrs. Simms, Baker and others well known in provincial work, are leaders therein. This well illustrates how everywhere the international, inter-denominational work is helping the work of the several churches or denominations. This is one of the great signs of the international work. Every church should gather all it can from the general conventions for its own Sunday schools. The association is an economic expenditure for one of the best auxiliaries which the denominations have. Hence the continental leaders of denominations are foremost in international platforms.

Kent county Sunday schools will remember their convention at Harcourt on the 2nd and 3rd of Charlotte county meets at St. George on Tuesday and Wednesday next week.

BODY OF SAILOR MOLLWAIN FOUND.

While the steamer Belfast was at this port early in the month of Andrew Mollwaine, one of the crew, was lost. All efforts to recover the body were futile. Hence the continental leader of the body was picked up near Hamilton's mill. The remains were sent to the morgue and Coroner T. D. Walker was notified. At first it was not known whose body it was, many inclining to the opinion it was that of Wm. Thomson, who was supposed to have been lost in the falls some days since. Mollwaine, who was about 27 years of age, was a Carrikerfagus man, and suspecting that the remains were those of the unfortunate sailor, James Kelly, who falls from Carrikerfagus, one set out to ascertain the truth of the matter. He interviewed Secretary Killen of the Ship Laborers' union, who loaded the Belfast, and arranged to have the remains examined by some of the men who worked on the ship. Early in the afternoon Carl Kemp, Fred Biley and Frank O'Neil viewed the body, which was with Coroner Walker, and assured that gentleman that they were satisfied the body was that of Mollwaine. Mr. Kelly was well acquainted with the deceased, and knowing that he was a member of the Orange order, he immediately notified the members of the association and without any difficulty arranged to give him a respectable burial.

Undertaker Chamberlain was engaged to look after the funeral arrangements, and the interment took place at three o'clock Wednesday. Mr. Kelly is entitled to a great deal of credit for the trouble he took in connection with the matter.



Positively cured by these Little Pills. They also relieve Distress from Dyspepsia, Indigestion and Too Heavy Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pills. Small Dose. Small Price. Substitution. The fraud of the day. See you get Carter's. Ask for Carter's. Insist and demand Carter's Little Liver Pills.

ANOTHER LANDSLIDE

At Sand Point, Covering About Three Hundred Feet of Ground.

The Alleged Cause of the Trouble—The Responsibility for the Accident.

When the celebrated trestle wharf slid into the slip at Protection street, and the city sustained a loss directly and indirectly amounting to nearly \$100,000, the citizens regarded the chapter of accidents as practically closed. The adoption of a solid cribwork wharf was considered a reversion to correct principles, and it was generally supposed that future operations at Sand Point would be guided by the expensive knowledge of the character of the soil which was then acquired. Until lately all has gone well. Engineer Peters' plans were followed and substantial structures have been the result. The city, however, departed about last April from the principle of civic management with regard to this property, and what the consequence may be it is difficult to foretell. Since the signing of the agreement with the C. P. R. the upper portion of the Sand Point property has virtually passed into the hands of that corporation. To them, therefore, as responsible, the citizens naturally looked when the news was heard on the streets on the 30th ult. of another landslide at Sand Point. At first there was a report that the wharf had collapsed during the night, but it fortunately proved entirely untrue.

The landslide, however, was very extensive, and extended from Union street down the whole length of No. 4 warehouse, a distance of over three hundred feet. One track was completely pushed beneath the warehouse, and had there been cars on it the damage to the building would have been very destructive. The next track running parallel to the first and containing several flat cars, was moved right up to the warehouse, so that in some places the rail was underneath the building, while the cars were jammed so closely against the side that they were with great difficulty removed yesterday morning. The third track was badly twisted and the piling beneath bent and broken. The earth beneath the fourth track had slid a great distance toward the wharf, the strain was so great on the rails that they had broken, and the whole track was beneath the water. All around this track the earth was badly cracked, and in several places the banks were very steep where the earth had sunk. Number 4 warehouse is the only one affected, and it is to be noted that the earth was not in which it has stood the strain. It settled about nine or ten inches in the middle, but not enough to crack the glass over the doors. The side was slightly crooked where the cars had jammed against it, but otherwise it was all right. The piling beneath the building was not so much affected as when driven. The wharf itself is not in the least affected by the heavy mass of earth which has been driven against it, and remains as firm and strong as ever. The cause of the landslide is very apparent. When the wharves were built, the water which the crabs were sunk was dredged about forty-five feet in depth, and this extended six or eight feet beyond the inner edge of the wharf toward the shore. The land then gradually sloped until the shore was reached. After the wharves were finished, piles were sunk along the wharf, and the water which the crabs were laid. The C. P. R. then undertook to fill the space between the shore and the wharf with earth. This work has been going on irregularly for a year. The filling in was started from the shore, and consequently spread out toward the wharf. This last few days a large quantity of earth has been put in, and it naturally was forced toward the hole along the side of the wharf.

The whole trouble, it is alleged, has been caused by the C. P. R. filling in thousands of tons of gravel taken from the Christopher pit. This was done on the shore side of the wharf, and as it became steeper has slid forward against the trestle work, pushing it under the warehouse and knocking away the supports. The front of the warehouse rests upon the wharf and is secure. Despite reports to the contrary, there seems to be no indication of any movement of the wharf itself, and it is not probable that any will occur.

The responsibility for this accident raises once more the question of the wisdom of the contract with the C. P. R. It is clear that if the filling had been done from the front of the wharf instead of the shore, no such trouble would have been avoided, or at least would have been very gradual. In view of this the following sections of the contract are material:

9. That the company will at its own expense provide such fill as may be required on the said premises and land colored yellow, not including the filling of any crib work, which shall be done by and at the expense of the city, and will make no charge for any filling which may have been done by the company on the said premises or on the said wharf, other than the necessary filling done, the company at its own expense will lay and construct and thereafter maintain thereon and upon the said premises and upon the said wharf, the necessary fill marked "A," the railway siding now considered necessary for the business and traffic of the company at the said wharf and warehouse Nos. 4, and 5, and at and in connection with said wharf and warehouse Nos. 1 and 2, which tracks and sidings are approximately shown on the said plan marked "A." Provided, that the city will first, from time to time as may be required, construct for each such track and siding, where they may not be supported by filling, pile trestles with suitable decks, or, in lieu thereof, such other suitable trestles and stone filling, or party one and party the other, as the case may be, but such pile trestles shall be provided by the city, and shall not exceed what may be necessary for three tracks and sidings, behind and adjacent to the said wharf, which the city hereby consents to construct. And all such tracks and sidings so laid and constructed by the company upon the said premises and land colored yellow as aforesaid, shall save as provided for in clause 7 of this agreement, become at once the property for railway purposes of the city, and shall not, except as

FROM THE KLONDYKE

C. E. Ward of Dawson City in Town—He Brought Out \$70,000 in Dust Besides Owning About \$200,000 Worth in Claims.

(Campbellton Enterprise.) Any person who may have been at the depot on the 24th ult. will remember a train from Quebec on Saturday night and noticed the few passengers that arrived would not have thought that among them was one of the men who have achieved fortune and there by fame in the Klondyke. But such was the case, and the man in question of this paper, seeing the name C. E. Ward, Dawson City, N. W. T., on the register at the Commercial Hotel, at once took steps to find the gentleman and elicit a little information for the benefit of the readers of this journal.

The chain is composed of 17 solid gold nuggets, which would amount to fasten each other together, and the charm is another nugget mixed with a piece of white rock. The crossbar of the chain is a nugget flattened out. The scarf pin is a nugget about an inch long. Mr. Ward, who is a native of Kent, Ontario, Canada, was one of the first to go to Klondyke, and in 1896, in 1895, when volunteers were asked for to go to Klondyke, was one of the first who volunteered. The first detachment left Seattle on the 5th of June, 1896, by steamer, and landed at Fort Yukon on the 24th of July, 1896. He was then known as the gold at Dawson. The police were at once set to work building barracks and some of the lumber was cut in the fall of 1895, twenty miles up the river. In the spring of 1896 some policemen, including Mr. Ward, set out on a party to which Dawson City stands today. 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