ABOUT DECKLOADS. removed certain braces which acted as bonds to hold the upright timbers THE DEADLY TRESTLE. in place, and had failed to provide a substitute. Mr. Evans believed that the man who had charge of the repair work was not on the ground that morning, but the foreman was there. He had himself prepared plans for these renewals. The manager suys Frightful Accident on the Central-Railthat the expenditure for repairs on the railway under his charge had been very considerable for a branch road of way Near Belleisle Station. the kind, leaving the impression that Taken. it was not a high class road at the beginning. He says the height of the trestle is not seventy-five feet, but fifty-five Engineer Duncan Killed-Eight Others More feet at the highest point. Mr. Evans will go to Philadelphia this week to consult with the president of the company as to future acor Less Injured One Fatally. tion. Meanwhile the company is carrying the mails between Norton and Chipman on trolleys, making the fortyfive miles in about five hours. An Entire Train Dropped Seventy Feet Onto the Rocks FAMOUS FENIAN'S TALE. Slayer of Thomas Talbot Tells Below-A Miracle that Any One Escaped Alivethe Whole Story. The Story as Related by Survivors. NEW YORK, Aug. 6 .- Bellevue hospital's patient, "Michael Dunn," who has been identified as Robert Kelly,

(Staff Correspondence of the Sun.) A Barker from his chair. He instantly NORTON, N. B., Aug. 10 .- One of caught hold of something and hung to the most serious railway accidents that has occurred in the province since the Palmer Pond accident, some few years ago, happened on the Central railway this morning at a point about ten miles from here, and but a short distance from Belleisle station. As a result one man is dead, another has but a short time to live, while a third is in a very precarlous condition.

THE KILLED AND INJURED.

John Duncan, engineer-Dead. William Bernard, section hand-Right side badly smashed; cannot live.

Frank Campbell, brakeman-Badly injured about the head; recovery doubtful.

William A. Morrison, fireman-Hip men seated by a mattress on the floor, bone broken, considerably bruised and upon which Bernard was lying. Willshoulder scalded. ing hands had done all they could for H. A. Ryan, conductor-Cut about the poor fellow and many of the sad head and face; not seriously. faces were tear-stained. The doctor R. V. Barker, St. John, traveller had just given his verdict that the end Slight scratch on head, left leg badly bruised and sprained. was near. A mile or so farther along the road John Caldwell, Wheaton Settlement and nearer the scene of the wreck, -Shoulder dislocated. made as comfortable as possible in Mr. Coldwell's four-year-old son-F. Northrup's residence, was John Cut about the face. Caldwell, school teacher at Wheaton Mrs. I. Van Hetherington - A few settlement, who had been visiting scratches. Her six-months-old daughter-Slight friends at Cumberland Bay. Mr. Coldwell had little to tell. He scratch on the face.

THE ABOVE LIST

includes everybody who was on the train, and how anybody escaped instant death is a miracle. The train to which the accident oc-

curred, left Chipman this morning floor, but the lad remained on the seat. After a little he saw the young for Norton at the usual time. Near Belleisle is a trestle fully seventy feet fellow disappear high and 300 feet long, which bridges a rocky gully, through which flows a

and was afraid that the car had hung small stream. The train consisted of an engine, tender, box car, car of coal, up part way down and the child had

OUT OF THE WINDOW

AND TWO CHILDREN.

scious.

AT BELLISLE STATION

doned after having served nine years of his sentence of fifteen years for it tightly until the crash came. shooting Thomas Talbot, an English knew instantly when the first jolt came what had happened, and knowcret service officer, yesterday relating the road, realized the awfulness ed the story of his crime, says the of the situation. When the car struck World today. He said : he brought up standing. Soon he felt "I belonged to the Dublin Circle of some water slowly creeping upon him the Irish Revolutionary Brotherhood. and he struggled hard to free himself, Talbot came in 1869, and soon won a shouting at the top of his voice, all place in the upper councils. Not until 1871 was any suspicion directed egainst him. Yet every movement the time fearing that he might be drowned. Soon voices told him assistance was near, and this calmed planned by the order had been myshim. As the men tore away the wreckteriously balked by the English govage he directed their efforts. When ernment. When suspicion was directpulled out, his left leg was powerless ed against Talbot he was shadowed and he felt sure it was broken. Near day and night. The evidence against

the fenian who dropped mysteriously

from sight in 1880 when he was par-

him was Bernard, who was unconhim was convincing and it was decided to do away with him. "We drew lots. I saw a mark under my name. I knew what it meant. the Sun reporter found a number of The next day I watched at the government building near Hardwick park.

Talbot came by with two constables. I dodged into a doorway in Temple street, fired and ran. Talbot dropped. His companions chased me. I shot one, Wm. Sherwood, but they caught

me. "I was freed from the charge of murder, because Wm. H. O'Leary, a medical expert, proved to the jury that my bullet had not caused death. but that the surgeon in Hardwick hospital, in probing for the bullet, had severed an artery and thus killing Talbot. I got fifteen years, but was said there were only four people in pardoned in 1880. I came to New the passenger car, Mrs. Hetherington York in 1882 and hope to end my days and child, he and his son. Coldwell peacefully here. But before I die I and his son were sitting side by side, hope to see Ireland free." the lad looking out the window, when the cars fell. He was thrown to the

WEDDING AT DORCHESTER.

DORCHESTER, N. B., Aug. 8 .-Trinity church was the scene of an interesting event this morning, the oc- not proposed to restrict deckloads, casion being the marriage of Miss Flor- but to have somebody to see that they ence Claudine, eldest daughter of A. were properly loaded and that the B. Palmer, to Prof. Albert B. Tait, one deckloads were properly fastened. He thought St. John

Hon; R. R. Dobell Addresses the St. John Board of Trade. ple.

Remarks by Local Shipping and Insurance Men-No Action

SEMI-WEEKLY SUN, ST JOHN, N., B., AUGUST 15, 1900.

A special meeting of the Board of Trade was held Friday morning, to confer with Hon. R. R. Dobell respect ting deckload and marine insurance There were present: D. J. McLaugh lin, president, and Messrs. T. Gorman, T. H. Hall, G. Wetmore Merritt, W. E. Vroom, W. Malcolm Mackay, John Sealy, S. Schofield, John H. Thomson, Alfred Porter, S. S. Hall, W. M. Jarvis, J. E. Irvine, A. W.

Macrae, D. J. Purdy, M. P. P., W. S. Fisher, J. A Likely, J V. Ellis, M. P., A. Markham, S. D. Scott and Henry Stewart of New York, a member of the Average Adjusters' Association.

there he got a cablegram from Sir L. H. Davies that the opposition from (But St. John was so great that he could And we cannot understand not pass the bill. As he was going to

England again in a couple of weeks, he thought it well to come to St. John and see if it was possible to reach an understanding, but if St. John still

opposed the arrangement the government would not pass it. Lloyds had said if there was an inspection of deckloads they would gradually withdraw the discrimination, which is now

one per cent. to the first of September and three per cent. after that

date. This was a very heavy tax and is a reflection on every port in the dominion, and the government was The anxious to have it reduced. Messrs. Thomson were fortunate to have steamers that had not suffered losses, but that should stimulate them to help others not so fortunately situated. The St. John Board of Trade was the only one that opposed the proposed inspection. It would not be a great burden on the inspection, which would not cost more than \$10 and possibly only \$5. The Miramichi shippers first opposed the proposition, but now endorsed it. At Halifax recently the engineers had refused taking an overloaded ship to sea. It was

winter and summer-is a business we are looking forward to. John E. Irvine thought a six-foot deckload in winter was well worth securing, and he favored co-operating with the St. Lawrence shipping peo-

Mr. Thompson said his firm's policies were not special. He was standing by the shippers, who did not

want the change. Mr. McLaughlin said inspection would discriminate against up the bay ports. There was no relation between summer and winter deckloads. Each should be considered by itself. There was some further discussion

and in reply to Mr. Dobell, Mr. Thom-son said if the shippers would support inspection he would not oppose it. Mr. Dobell and Mr. Schofield said there would be no interference with properly stowed deckloads. The board adjourned without taking

any action. 行到确定 THE VAMPIRE.

(From a woman's point of view, with apolories to Rudyard Kipling.)

A woman there was who heard a prayer, (Even as you and 1!) From fiesh and hones and lock of hair, (He called her the woman beyond compare) But he only used her to lighten his care. (Even as you and 1!)

Oh the walks we had and the talks we had And the best of our heart and hand, Were sought by the man who pretended t care, He didn't-but why he pretended to care We cannot understand.

woman received the flowers he sent, (Even as you and I!) Honor and faith she thought his intent, But God only knows what the gentleman

meant. Yet a man must follow his natural bent (Even as you and 1!)

Oh the vows we spoke and the vows we broke, And the various things we planned, Belonged to the man who said he was true ow we know that he never was true

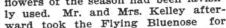
One favor she asked—but it was denied, (Even as you and I!) In some way or otler he might have replied, (But it isn't on record the gentleman tried), Her faith in him faltered and finally died, (Even as you and I!)

And it isn't the shame and it isn't the blame That stings like a white hot brand, It's coming to know he would never say why, Seeing at last she could never know why And never could understand.

FASHIONABLE WEDDING.

sult of an operation performed yesterday by Dr. Treves, Baron Russell, Willard M. Kelley, accountant with who had been ill for about a fortnight, George S. Taylor, Yarmouth, and is variously reported to have suffered Ethel Cann, daughter of Hugh Cann, from a gastric disorder and from a head of the well known firm of H. D. tumor in the stomach. Lord Russell suffered from gastric Cann & Sons, steamboat owners, were married at 7.30 Wednesday morning catarrh. The fact of his illness was in Wesley church, Yarmouth, which not generally known until it was anwas beautifully decorated with plants nounced that at a consultation held and flowers, by Rev. D. W. Johnson, yesterday between Drs. Sir William assisted by Rev. E. D. Miller. Dr. Hency Broadbent, Frederick Treves, Charles A. Webster supported the Stephen MacKenzie and Samuel He-Miss Mabel Cann, sister of bert Habershon it was decided that groom. the bride, was bridesmaid. The bride an operation was imperatively neceswas attired in white silk. The bridessary. It was afterwards said that the maid wore pale green, with hat of patient had stood the operation well chiffon. After the ceremony a wedding and his trength was maintained. At breakfast was partaken of at the re-6 o'clock p. m. yesterday Lord Russell took a turn for the worse, soon besidence of the bride's parents, in the decoration of which the beautiful came unconscious, and passed away flowers of the season had been lavishpeacefully at 3 a. m. today.

-Mary C. Low.





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(From W. Rid Corresponden ish Forces in WITH THE MAND OF FI ROBERTS, AT 1900 .- The her here today. An and a small eso the town. The pets or milit man who for defended the from the det Boers to capt in-chief, atten Church squar onel Baden-Po arrived, presu public welcom ly some hitch after waiting erts rode bad few minutes 1 with his staff the Duke of field marshal ed into the so coming crowd military ceres Baden-Powel ered a crowd to tell the lit tre of an exc and soldiers rushed up man whose leaguered to the admiratio called for and they w short wait moved on a the streets When about who had be time that arrived, trot his staff. Th ingly quiet Colonel Bad commanderthe Duke of saluted. Lon hand to his two great r together, su

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Baden-1

Being introduced by the president, Hon. Mr. Dobell said that Lloyds and the London Board of Trade urged an inspection of deckloads. They complained of irritating losses from ckloads. He had seen overloading in Quebec and had advised Sir L. H. Davies to alter the summer deckload term from October 1 to October 12, and it had been promised to introduce a bill into the English parliament al lowing a winter deckload of six in-

stead of three feet on condition of a summer inspection. He promised the English government that the bill would be carried in Canada, but while

and passenger car. A car of lumber fallen out. He was much relieved in was being pushed ahead and when the a few moments when a head was latter was but a few feet from the poked through the window and he end of the trestle, fully 150 feet of the structure crashed down. The scene is a wonderful one. The near by, head down, feet up, with her

car on which the lumber was is standchild in her arms. ing straight up on end. The engine and tender are resting at an angle of about 45 degrees. The car that held ed. Lying crosswise on a bed in a the coal is completely demolished. The cosy little room was Fireman William box car came off best, but is a sorry A. Morrison, while by his side sat looking sight, while the passenger car is demolished almost beyond recognition.

High over head hang the broken rails, which in the distance resemble twisted lightning rods. The wood work has broken off sharp and short. What gave way first

WILL NEVER BE KNOWN.

A crew of men were at work making some repairs on the trestle and were but a few feet away when the accident happened. They cannot tell anything of the accident beyond the fact that without a second's warning the came. whole thing crashed down. When the flying timber had found a secure resting place, the men rushed to the scene and began the work of rescuing those imprisoned in the badly battered cars.

wife One of the first men taken out was Fireman Morrison. He was taken as He was forty-eight years of age and quickly as possible to a house near by. formerly lived at North River, West-Engineer Duncan was found half buried in the coal from the tender and morland Co. quite dead. Two gaping holes in his as five children. forehead told the story of his death. In the baggage car Mr. Barker and Mr. Bernard was found, half buried under a pile of boxes, tool chests and shop. splintered timbers.

In the passenger car Mrs. Hetherington was found seated on the floor with her feet in the air, and

HOLDING TIGHTLY IN HER ARMS

statement regarding the accident. her infant daughter. Near her was Caldwell, with his son by his side. The little chap's face was bleeding and he was crying for his cap, which he lost in the fall. The man who had the most peculiar experience of all was Campbell. He was on the lumber car when the accident happened, and he felt the trestle give way. He dove headlong from the car over seventy feet, lighting head first in some These greatly broke the force of his fall. As it is his injuries are very serious.

Conductor Ryan was dazed when trained nurses are in attendance and picked up and asked what bridge it all possible is being done for the rewas and what had happened. Mr. lief of the suffering. This is the first Ryan is a brother of the superintendisaster Mr. Evans has had causing dent of the railway mail service. injury to men, and he is greatly dis-As soon as it could be done, all the

tressed about the death of Driver injured were made as comfortable as Duncan. The loss of property is nothpossible in the houses of the hosping in comparison itable residents of Belleisle. G. G. The manager thinks that the engine Scovil, M. P. P., is looking after Mr. is very little damaged, but the cars Barker and Mr. Ryan. Doctors Lewin will probably not be much good. The of Belleisle, MrLean of Sussex, and whole trestle will have to be rebuilt. Dr. Manchester, V. S., worked hard Asked as to the cause of the colall day and by dark were satisfied lapse, Mr. Evans said the structure that all possible had been done for was examined in May and was then

the injured. MR. BARKER'S STORY.

tions of weakening, though it was Your correspondent had a short thought desirable to make somewhat talk with R. V. Barker, traveller for extensive repairs. The manager, who T. B. Barker & Sons, St. John, who is also engineer, seems to be of the opinion that the accident was caused had boarded the train at Cody's. He by the repair works going on it the was sitting in the baggage car with Bernard. Conductor Ryan was braking the car, the train crew being one man short. A sudden jolt threw statement. Perhaps the workmen had of the atrocities.

of Dorchester's sons, but whose nres ent home is at Horton, N. S.

was told he would be taken out in a few minutes. Mrs. Hetherington was Still nearer the point of the disaster another sad scene was encounter-The bride, who vas unattended, entered the church on the arm of her father, while the wedding march from HIS SAD, FOND WIFE,

Lohengrin was rendered by Miss Nellie wearied by a wild drive of thirty odd Palmer and Miss Louise Robb, on ormiles. She had arrived but a few minutes before the Sun man and was gan and violin. The wedding gown, expressing her gratitude that her huswhich was of white crepe de chene, band's life had been spared. Wm. having point lace guimpe, with the conventional veil and orange blos-Morrison's hip is broken, his back insoms, was exceedingly pretty, and set jured and his arm scalded, yet he off the beauty of the bride with charmsmiled a little when the reporter said ing effect. The ushers were G. H. Palhe hoped he would pull through all mer, brother of the bride, and C. right, and replied that he was sure to. When the engine struck he tried Lionel Hanington.

At the close of the service Mendelto break his way out of the cab and sohnn's wedding march was ably renhad managed to get part way through dered by Mrs. McGrath. the front window when assistance After the ceremony, the bridal party, The engineer had evidently consisting of relatives and friends of tried to get to the steps to jump and the bride and groom, assembled at the had about succeeded when he was residence of Mr. and Mrs. Palmer, buried under the avalanche of coal. where a dainty de jeuner was served. Mr. Duncan, the unfortunate engi-Mr. and Mrs. Tait took the western neer, lived at Salisbury and leaves a express for Toronto and other points in Upper Canada. The large number

popularity of the bride and groom, whose many friends join in wishing them much happiness. Bernard is also a married man and

A MYSTERY EXPLAINED.

The accident will tie the road up for some considerable time. The extra The Bank of New Brunswick has engine is at Chipman in the repair ascertained from the American Bank Note Co., Boston, how it was that Mr. Evans, manager of the road, some unsigned notes of the bank went immediately to the scene of the happened to be afloat. It appears that wreck and did all he could to assist when the bank had their last issue the sufferers. He had returned to printed in 1895-bills that have not Hampton before the Sun corresponyet been given to the public-one dent arrived, but has given out no printed sheet was missed. This sheet contained three five dollar notes and This is the first accident of any acone ten dollar note. It could never count that has occurred on the road. be ascertained how the notes disappeared, but since they were put afloat HAMPTON, N. B., Aug. 12 .- Today in Nova Scotia it has been discovered a representative of the Sun saw E. G. that a trusted employe was the per-Evans, manager of the Central railson who took them. The queer thing way. He came down from the scene about the transaction is that the man of the wreck last night, having had carried these bills for five years Dr. MacLaren of St. John to consult without using them. Apparently only with the local surgeons respecting the one sheet, containing the four bills injured men. Mr. Evans is encouraged mentioned, was taken. The company with the hope that both Morrison and will, no doubt, deal with the em-Bernard may recover, though the case ploye.-Globe. of the latter is very serious. Two

DO NOT UNDERSTAND BOXERS. The danger of undervaluing the enemy has been so frequently and painfully impressed upon us during the South African campaign, that we are not disposed to estimate the Boxers too low. Their fanatic belief in their own invulnerability is a force to be reckoned with. It is to be hoped that the powers are not about to undertake the overthrow of the central government of China and the substitution of a new machinery of administration without taking ample precautions to support grain loading and deckloading inspecand maintain the fresh dispensation .safe. Since then there were no indica-Hong Kong Weekly Press.

John T. McCutcheon, in a letter to the New York Herald from Manila, says a "time of terrific slaughter" has begun in the Philippines. Murder of lone Americans has been avenged by time, but until further examination the death of hundreds of Filipinos and he was unwilling to make a definite devastation of villages near the scene to be a deal shipping port, and that

St. Lawrence just as if it was the Bay Rev. J. Roy Campbell, B.D., officiated of Fundy, and the St. Lawrence should at the ceremony, assisted by Rev. do the same for St. John. Vessels he Cecil F. Wiggins, rector of Sackville. sent from the St. Lawrence last year The church had been beautifully dec- and on which he had to pay heavy exorated by Miss Parmer's numerous tra insurance could have been sent friends, and special mention should be from Bangor without the cost of an made of the arch and marriage bell extra dollar. He wanted those prewhich surmounted the chancel steps. sent to consider the formation of a Canadian Lloyds. He was not authcrized to speak on this subject, but would strongly urge it on his col-

leagues and felt sure it would be TORONTO, Aug. 10.-A communicataken up before long. tion has been received by County Sec-Mr. McLaughlin said there were difretary Lee, from Wm. Johnston of ficulties in the way of loading in the Ballykilbeg, Ireland, that Mrs. John-St. Lawrence that did not exist at ston, wife of the distinguished Orange-St. John because our deals are heavier and make the steamer more stable and man, had died suddenly and that he is bring her down in the water more compelled to cancel all his engage= ments. A great Orange reception had than the St. Lawrence deals do. He been arranged for the 17th inst. at the did not know when a St. John vessel had lost her deckload. Pavilion in this city. John H. Thomson opposed putting

maritime province ports in the same category as the St. Lawrence, where navigation was more dangerous. He showed the insurance osses paid by his firm in four years were but one twelfth of one per cent. Lloyds had never objected to the quantity of deals carried, or asked for inspection, which would cause delay, especially at the outports. The big shippers, Messrs. Mackay, McKean and others were opposed to it as it would cause trouble and delay. He did not believe in YEAST CAKES giving compulsory inspection in summer in exchange for a six-foot winter deckload, which need not be considered, as he thought it would never be conceded by the British authorities. Alfred Porter said that Lloyds could order an inspection if they wished, but had not done so. Narrow boats were being forced out by those better adapted to carry deckloads. He dwelt on the difficulties that would arise at the outports in getting inspection.

Mr. Thomson said the Boston Marine Co. would quote the same insurance rates from St. John as from Boston or New York. Mr. Dobell said that Lloyds discriminated against all British North America. He said Lloyds were in

favor of a six-foot winter deckload if summer inspection were adopted. W. E. Vroom said the insurance rates from St. John were practically the same as in former years. The American companies quoted the same rates from St. John as from Bangor and other ports. Mr. Dobell stated that Lloyds made

a discrimination against Canadian ports after Sept. 1st. He understood that the Thomsons, the Allans and the The Science of Life, or Self Preservation, Elder-Dempsters got a special rate. Only 25 cts. in Paper Covers, Cloth, full gilt, \$1. Write for this book to-day ; by mail, sealed, More S. Schofield strongly supported Mr than 365 pages, with engravings, 120 invaluable prescriptions for Acute and Chronic Diseases. It is the Prize Treatise, for which The National Medical Dobell's position. He held that the shipping people here should join hands with those on the St. Lawrence. n awarded the Gold Medal. It is as stan Messrs. Thomson's steamers were Association awarded the dollar is an encyclopedi dard as American Gold. It is an encyclopedi treatise on Exhausted Vitality, Premature Decline fortunate in being especially adapted treamson Exhausteral Debility, Aptitute and In-aptitude for Marriage, Vericoccele, Atrophy (wast-ing) and ALL DISEASES and WEAKNESSES to the deal trade. At Montreal the underwriters had told him the lack of ing) and ALL DISEASES and WEAKNESSES OF MEN, from whatever cause arising, whether young, middle-aged or old. Every man should have it. It is from the pen of a distinguished author and NEEVO Specialist who graduated from Harvard Medical College in 1884, and has been the Chief Consulting Physician to The Peabody Medical Institute, No. 4 Bulfinch St. (opposite Re-vere House), Boston, Mass., during the past thirty years. Address all orders or communications as above. Consultation in person or by letter. Pro-spectus and Vade Mecum free, scaled, six cents for postage. Θ tion at St. John was against insurance. At Montreal they have an inspection law with a competent officer, and there were no complaints, and he believed the same could be done in St. John and thought it would work all right. Many of the objections to the

inspection were trifling. St. John should remember that it is not always postage. " "The Peabody Medical Institute has many imitators, but no equals."-Boston Herald. the shipping of general cargoes - both

Halifax on the way to Cape Breton, where their wedding trip will be spent. Mrs. Kelley was the recipient of many wedding gifts, some of which were very costly.



Songs of Praise

Ottawa, Jan. 20, 1899. I have used SURPRISE SOAP since I started house and find that it lasts longer and is better than other soap I have tried. J. Johnston.

J. Johnston. Fredericton, N.E., Dec. 15th, 1890. Having used SURPRISE SOAP for the past ten years. I find it the best scap that I have ever had in my house and would not use any other when I can get SURPRISE. Mrs. T. Heary Troup.

SURFRISE. AITS. 1. Hearly 1100p. St. Thomas, Ont. I have to wash for three brothers that work on the railroad, and SURFRISE SOAP is the only soap to use. We tried every other kind of soap, and I tell every-body why our overalls have such a good color. Maudie Logan.

Montreal, Can't get wife to use any other soap. Says SURPRISE is the best. Chas. C. Hughes,

SURPRISE is a pure hard SOAP.

SUDDEN DEATH

Of the Lord Chief Justice of

England

Baron Russell of Kellowen was Well

ed a Sergical Operation.

Known in St. John-Death Follow-

LONDON, Aug. 10.-Baron Russell of Killowen, Lord Chief Justice of

England, died this morning as the re-

LORD CHIEF JUSTICE RUSSELL.

The war office telegraphed the news of the chief justice's death to his. youngest son, Hon. Bertrand Joseph, who is a lieutenant of the Royal Artillery in South Africa. Hon. Charles Russell, another son of the deceased, is now in Canada.

The counts generally suspended busness today and the judges and other distinguished lawyers eulogized the deceased chief justice. The funeral of Lord Russell will

take place at Epsom on Tuesday next.

Charles Russell, P. C., G. C. M. G., Q. C., LL. D., Lord Chief Justice of England since 1894, and first Baron of Killowen, the son of Arthur Russell of Newry and Seafield House, Killowen, county Down, Ireland, was born at Newry in 1833 and was educated at Trinity College, Dublin. He began his professional career by practicing as a solicitor in Belfast; but, coming to England, he was called to the bar at Lincoln's Inn in 1859. He entered parliament in the liberal interest as member for Dundalk, which he represented from 1880 till 1885, and South Hackney in 1885-86, when he became attorney general in the Gladstone administration and was knighted. His powerful and eloquent speech before the Parnell commission was one of the most masterly orations of modern times. Baron Russell was counsel for the British claims during the Behring Sea commission in 1893; Lord of Appeal in Ordinary in 1894, in which latter year he was made a life peer.

OLDEST SOVEREIGN IN EUROPE.

The King of Denmark, who has just celebrated his eighty-second birthday, is the oldest sovereign in Europe, unless the Grand Duke of Luxemburg be taken into account. King Christian is rather more than a year older than her majesty Queen Victoria, who was 81 on the 24th of May. The Duke of Luxemburg was born on July 24, 1817. The queen, however, has been nearly sixty-three years on the throne, whereas the King of Denmark did not ascend the throne till 1863, the year in which his eldest daughter married the Prince of Wales. The King of the Belgians was 65 years old on April 9.

William Young of Hamilton, Ont., a baggageman on the T., H. and B. railway, died from the heat at Waterford while going to his train.

EWGILLETT CHICAGO FORONTO ONT For the MILLIONS

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