

CENTRAL R. R. ACCIDENT.

Coroner's Jury Declare that the Accident was Due to the Trestle Being in a Bad State of Decay.

And that it was Further Weakened by the Manner in Which Certain Repairs were Being Made at the Time of the Accident.

Pursuant to adjournment made on the 27th ultimo, enquiry was resumed by Coroner Lewis at Bellefleur Creek on Monday 11 o'clock a. m. as to the cause of the accident at Sargeon's bridge on the Central railway.

George A. Appleby was the first witness. His evidence was as follows: Have been engaged in bridge building for the last 20 years. am now engaged in putting in side tracks and freight shed in St. John at the I. C. R. terminus. I have built quite a number of bridges over New Brunswick and repaired quite a number. Have given that work my sole attention for nearly 20 years. am now engaged in putting in side tracks and freight shed in St. John at the I. C. R. terminus. I have built quite a number of bridges over New Brunswick and repaired quite a number.

W. B. Mackenzie was next sworn. My occupation is civil engineer, in the employ of the Intercolonial railway. I have been in the position of chief engineer for three years and in the employment twenty-eight years. In the position which I have occupied during these years I would have the bridges to examine as well as other duties, and as a matter of fact I have been examining bridges for a number of years on the I. C. R. I have seen some wooden bridges on the I. C. R. in former years. In the discharge of my duties I have examined the Sargeon bridge on the Central railway.

To Mr. McKewen—The ordinary life of these trestles depends upon the wood of which they are made. I do not remember the kind of wood. The ordinary life of a trestle is from eight to twelve years. I think the trestle was about six or seven years old when I examined it. I think it was built between '88 and '90. I examined it for the purpose of making a report. I do not know if any repairs were done on it since that time. I have not been at the scene of the accident. One would suppose from the description of the accident that the bents all fell forward. From the description it would seem as if the break commenced at the rear end and continued to the further end. From the description of the accident I think the most likely cause of the accident would be the lack of horizontal bracing.

To Mr. Barnhill—In speaking of the life of a bridge I am giving an outside limit. In my opinion the cause of the accident might be from insufficient bolting of the stringers and the horizontal bracing being off. The swaying forward of the bents would lead me to believe that it was some such cause as that described that would cause the accident.

Mr. Appleby—To Mr. McKewen: I was over the bridge some four or five years ago for the purpose of seeing if any repairs were necessary. I was doing other repairs on the road at that time. In my judgment there were no repairs necessary at that time. From the examination I made at that time I considered it safe for five or six years. I found the wood very good, except some little sap rot, which I attribute to cause any break. I attribute the accident to the side supports being off and the stringers not being bolted. On the south end of the bridge they had repaired three bents and used them in the same way—they were not braced or the stringers bolted. If the part that fell was in the same state, I would consider it ample cause for its collapsing. I think Emery Briggs built this bridge. Mr. Killam had the contract.

E. G. Evans was then sworn and said: My position on the Central railway is superintendent. I have been superintendent for ten years. I know the Sargeon bridge. That trestle was completed in 1890. I had nothing to do with the first building of it. Since I came on the road the system of bracing was materially increased, as to design and material. The work of the bracing was done in 1890 under my directions. I am sure the trestle was repaired in 1896 or '97—I think in '97. Additional stringers were placed on the bridge throughout the length of the bridge. They were one ply of "6x12" southern pine, new caps on the second story throughout the bridge. After the work was done, the government engineer inspected it. As far as I heard, he recommended no change in it. He did not inspect the bridge under my directions. It has never been reported to me as unsafe, nor so far as I have heard. Duncan never reported to me that the bridge was unsafe and I never heard of him reporting it to anyone. No one else had ever reported it unsafe. I would have no doubt in my own mind that there is absolutely no foundation for such a rumor. I never heard any rumor that the bridge was unsafe prior to the ac-

cident. I examined the bridge on the 12th day of May. I made a thorough examination. Every timber in the piling and second story and the stringers of the floor was examined by using the aster by cutting or sounding. The piling was examined particularly just above the ground. Where any doubt existed, it was examined beneath the ground, so far as it was necessary. The fact of making repairs to a bridge does not mean that it is unsafe, or that I thought it unsafe when I recommended repairs. It means that I wanted to keep the margin of safety up. In my opinion the margin of safety as near as I could judge would be from three to four times the working load. It is three or four times as strong as the load we could put on the bridge. The train and weights are as follows: One passenger car about 30,000 lbs. freight car about 24,000 lbs. car of coal about 24,000 lbs. engine and tender about 100,000 lbs. and a flat car about 23,000 lbs. I have a statement of loads carried previously. The greatest concentration would be the weight of the engine on the drivers, which would be distributed over twelve and a half feet. We have carried much greater loads over this trestle than on the day of the accident. The weight of the train would run up to about 945,000 lbs. With the engine and passenger and box cars, would run up to 500,000 lbs., but the greatest concentrated load on any span would be 60,000 lbs. The length of the train would not exceed 100 feet. The weight of the train would be 500,000 lbs. Mr. Gilliland to make the repairs. He is a bridge contractor. I have known him as a bridge contractor and carpenter for years. My arrangement with him was for him to take charge of the repairs on certain bridges as I may direct, to do all the work and to supply all the material excepting the lumber. He was to hire men and pay them, and see that they did the work properly, and I left the matter entirely in his hands so far as the detail work was concerned. I merely directed him to do all the work and to supply all the material excepting the lumber. He was to hire men and pay them, and see that they did the work properly, and I left the matter entirely in his hands so far as the detail work was concerned. I merely directed him to do all the work and to supply all the material excepting the lumber. He was to hire men and pay them, and see that they did the work properly, and I left the matter entirely in his hands so far as the detail work was concerned.

To Mr. McKewen—Mr. Gilliland has done some work for me previously. Mr. Beatty never did any work for me. I did not know Beatty at all until the accident occurred. I did not order the repairs because I considered the bridge unsafe at the time. I made this test on the 12th of May, 1900. I enumerated everything that I thought necessary to replace. Those are the enumerations in the letter addressed to Mr. Gilliland. The parts of the structure that I ordered replaced I considered would have to be renewed within a year. I could see no distortion of fibre in any stick that I tested. There was considerable sap rot and water soaking, but there was no distortion of fibre in any stick that I tested. The conditions that I observed would not render that part of the trestle weaker than the other.

To Mr. Barnhill—Mr. Gilliland was considered by me in the light of a contractor. He had full charge of the work. He was paid by the day. I have no objection to whatever report he made. He testified as follows: My occupation is contractor. I have been a bridge builder for 15 years. I know the Sargeon bridge. I repaired this bridge in 1896. I did all that I thought necessary to do about it. These were my reasons for doing whatever repairs were necessary. This was the time when the duplicate track stringers were put in. We allowed the old stringers to remain. I think this bridge was sufficient for the purposes for which it was intended. It was sufficiently strong in build and material. All the stringers having an appearance of decay at that time were renewed and new material put in. Hard pine and white pine and very little spruce was used. I have had considerable experience with bridges and timber. I have no doubt in my mind that the bridge was sufficient for the work at that time. It is not unusual to have trestle bridges 50 feet high.

To Mr. McKewen—I have not seen the trestle for the last two years. Have passed over it frequently since I made the repairs.

To Mr. Barnhill—My opinion is that the bridge should be good for at least 12 years. I say this is a safe limit.

Mr. Evans—To Mr. Barnhill—The statement that I have for May shows a total weight of loads, not including the engine and tender and passenger and freight car, and run from 151,000 lbs. to 342,000 lbs. These loads passed over in May, 1900, and are taken from the books. The gross weight, with load and tare would be about 492,000 lbs. I thought the bridge sufficiently strong. In my opinion from the evidence, the cause of the accident was the way the repairs were made.

After remarks by A. P. Barnhill, who appeared for the railway, and Hon. H. A. McKeown, who represented the crown, the jury returned the following verdict: (1) That the deceased, John A. Duncan, was killed on the 10th day of August, in the year aforesaid, at the parish of Springfield, in the county of Kings, while acting as engineer on the Central railway.

(2) That the death of deceased was due to the collapse of the Sargeon trestle (so called) while the regular train on the Central railway was passing over the said trestle.

(3) We further say that the collapse of said trestle was due to the trestle being allowed to pass into a bad state of decay, thereby rendering it of insufficient strength for the purposes for which it was used.

(4) We do further say that the workmen who were repairing the trestle at the time of the accident were guilty of negligence in not reporting the manner in which the repairs were being made at the time of the accident to the proper authorities; and further, that the Central Railway Company was guilty of gross negligence for allowing the trestle to pass into such a state of decay and also for allowing the manner in which the repairs were carried on.

In witness whereof the said coroner has subscribed his hand and affixed his seal, and the said jurors have subscribed their hands on the 10th day of September, A. D. 1900.

C. GRANT MURPHY, JESSE NORTHRUP, THOMAS FARMER, CHEBLEY BENSON, HOWARD FRETZE, R. BEVERLY HUGGARD, EDWARD NORTHRUP.

A. A. LEWIN, Coroner.

TORY PROSPECTS. The Liberal Montreal Witness Interviews Its Leaders. (Montreal Witness, Monday.) There was a look of resolution in the eye of Mr. McCaskill, the president of the Sir John Macdonald Club. Henry Dalby, the conservative organizer, was unwontedly buoyant and merry.

The leaders were in their midst, confident of victory. Sir Charles, looking well and strong, brought back from the east the most glowing reports. The Hon. Hugh John was perfectly certain that not a seat west of Lake Superior could be secured by the liberals.

The Windsor Hotel was the Mecca of conservative desire to-day. The hiring was there, and he who wanted to make a little "on the side" was the Highlander who desired the triumph of his principles, paid his respects to Sir Charles; the stream of visitors was constant.

Hugh John was to-day of "strength," said Mr. Dalby to-day, "in the great fight." He has not merely a great tone, but he has the lineaments of his great father. These will have their effect all over the country, and especially in this province, where Sir John is remembered with so much love and respect.

As to the prospects Mr. Dalby spoke in the most confident manner of the result. When he first took hold of the work of organizing it was pretty generally felt that little could be expected at this election, and that the only thing to do would be to take a beating like a gentleman. All this was changed, and the tone was one of settled conviction that the country would be carried by the conservatives with a splendid majority. This was his own conviction after a careful study of the whole field, including Quebec, which would give a surplus to the liberal party.

Mr. Macdonald was closeted for a long time this forenoon with the Hon. George E. Foster. Many were the callers, but all were denied while the palaver lasted.

'HUGH JOHN'S' OPINION. In conversation with a Witness representative, Mr. Macdonald rapidly glanced at the situation.

"You thought the whole thing out, Mr. Macdonald, before you took the step of relinquishing the premiership of Manitoba?"

"Yes; I certainly went over the ground pretty well."

"Did you size up the situation to your satisfaction?"

"Of course I cannot speak for the east, but I know the west pretty well, and I am confident that the liberals cannot carry a single seat west of Lake Superior."

RISK OF PLOUGHING IN SHELLS. The story of a young farmer in a disaffected district of South Africa, who recently ploughed up a parcel of Mauser rifles, ammunition and provisions, is very well, but it is to be hoped that his ploughshare does not happen one day to strike the percussion end of a "live" shell. A great surprise once fell upon a settler of the Walkato, in the sixties. He was leisurely ploughing his field one day, thinking of nothing in particular, when suddenly there came an unearthly bang that "knocked him silly" according to his own account at the time. When he came to, he saw pieces of the plough scattered about, with here and there a horse's leg or head, and he was only thankful that he had escaped with a whole skin himself. He sold the farm cheap to the first "new chum" who passed that way on the look out for land.—London Daily Chronicle.

Advertisements in THE SUN pay.

JAMES ROSS

An Old Resident of St. Martins is Hale and Hearty at 110 Years of Age.

The Sun presents to its readers to-day a picture of James Ross, of St. Martins, who in June celebrated his 110th birthday, and is still in good health. Mr. Ross lives at St. Martins, about a mile and a half east of the harbor. The photo from which this picture was reproduced was taken by J. R. McLean, at Hampton, Kings Co., in 1896.

James Ross was born on June 18th, 1790, at Port Maholmack, parish of Farbeach, Ross-shire, Scotland. When younger he was a blue-jacket in Her Majesty's navy, and was in the service at the time of the battle of Waterloo. After leaving the navy he came to St. John and drifted up-shore to Quaco, where he has since lived. He was a farmer and lumberman, and made a snug home for himself and family. He lives there now with his son Jacob, who is himself an old man, though the youngest of the family.

Another son is John Ross, of St. Martins, and the only surviving daughter is Mrs. W. H. Clark, of the same place. The late Mrs. Hector Casson, and the late Mrs. Beriah Wheelock were also daughters.

Mr. Ross was able to mow some grass this summer. His sight and hearing are still good. He talked of coming to the exhibition this fall, but could not persuade himself to risk his life on a railway train. He has never yet taken a ride in the cars. Mr. Ross has always used tobacco, and enjoys a glass of whiskey, though he never was what is styled "a drinking man." He is a man of medium size, and was always of exceptionally strong constitution, never having suffered any severe illness.

Four years ago the writer of this notice called on Mr. Ross at his residence, east of McComber's hill. The cottage where he was then living with his daughter was a long, low structure, built by the old man himself eighty years ago, when he had not reached middle age. The old father's qualities. He is tactful, considerate and persuasive to a degree. He has all the gentleness of his father, and not a little of his magnetism.

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white and serene enough. James Ross goes out to sea no more, and he found since found his buried spade guineas without the mineral rod, and mystic circles, and the silent midnight digging. The ceiling rolled out from the shore of his plough in broad daylight on his own hills. But that, as the modern writer says, is another story.

SUNDAY STREET CARS. Magistrate Ritchie Decides They Are Not Breaking the Law.

Magistrate Ritchie decided yesterday morning that Sunday street cars are allowable under the law. Robert Godfrey, a motorman, was reported for operating a street car on the Sabbath, conveying passengers therein. He appeared in court and was defended by H. H. McLean, Q. C.

Mr. McLean took the point that under Section 1 of the Sunday Observance Act to prevent conveying travellers or Her Majesty's mails on Sunday was excepted. He held that persons riding in the electric cars were travellers and not excursionists, as provided by Sec. 5 of the act. The point was made that travellers were persons going long distances. A "Sabbath day's journey" was a short distance.

The magistrate was amused at this argument, and asked how far it really was. Clerk Henderson and Dr. Quigley were referred to, but neither one seemed to know. So Clerk Henderson looked the matter up and found "a Sabbath day's journey" to be 2,000 paces or about three quarters of a mile.

In giving judgment His Honor dismissed the case, holding that street car passengers were travellers within the meaning of the act, and therefore conveyance of them exempt. His Honor devoted some caustic remarks as to the manner in which the Sunday observance law is being enforced.

PROFESSIONAL. DR. J. H. MORRISON, HAS RESUMED HIS PRACTICE. Eye, Ear, Nose and Throat Only. 163 GERMAIN STREET.

DR. J. COLLIS BROWNE'S CHLORODYNE THIS ILLUSTRATED LONDON NEWS, of Sept. 24, 1885, says: "I was asked which single medicine I should prefer to take abroad, and my reply was 'Chlorodyne.' It is more generally useful, the excision of all others, I should say, and it is a valuable remedy for all the ailments of a simple and safe nature, and is highly recommended."

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE GREAT SPECIFIC FOR DIARRHOEA, DYSENTERY, CHOLERA, CAUTION.—Genuine Chlorodyne is bottled in all the principal cities of the world. DR. J. COLLIS BROWNE, Sole Manufacturer, 17, Great Russell Street, London, W.C.

FOR SALE. The farm and lumber lands known as the Duncan Property, on German Brook, near Hardingville, in the Parish of St. Martins, St. John County, are hereby offered for sale. The house and outbuildings are in good repair and contain all conveniences. The meadow and upland are under excellent cultivation and cut upwards of 40 tons of hay. A fine orchard is included. The property contains about 600 acres, the greater part of which is in standing timber. Will be sold at a reasonable figure. For particulars apply on the premises, or to: BARRISTER-AT-LAW, A. McKEOWN, 1063

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A Delicious Tubbing and then refreshing sleep—there is nothing better for any baby. Always use the "Albert" BABY'S OWN SOAP and your child will have a fine complexion and never be troubled with skin diseases. The National Council of Women of Canada have recommended it as very suitable for nursery use. The Albert Toilet Soap Co., MONTREAL, Makers of the celebrated Albert Toilet Soap.