Accident was Due to the Trestle Being in a Bad State of Decay.

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It is

ness. His evidence was as follows: Have been engaged in bridge building | Have made an examination of the for the last 20 years. I am now engaged in putting in side tracks and of the side braces off. They were not freight shed in St. John at the I. C. R. terminus. I have built quite a them to come off. In the best of my number of bridges all over New Bruns- opinion the bridge was not properly wick and repaired quite a number. Have given that work my sole attention for nearly 20 years. I know the Sargeson bridge on the Central railway. Was over it about three weeks ago and made a careful examination. It is a good plan of a bridge. Before rotten. This would not be enough to the work of repairs commenced, I cause the bridge to collapse. Would think it was of ample strength to carry the trains. The worst feature I saw was that they had cut off the stringers and let them fall carelessly and broke the side braces in a great many places. The track stringers they had but in were not sufficiently bolted to the caps nor together. They were not side bolted. I found very few bolts in the ties. I judge what is down where the train went down by what I see in the part standing. All the piles that I saw broken were broken off above the ground, and were only sap rotten, but not sufficient to cause any break. If the break had occurred by reason of rotten structure the train would have gone right down and the bents would not have gone ahead with it. With the side braces off the bents the train would naturally throw them forward in the direction the train was going. If the side braces had been kept in proper shape there would have beer no break. In my opinion the accident was caused by lack of bolting and the braces being knocked off. I made a very careful examination. In my opinion the accident was caused by the way the repairs were being made. I know Thomas Gilliland, and have known him for years as a practical bridge builder. That is his reputation that he is a good practical bridge builder, and he has a good deal of work to do. I have seen other trestle bridges as high as this and higher. Have seen them eighty feet. strengthening was necessary at that I think I have not done any work on time I would have said so. There are this bridge. I am satisfied that the bridge before the repairs commenced It is not an uncommon thing to have was of sufficient strength to carry the trains. Sap ret would not materially affect the strength of the wood. The principal part of the piling was Princess pine and hacmatack, and was very little sap rotten. There were a few red pine which were quite rotten, but not sufficient to cause the accident. There were six piles in a bent, and if one were very rotten it would not materially weaken the bent. The stringers are generally the first to give out in a bridge. I made my examination since the accident. If the accident had been occasioned by rottenness in the work I would expect to find all the cars in a heap, and you would have found it in the structure too. The fact that the bents swayed forward as they did satisfies me that the

of sufficient strength to keep the bents

stringers not being connected.

bond of the bridge was broken by the

To A. P. Barnhill-The braces would have been sufficient had they not been

broken off. To the jury-If they butted two stringers on the same cap under the

same rail, it would be improper. Thomas Stratton was the next witness. He said: Mr. Beatty was in charge as foreman at the time of the accident. I had no charge any more than getting lumber for them. The ciently bolted. In my opinion, the Killam had the contract. bridge at the time just before repairs ined the bridge shortly after the accithing in the condition of the timbers

position over ten years. I know the it. He did not inspect the bridge un-

practical bridge builder.

Adjourned until 1.30 p. m.

dence here. amined the trestle was some time in June. I walked through the bottom of the trestle and examined the piling. Pursuant to adjournment made on I found them in very good condition; the 27th ultimo., enquiry was resumed some of the piling was a little sap rot-by Coroner Lewin at Belleisle Creek ten. I made no report to anybody on on Monday at 11 o'clock a. m. as to the condition of the bridge then. I the cause of the accident at Sargeson's | saw nothing in my opinion necessary to report. There were no stringers George A. Appleby was the first wit- broken down at that time. I have been at the scene of the accident. part that now stands. There are some off in June. Could not say what caused secured. Where the new and stringers were joined together they were not bolted. I was not at, the scene of the accident when it took place. I have not examined the broken timber particularly. They were sap not attribute the accident to any weakness in the trestle. The stringers not being boited, and the supports being removed or broken away, was in my judgment what caused the accident. (Stood aside).

> 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. There were some wooden bridges on the I. C. R. in former years. In the discharge of my duties I have examined the Sarge- would be caried on just as well as if son bridge on the Central railway. our own men did it. It was on the 22nd day of September. 1896. The bridge was a fairly substantial structure of ordinary design for wooden trestles. In my opinion it was then sufficient for the purposes for which it was intended. At that time it was safe enough as to structure and material. I made a careful examination of it at that time. I examined all the trestles on the road at the same time. At that time it was sufficient for the purposes for which it was used. I did not recommend any additional supports at that time. If I had considered that any further lots of trestles higher than this one.

trestles. To Mr. McKeown-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 of Princess pine and hacmatack should last 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 anything was 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 near end and continued to the further end. From the description of the accident I think the most likely To the jury-I think the braces were cause of the accident would be the lack of horizontal bracing.

Te 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 ties, 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. McKeown: I was over the bridge some four or man in charge of the repairs would five years ago for the purpose of seehave charge of the bridge for the ing if any repairs were necessary. time being. It was sap rot that I was doing other repairs on the road noticed on the timbers. That would at that time. In my judgment there not materially reduce the strength of were no repairs necessary at that time. the timber. I think, notwithstand- From the examination I made at that ing the sap rot, the timber was suffi- time I considered it safe for five or ciently strong for the purpose for six years. I found the wood very which it was intended. There were good, except some little sap rot, not some of the old stringers pretty rot- sufficient to cause any break. I atten, and in consequence of the condi- tribute the accident to the side suption of some of the stringers, hard ports being off and the stringers not pine stringers had been put in, leav- being bolted. On the south end of the ing the old stringers in their place, so bridge they had repaired three bents that there would be quite a lot of and used them in the same way-they rotten wood in these stringers. I were not braced or the stringers boltthink the bridge was weakened by the ed. If the part that fell was in the way the repairs were being made, by same state, I would consider it ample the knocking off of the side walings cause for its collapsing. I think and the work they did not being suffi- Emery Briggs built this bridge. Mr.

E. G. Evans was then sworn and were commenced, was safe. I exam- said: My position on the Central railway is superintendent. I have been I have since been there a great superintendent for ten years. I know I have not discovered any- the Sargeson bridge. That trestle was completed in 1890. I had nothing to which would account for the accident, do with the first building of it. Since except the repair work. I believe the I came on the road the system of accident was due to the manner in bracing was materially increased, as which the repairs were being made. I to design and material. The work of know Thomas Gillland. He has the the bracing was done in 1890 under my reputation of being an experienced and directions. I am sure the trestle was repaired in 1896 or '97-I think in '97. Additional stringers were placed in the The enquiry was resumed at 1.30 p. bridge throughout the length of the m., when William Jackson was sworn: bridge. They were one ply of "6 x 12" My occupation is section foreman of southern pine, new caps on the second the Central rallway. My duties are to story throughout the bridge. After look after the track, and have charge the work was done, the government of bridge beds and station and engineer inspected it. As far as I

Sargeson bridge. Before I came to der my directions. It has never been the Central railway I worked on the reported to me as unsafe, nor so far dent. I. C. R. as sectionman, I think, about as I have heard. Duncan never re-26 or 27 years, so that altogether I ported to me that the bridge was unhave been about 36 or 37 years in that safe and I never heard of him reportemployment. I have frequently exing to anyone. No one else had ever guilty of negligence in not sufficiently amined the part of the bridge under reported it unsafe. I would have no securing the new timbers as they Have examined it twice doubt in my own mind that there is placed them on the trestle. And that this year since the snow went off. All absolutely no foundation for such a the employes of the Central railroad the time I have been on the road I rumor. I never heard any rumor that who had charge of that section of have made examinations from time to the bridge was unsafe prior to the ac- railway over said trestle are also

CENTRAL R. R. ACCIDENT. time. I never noticed any depression cident. I examined the bridge on the in the bridge. Never noticed it out of 12th day of May. I made a thorough alignment. If it had been out of examination. Every timber in the alignment I would have noticed it. I piling and second story and the string-Coroner's Jury Declare that the never noticed any slack or anything ers of the floor was examined by using wrong with the top of the bridge. It the axe either by cutting or sounding. would have come within my duties to The piling was examined particularly have noticed this. My attention was just above the ground. Where any never called to it being out of align- doubt existed, it was examined bement, or there being any depression, neath the ground or so far as it was carried on. I have never heard it stated that it necessary. The fact of making re-was out of alignment, or there was pairs to a bridge does not mean that any depression, prior to the accident. it is unsafe, or that I thought it un-And that it was Further Weakened I do not think the bridge was out of safe when I recommended repairs. It alignment before the accident. I never means that I wanted to keep the marheard it before it was given in evi- gin of safety up. In my opinion the margin of safety as near as I could To Mr. McReown-The last time I ex- 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 concentrated load that could be on any one span 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 345,000 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 matter. I arranged with Thomas 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 W. B. Mackenzie was next sworn. lumber. He was to hire men and pay My occupation is civil engineer, in the 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 told him where to repair. I felt perfectly safe in leaving the matter to

> I felt perfectly safe that the work To Mr. McKeown-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 after 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 numerated everything that I thought necessary to replace. Those are the numerations 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 soakage, but there was no distortion of the fibre of the wood. The conditions that I observed would not

him. I had every confidence in him;

would not have engaged him unless I

had. At the time I engaged him I was

particular to enquire as to the class

of men that he had, and he told me

that he had a competent foreman, and

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.

render that part of the trestle weaker

James Barnes was the next witness. He testified as follows: My occupation is contractor. I have been a bridge builder for 15 years. I know the Sargeson bridge. I repaired this bridge in 1896. I did all that I thought necessary to do about it. These were my instructions to put on 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 parts having any 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

To Mr. McKeown-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 342,0000 lbs. These loads passed over in May, 1900, and are taken from cur 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 emarks 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. Dun-

can, 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 Sargeson trestle (so called) while the regular train on the Central railway was passing over the said trestle.

We further say that the col-(3) lapse 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. And that the trestle was further weakened prefreight houses. Have been in that heard, he recommended no change in vious to the accident owing to the manner in which certain repairs were being made at the time of the acci-

(4) We do further say that the workmen who were repairing the trestle at the time of the accident are

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 state of decay and also for allowing the manner in which the repairs were

In witness whereof the said corone 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, CHESLEY BENSON, HOWARD FREEZE. R. BEVERLY HUGGARD, EDWARD NORTHRUP.

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 throw off that saturnine air which has ex-finance minister, after being closeted with the Hon. Hugh John Macdonald, skipped about like a young man. Mr. Quinn is a little ponderous, but Mr. Quinn was elastic, and young, and joyous. Indeed, the faithful were in a state of much elation to-day.

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 lib erals.

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

Hugh Graham was closeted early with the conservative leader. Mr. Dalby, no doubt, discussed the plan of

campaign.

Sir Adolphe Caron dropped in without ceremony; Mr. McCaskill is the bosom friend of Sir Charles, and is. taken into the secret councils of the

Sir Charles Tupper brings the news from the east that New Brunswick. Nova Scotia and Prince Edward Island are solid for the party. He is confid net of victory. The people are with the conservative party. Tired of a government which has falsified every promise it made, the country will turn on Oct. 23 (or thereabouts) to that party which has developed the country, and the conservatives will be returned by a sweeping majority.

a name to conjure with. This was felt by Sir Charles Tupper, who pressed the Premier of Manitoba to come to his side in the great fight which is now about to commence all over the country. The son of the great conservative chieftain does not possess the love for politics which marked Sir John Macdonald, but he has many of his father's qualities. He is tactful, considerate and persuasive to a degree. He has all the geniality of his father, and not a little of his magnetism.

'Hugh John will be a tower of strength,' said Mr. Dalby to-day, 'in the coming fight. He has not merely a great name, 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 well be carried by the conservations splendid majority. This was his own conviction after a careful study of the whole field, including Quebec, which would give a surprise to the

iberal 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

Manitoba? "Yes: I certainly went over the ground pretty well." "Did you size up the situation to

step of relinquishing the premiership of

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 Waikato, the scene of our fiercest Maori war, in the sixties. He was leisurely ploughing his field one day, thinkng 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 today 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.,

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 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. Mar-Hon. George Foster does not easily tins, and the only surviving daughter is Mrs. W. H. Clark, of the same place. become habitual to nim, but even the 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



JAMES ROSS, 110 YEARS OLD.

coming to the exhibition this fail, but could not persuade himsen 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 drop of whiskey, though he never was what is styled "a drinking man." He is a man of medium size, and was always of exceptionally tution, 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 Highlander was sitting at the window overlooking the bay. "I shall be one hundred and six years old on my next birthday," said the old man. He had no documentary proof of his age, but one thing strongly fixed in his mind was the fact that he was twenty-five years old when the battle of Waterloo was fought.

Mr. Ross was slightly hard of hearing, and his memory of events in recent history wavered. Speaking of his early days he said he used to walk from his home to the town of Tain and back in a day. Inverness town was twenty-five miles farther, and he sometimes walked thither. He described the appearance of the Bay of Cromarty, and told how the water shone, and of an old, old lighthouse not far away. He remembered deep fissures among the hills where the snow remained far into the summer, because the sun could not get at it.

Mr. Ross told a story that belonged to a town near his home. A man there was convicted and hanged for a murder. He denied his guilt, and said his innocence would be proved when he was dead by the coming of a flock of pigeons which would circle round his body. Sure enough the pigeons to-day for these books. They are the came. Then immediately there rose a great storm, with thunder and lightning, and all the people were terrified, and the judge said that never again would a man be hanged by his orders in that place.

Mr. Ross voted in 1891. He was not well on election day in 1896, but when seen that autumn he said he hoped to be able to go to the polls at the next election. Mr. Ross spoke chiefly Gaelic when he came to this country. Now he speaks English from choice, but he has not forgotten his native tongue. On the visit mentioned, the writer induced him to talk a little Gaelic, and to sing a little melody in that charming language. The weird strain was apparently a devout hymn Mr. Ross translated, a reference to the devil in it. There is no total abstinence lesson in Mr. Ross's long life. He likes a drop of whiskey still, but he has always been moderate in his draughts. He has not found that tobacco interferes with his comfort, or cuts short his days, except that he finds the days long when he does not have his smoke. Some attempt to verify Mr. Ross's dates was made after this visit. Letters were written to the pastor of the church and to the postmaster of his native place. The answers were not conclusive. The clergyman said there

record of the birth or baptism of Mr. Ross. He had no doubt that the man was right about his age, as similar instances of longevity had occurred among the natives of that parish. So he sits there looking out over the headland on the waters of the bay to "Isle Holt," which his eyes are still clear enough to see on a fine day, remembering many a search there for Captain Kidd's treasure, and many a

story of wreck and danger on the

ledges over which the water rolls

was no parish register, and no official

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

SUNDAY STREET CARS, Magistrate Ritchie Decides They Ard

Not Breaking the Law. Magistrate Ritchie decided yesterday norning 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 heid that persons riding in the electric cars were travellers and not excursionists, as provided by Sec. was a farmer and lumberman, and 5 of the act. The point was made that made a snug home for himself and 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 ooked the matter up and found "a Sabbath day's journey" to be 2,000 paces or about three cuarters 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 censuring remarks as to the manner in which the Sunday, observance law is being enforced.

PROFESSIONAL.

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FOR SALE.

The farm and lumber lands known as the Duncan Property, on Germain 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 out-A fine orchard is included. The proposer contains about 600 acres, the greater part of which is in standing timber. Will be sold at a reasonable figure. F

H. A. McKEOWN, Barrister-at-Dew, St. John, N. B.

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