

A ST. JOHN MAN DROWNED AT GAGETOWN YESTERDAY

George Cooke Knocked Into the Water by the Boom of the Yacht Myrtle--Gallant Effort Made to Save Him by George Edwards.

News of a sad drowning accident at Fox's Wharf at Lower Gagetown reached the city yesterday afternoon when it was learned that George Cooke, a bright young man of twenty years of age, son of Mrs. Esther Cooke of 18 Elm street, had gone to a watery grave. He was knocked into the water from the yacht Myrtle and never rose, though a brave attempt was made by a companion to rescue him.

In company with T. Herbert Edwards, a fellow clerk in Brock & Patterson's, and George Vaughan, of Vassie & Co.'s, the young man left the city on Saturday evening on the yacht Myrtle, leased from E. N. Harrington. The boys were going on a two weeks' vacation and thoroughly enjoyed the delightful sail up the river. Nothing occurred to mar the pleasure until the Myrtle was off Fox's wharf at Lower Gagetown. She was slipping along quietly when suddenly the boom swung around and Mr. Cooke was knocked into the river.

It seems he was unable to swim and Mr. Edwards quickly plunged in to save his friend. Cooke grasped him frantically and both went to the bottom. Edwards sought to free himself and at the same time to help his friend but, becoming exhausted, was obliged to break away and strike out for the yacht.

Cooke did not come up again and all effort to save him seemed useless. The yacht drifted ashore and the young men, their pleasure jaunt suddenly transferred into a tragic journey, the memory of which will always be with them, sought means of finding the body.

The yachts of the R. K. Y. C. fleet, including the Scionda, had already gone past and it was thought best to overtake them and secure tackle for the recovering of the body.

The accident had been seen by people on the wharf, and the young men were supplied with a team. They reached Gagetown only to find the yacht across the river and they at last overtook them at Jemseg.

FOREST FIRES DOING MUCH DAMAGE ALL OVER CANADA

Much Damage Reported in Quebec and All Along the Line of the I. C. R.--St. Stephen Cemetery Threatened--South Bay People Have Anxious Time.

A fire that is supposed to have been started by some careless fishermen in the vicinity of Ludgate Lake, to the west of Spruce Lake, last Monday, has been burning ever since. Friday and Saturday's south west winds have been blowing the flames towards South Bay and Grand Bay. Reports received last night indicated that the fire had died down considerably.

There was genuine complaint yesterday that nothing had been done to prevent the spread of the fire, notwithstanding that it had been burning all week and that, under the influence of the wind, there was no saying what property loss would be entailed.

Yesterday morning at 8 o'clock James Lowell, M.P., and fifteen of the residents of South Bay left there in a team to fight the fire. At that time, Mr. Lowell said, it had burnt across the rear of the lots owned by Edward Logue, James Logue, John Crane and Luther Jordan, besides some of Mr. Lowell's own land and some owned by the Acacia Lumber Co. Mr. Lowell said the land burned over so far was mostly bush with a light growth of wood. He has about 10,000 feet of logs yarded in a place about a quarter of a mile from where the fire is.

The fire fighters of South Bay, by dint of hard work, succeeded in keeping the flames from crossing what is known as the back road. Had it crossed that, Mr. Lowell says, it would have got into the Ingledwood property in which case no one could tell where it would stop. As it is, he added, it depends entirely on the wind whether Grand Bay and South Bay will be endangered. The residents of South Bay will also turn out again this morning to fight the fire.

J. E. Dean, of Musquash, the now fire warden, was communicated with last night. He said he had only returned from York county on Saturday. It is his intention to start for the scene of the fire this morning and he will investigate it.

All day Saturday heavy clouds of smoke rolled near Fairville, Millidgeville, the river and the hills beyond. At times the smoke was so dense that the banks of the river were obscured.

Fires At St. Stephen

St. Stephen, July 12.--A forest fire has raged for two days just back of the town and has caused great anxiety, as it is very close to the cemetery, the pride of all the people. Smoke and cinders, too, are carried into the town though at this time the danger is a little lessened because of the wind subsiding. Many men are at work and teams are hauling water from the nearest hydrant, about a mile away.

Fires In Quebec

Levis, Que., July 12.--Forest fires are raging on the Drummond section of the Intercolonial and great damage has been done. Small villages are reported wiped out and the I.C.R. lost about fifty box cars on sidings at Carmel and Davelyville, in addition to stations and freight sheds being burned.

The fire started in the vicinity of Carmel Saturday and up to late tonight was still sweeping through the woods, burning everything in its path. Only meagre details are available, owing to the wires being down.

Carmel station and freight shed, Boullard's mill and the whole village of Davelyville, station and freight shed and a large quantity of freight are destroyed. In the vicinity, thirty houses were burned on the east and west side of the river.

The I.C.R. is running trains through to Montreal via the Grand Trunk, as it is impossible to pass through the burning district. Small bridges and sleepers are being destroyed. Maritime express and

GRAHAM DISPUTES BORDEN'S ESTIMATE OF COST OF G. T. P.

He Says the Country Will Only Have to Pay Interest on \$40,000,000--He Believes the Road Will be a Paying Venture From the Start.

Ottawa, July 12.--The house worked from 11 o'clock Saturday forenoon till ten minutes of midnight. In that time they had passed the balance of the main estimates as well as a considerable portion of the supplementaries for the department of railways and canals.

On the item of \$100,000 for surveys of the Hudson Bay Railway the minister of railways assured the house that this road would be built. Whether the government would build the road itself or give it to a company to build would depend upon the result of the survey. The government had not as yet reached any definite conclusion on that point.

Hon. G. P. Graham, minister of railways, made a statement in reply to Mr. Borden as to the cost of the Transcontinental Railway to the people of Canada. Mr. Borden had figured that the cash outlay would be \$191,385,823 with an additional outlay in the bond guarantee of \$88,048,000. Some of these figures were accepted by the minister but he argued that as all we would have to pay would be the interest on the interest, the whole outlay would be in the neighborhood of \$1,000,000 a year.

Mr. Graham was somewhat severe on the newspapers which represented the cost at \$200,000,000 and insisted that Mr. Borden's statement did not lead to such a conclusion.

His final words were a burst of patriotism. He said no country could be built up by pessimists. If we had no faith in the country we ought to get out of the country or out of parliament.

These are the figures accepted by Mr. Graham as the cost of the railway to Canada:--

Construction, Montreal to Winnipeg.....\$14,233,765  
Interest during construction.....10,009,464  
Seven years' interest after completion.....26,124,670  
Cost of terminals.....3,900,000

The interest for three years additional during which no rent is collectable unless earnings are sufficient, was struck from the computation because Mr. Graham thought the road would pay from the first.

This cuts Mr. Borden's estimates down \$11,962,293. The Quebec bridge, although an integral part of the railway, is also stricken out, and the cost of the terminals cut down. Altogether the minister struck \$67,000,000 from the Borden estimate. He had no quarrel with the figures of Mr. Borden, that the total cost of construction from Winnipeg to Montreal would be \$114,383,765.

The minister of railways claimed that all the burden that would be on the people of Canada for the eastern section was \$26,859,000, the interest on the cost of the road for seven years. Last year's surplus would wipe that out entirely. Including the mountain section, the interest charges in seven years will be \$38,163,983, which at 3 per cent. amounts to \$1,144,919 a year.

Mr. Borden, replying, showed that while the minister of railways was severe upon the newspapers whose headlines placed the cost of the eastern section at \$200,000,000 he would show him a liberal campaign pamphlet which stated it would cost only \$18,000,000.

Accepting the minister's own figures, however, the cost for the eastern section would be \$155,119,745. But as the Quebec bridge was an essential part of the system its cost, \$14,425,238, should be added. It would have to be paid as well as the interest for the additional three years on the cost of the eastern section, an amount totaling \$11,000,000, which the G. T. P. need not pay and would not pay, as there was no probability of the road making money for the first ten years.

The minister could not correctly assume that the additional cost on construction, as compared with the original estimate, was wholly due to the enhanced quality of money for the first ten years.

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LIQUOR RAID AT CALAIS

\$6,000 Worth of Liquor Seized--Six Barrooms Cleaned Out.

St. Stephen, N. B., July 12.--A Sturgeis deputy, Albert French, with a number of assistants, dropped into Calais very unexpectedly Saturday and made concerted attacks upon six barrooms in that city. Liquor was found in every place and carted away together with slot machines, beer pumps and all the equipment. The loot is said to have amounted to over \$6,000.

The people found in charge are out on the court. They have been immune from such raids for some time and feel very sore towards French who time and time again has been formerly on the Calais police force.

The OAK HALL ANNUAL JULY SALE Of Men's, Young Men's and Boys' Summer Clothing and Furnishings THE GREAT MONEY-SAVING CHANCE OF THE YEAR

From the standpoint of quality, variety and value this sale surpasses any previous midsummer sale. To fully appreciate what this sale means you must bear in mind that as makers of clothing OUR REGULAR PRICES ARE ALWAYS LOWER THAN THOSE OF ANY OTHER STORE. We save the middleman's profits and so do our customers. So in buying at this sale YOU REALLY SAVE HALF OR MORE. No clothes are better made and none can give more satisfactory service. And remember this is not a sale of odds and ends, but our whole stock--there are full assortments of sizes in almost everything. Every man and young man, short or tall, stout or slim, and all boys as well can be fitted.

HERE ARE SOME PRICE HINTS Men's Furnishings EXTRAORDINARY BARGAINS UNDERWEAR AND SHIRTS NIGHT SHIRTS SWEATERS HOSIERY COLLARS AND CUFFS NECKWEAR STRAW AND FELT HATS BOYS' TWO-PIECE SUITS BOYS' THREE-PIECE SUITS SPECIAL IN NORFOLK SUITS YOUNG MEN'S SUITS--LONG TROUSERS BOYS' WASHABLE SUITS GIRLS' TAILOR MADE COATS CHILDREN'S AND BOYS' HATS BOYS' FURNISHINGS

It's up to you to make the most of this great money-saving chance, and you'll regret it if you don't. Keeping in mind that we are manufacturers you can see that the savings are really very much bigger than appears on the surface. Why, there isn't a retailer anywhere who wouldn't be glad to buy our clothing at the prices we're selling it direct to you for during this sale. And better looking, more stylish, better tailored or better wearing clothing can't be had.

No goods on approval during this sale. Everything we sell goes out with the distinct understanding that if in any way it is not satisfactory you can bring it back and get your money. STORE CLOSED ALL DAY WEDNESDAY so we can be better prepared to serve you promptly when you come on the opening day.

Sale Starts Thursday, July 16th, and Ends Saturday, July 25th. Nine Days of Wonderful Bargain Opportunities

OAK HALL, - SCOTCH BROS., LIMITED, St. John, N.B.