

LIFE CRUSHED OUT BY HEAVY BALLAST TRAIN

Bottom of collapsible Car on which he was riding opened, and foreigner fell under train.

Special to The Standard.

Woodstock, N. B., July 11.—On Saturday Mr. McDonald of Kennedy and McDonald notified Coroner Laidlaw of an accident on the Valley Railway which resulted in the death of an Italian named Louis Prilletti, about 24 years of age near Temple's Ferry below Meductic.

An inquest was held near the scene of the accident, Rev. C. N. Barton was foreman and after hearing the evidence a verdict of accidental death was returned with no blame attached to the railway contractors. The man was working on the ballast train, the cars being the kind that open in the bottom, the workmen are forbidden to ride on the loaded cars as there is danger of them unhooking from the engine. In this case the man was riding on the loaded car, the bottom of which opened allowing him to go through. The train was being backed toward Meductic and seven cars and the engine passed over him literally tearing him in pieces as the body was scattered about sixty yards along the line of railway.

DEFENCE GIVES FIGURES OF CONSTRUCTION COST

(Continued from page 1)

Summary of Cost as Given by Defense

The following is a summary of the cost of construction as submitted by the defense:

Preliminary survey	\$ 700.00
Location survey	1,800.00
Engineering, Jas. McLean and assistants	600.00
Additional engineering account	3,750.54
Total	\$5,850.54

Right of way

Wm. MacDonald and Sons

account

Wm. MacDonald and Sons

settlement

1,631.06

C. P. R. account (materials, rental, etc.)

C. P. R. on taking over railway

C. P. R. freight account

Claude and John McDonald

account

6,622.82

Material and incidentals for bridges

Not including C. P. R. account

1,738.16

Do for turntable and roundhouse

Do for station at Otis

Do for station at Pinder

Do for snow fence

Materials for water tank

23,711 sleepers at 40c.

Telephone line 12.7 miles

at 22c

Five ton of drift bolts at 50c.

Sixty lumber in cribs at \$13.00

Twelve set switch ties at \$30.00

One velocipede

74,550 feet of cedar (culverts at \$15.00)

16,471 feet spruce deal in crossings at \$18.00

Twelve cattle guards at \$20.00

Ernest Sharp, fencing at 40c.

Concrete bridge foundations, etc.

4,164.00

Matt Allan (laying pipe)

Wm. Quize excavating round house and ditching

Quebec and St. John Construction Co. for pipe and coupling

2,200 fence posts at 10c.

Thomas and Alex Trail, crib work

Fifty-six gates at \$4.00

Amount of monthly pay rolls and miscellaneous

Payments as per statement \$56,581.68

Dunbar's account miscellaneous

177.48

Wm. Munroe, cutting right of way, 24-acre

Ernest Stairs, cutting right of way, 10 acre at \$26.00

John Murray, cutting right of way (141-2 acre at \$26)

George Munroe, cutting right of way

David Munroe, cutting right of way

Replacing bridge at Nackawick

Temporary water tank near Southampton Junction

Paints and painting bridges

Coal sheds

1,056 feet spruce deal for platform at Culliton

Russian time for January and February 13

Omitted above

Office rent for engineers

Paper stationery and other materials for engineers

Ernest Sharp, right of way for water

Interest on bonds

Interest on bank advances

Legal expenses

Superintendence

May Change Aspect of Whole Case.

Just before the noon adjournment Commissioner Pringle said: "The defense has filed a statement showing the cost of the road to be \$240,000, or \$250,000. If this is proved it will place Mr. Pinder in a different light than he is now. At present it seems to be a horrible mess. These figures cannot be accepted unless they are proved. I will stay here long enough to get to the bottom of the matter. I will do my duty."

During the noon adjournment Com-

missioner Pringle examined some of the accounts of the company at the local branch of the Bank of Nova Scotia.

George Pinder was again called to the stand when the inquiry resumed in the afternoon. Mr. Teed continued the examination of the witness.

"Where is Percy Simmons, the engineer who succeeded D. W. Brown?" said Mr. Pringle. "Have him here Monday."

C. D. Richards for the defense stated that Mr. Simmons was served with a subpoena but that not attended court. The missing witness lives twelve miles outside of Woodstock.

To Commissioner Pringle witness said all the gates were now in place. This was done since the engineers made their inspection.

Mr. Carter objected to the statement going into evidence until the actual date of commencement of operation was determined.

Mr. Teed had a letter from the C. P. R. showing that the company at the local branch of the Bank of Nova Scotia, but Mr. Carter wanted to know if the Southampton company had received money from traffic before the line was taken over.

Mr. Pringle pointed out that as the company had no books this was almost impossible.

To Mr. Teed witness said trains had been operating before the transfer, that is when it was found convenient to run them. They had shipped lumber to the United States. Witness said the mill was rebuilt last summer.

Commissioner Pringle here took objection to Mr. Teed's mode of introducing his evidence, intimating that the defense should hire an expert engineer, but he was not going to shut the door.

Mr. Carter wanted to know how the defense was going to prove the cost without books.

Mr. Teed then respectfully asked the commissioner to judge the case on the actual amount of money paid out by Mr. Pinder.

Mr. Pringle said this was difficult as the estimate of the expert engineers appeared fully reliable.

Mr. Pringle asked the witness if he had any way of ascertaining the cost of coal, an item of \$3,673.57 over which there was much argument. Also if he could separate the coal freight bill from other accounts. Witness could not, but was sure freight hauled for his father or himself was not charged in.

Handed Over to C. P. R. Dec. 1, Last.

Mr. Carter commenced the cross examination at four o'clock. Witness said the road was handed over to the C. P. R. on December first, 1913.

Mr. Carter closely questioned witness regarding the operation of the line, but received little information owing to the fact that an account was not kept.

Mr. Pinder Tells of Building the Road.

Interest picked up when J. K. Pinder was called to the stand. He built the Southampton railway under arrangement with the company. He received provincial and Dominion aid. The line was to be leased to the C. P. R. for 90 years. The C. P. R. was to pay 40 per cent. of the gross earnings to the provincial government to pay for the bonds. Provincial assistance was given to the extent of \$155,000. The discount amounted to \$12,185. Leaving \$142,815. Federal aid of \$81,250 was also received, making a total of \$224,065.

The construction of the line was commenced during August, 1911. Main contractors were Wm. McDonald and Son, and Claude McDonald.

After the second contract was let the Valley Railway was started and Wm. McDonald & Son took a contract. This caused much trouble, and Mr. Pinder took it over in October, 1912.

His own look-out station. He handled the financial end.

Witness secured the engine, cars and steam shovel. In the fall of 1912, about one mile of the second contract was not finished and two miles on the upper end was hardly touched.

Witness said he was sure there was a lot of hard part despite the statements of the engineers. He knew of one big cut and several other places made by train and necessitated the using of much material. The McDonalds put several culverts in that had to be replaced. This firm did much of the track laying, but in differently.

It had to be gone over after they left.

C. P. R. Inspectors visited the line from time to time. He tried to have the line ready by July 1st, 1913, but was held back by bridge washouts.

C. P. R. Officials' Opinion of Cost.

In August, 1913, C. P. R. officials made inspection and told witness it would cost over \$300 a mile to trim the road and make it ready for service.

When the C. P. R. took the line over, December 1st, 1912, there was some fencing and buildings still to erect. The C. P. R. did this and Mr. Pinder paid it. He was to give them \$720 for improving the track and \$900 more to build the coal sheds. He had to furnish 1,500 ties to make up deficiencies. The first C. P. R. agreement was lost and this accounted for the difference in dates. He had a second agreement. James McLean conducted the preliminary and local survey. D. W. Brown was next, and was followed by Percy Simmons. Mr. Brown was still chief engineer. He visited the line about once a month.

Mr. Pinder went over the cost of the line by item and explained each to the commissioner.

On the matter of the work done on the Wm. McDonald & Son contract after September 1st, 1912, Mr. Pringle wanted an explanation of the difference between \$69,674.56 on Mr. Pinder's statement and the \$58,000 in the estimate. Mr. Pinder said it was probably made up in force account.

Court adjourned at six o'clock to resume at nine Monday morning.

House wiring, Knox Electric Co., 36 Dock street, Main 873.

Violin Tuition

MR. SILAS CASSON

(Solo Violinist)

Will receive beginners and advanced pupils at his studio, McLaughlin's building, Union street, St. John, N. B.

For terms, apply 46 St. James street.

MENACE OF WAR IS STILL HANGING OVER IRELAND



NATIONALIST VOLUNTEERS IN ULSTER.

With every week of suspense in the settlement of the future government of Ireland the menace of the military preparations by the Ulster and the home rule volunteers increases. The present tendency among the volunteers of the south is to accept leadership by the nationalist party, which Mr. John Redmond offered them. Thus, led, there would be a clear division of home rule and anti-home rule men into hostile armed camps. The very dangers of a bitter civil war which such a prospect presents furnish the best safeguard for peace.

The most interesting developments are the project, hitherto unpublished, of the Orangemen, under Sir Edward Carson, for taking charge of affairs if a provisional government is set up and the fact that the commercial men of Belfast have used their influence in Ulster councils to postpone radical action until a home rule parliament has been established in Dublin. The great question which confronts the nationalist volunteers is how far their American sympathizers are likely to come forward with funds for their arms and equipment.

legislation in any direction in which he could be of service.

Commissioner Wigmore, in response to calls spoke briefly. Referring to Mr. Baxter the commissioner said he had been associated with him in civic politics and had always found him to be a man of his word. He was sure that any promises made by Mr. Baxter would be kept.

Mr. J. B. M. Baxter, M. L. A.

Councillor Bryant and Councillor Golding also spoke briefly after which the chairman called upon J. B. M. Baxter. Mr. Baxter said he was glad to have the opportunity of speaking to his friends. He felt particularly grateful to the people of Lorneville for the support they had always given him when called upon and he hoped the opportunity would come when he could repay their kindness. Like Mr. Hazen he believed that a representative of a constituency should not devote his efforts entirely to those who had supported him but should be the representative of the whole community. Frequently he had had communications from the people of Lorneville in regard to matters affecting their interests which came within the province of the Minister of Marine and Fisheries. He desired to acknowledge the courtesy Mr. Hazen had always displayed in dealing with those matters. There was little need to dilate upon Mr. Hazen's good works for the evidence of his interest was to be found on every hand. The development was not confined to Lorneville but in St. John where great harbor works were under way; the work now going on was greater than at any previous time. In the local house, too, he felt the constituency had been severe under way; the work now going on was greater than at any previous time. The speaker and his colleague, Mr.

Trout Hatchery at Silver Falls

Something had also been done in the way of distributing young trout. This year, from the Silver Falls hatchery 250,000 young trout had been distributed among the waters of New Brunswick and this would also be carried on in the future. The idea was to restock the streams of the province with good salmon fish and to establish those waters as fishing resorts which would attract the fisherman and sportsman from other parts of the country. The business which should prove most profitable to the province. In Loch Lomond 75,000 trout had been placed and the department had been asked to provide for the restocking of private fishing waters for fish. They could be obtained for a price upon payment of the cost of shipment.

He then referred to the shad fishery which was limited to this district. The shad had been decreasing and he had tried to do something to increase the number of artificial propagation of shad as well as salmon and trout. A float hatchery had been established last year. The Kennebecs and last year they got 600,000 fry from that river. This year they had been more successful and had secured 1,250,000 eggs. As yet, however, the shad hatchery was in the experimental stage. Efforts were also being made in the way of establishing lobster hatcheries on a successful basis. The lobster fishing had rapidly increased during the past few years and the reports of the inspectors in that department of the service were to the effect that there should be the strictest enforcement of the law.

Bay off Fundy Salmon Leads Them All

Mr. Hazen then described his trip to the Bay of Fundy and the Yukon of last year and told of the great salmon fishing industry on the Fraser and other rivers. The salmon there were used almost entirely for canning and while they possessed the pink flesh especially desirable for the canned product they were not as good for table use as the salmon of the Bay of Fundy, the finest flavored salmon in the world. In conclusion the speaker briefly referred to the work being done by the department in the way of hydrographic survey, tidal surveys, biological work, meteorological work, the deepening of the St. Lawrence channel and the work in harbors under commission. He wanted to impress on his hearers that he aimed to be the representative of all the people irrespective of their politics, for he believed a man elected to parliament should regard himself in that light. While the duties of his department made great claims upon his attention and time there was no request the people could make to him that he would not be pleased to give his very best personal attention. Mr. Hazen was loudly applauded at the conclusion of his address.

The chairman then called upon Mr. J. B. Carson, M. L. A. who spoke briefly of his interest in the local

Carson, had succeeded in getting a reasonable share of road money and he felt good results had been obtained from its expenditure and the roads were consequently much improved. He felt that he should express his appreciation of the moderation with which the people of Lorneville had made requests of the provincial representatives and consequently it was a pleasure to do everything in his power for them.

Brief addresses by W. B. Tennant, Samuel Ferguson and Austin Galbraith brought an excellent meeting to a close. After the singing of the National Anthem the large audience rose with three hearty cheers for Hon. Mr. Hazen and the local representatives.

HAAG'S CIRCUS WILL SHOW HERE TODAY

Free Street Parade and other attractions arranged for St. John people.

The Haag Circus arrived in the city from Hampton yesterday and pitched its tents on the Shamrock Grounds, where two shows will be given today. The circus has about two hundred people and about thirty cars are necessary to transport the different features. Reports from places where the circus has shown indicate an entertainment much above the average. The people are well trained and the whole performance goes with a swing that brings out every detail in its proper relief.

The circus has a fine collection of horses and other animals. The horses in particular made a good showing and the papers in different places the show has visited made particular mention of their well groomed appearance. At Hampton on Saturday the circus was given a great reception and people from all parts of the surrounding country came in to see the performance. Both afternoon and evening the circus played to capacity houses and the general verdict was that the show was in a class of its own. The different performers were experts in their lines and the spectators were delighted with the different turns.

The circus troupe will give a free street parade this morning starting from the Shamrock Grounds at ten o'clock. The route will be down Main to Mill, through Mill and Dock to King, along Charlotte to Union and down Brussels to Haymarket Square thence through City Road, Wall street and Paradise Row back to the grounds. A free show will be given immediately after the parade and the big tent will be thrown open at one o'clock. The first performance will be started at two o'clock. In the evening the tent will be open at seven o'clock and the performance will start at eight o'clock.

THE OPPONENTS OF VACCINATION ARE LOSING GROUND

Berlin, July 12.—The anti-vaccinationists are about to lose their strongest argument. Their most telling objection against vaccination has long been that it was impossible to get absolutely pure vaccine matter; notwithstanding the greatest precautions, like the use of calves kept under specially

At 5 o'clock, 3.45, 7 in the Evening and 9 o'clock.

IMPERIAL THEATRE

MONDAY, TUESDAY AND WEDNESDAY THIS WEEK

"THE SQUAW MAN"

By Edwin Milton Royle

SIX-ACT PLAY

Featuring the Well-Known Leading Man

MR. DUSTIN FARNUM

A SPECTACULAR PLAY IN SIX PARTS, telling the unusual story of a British Army officer, who to save his brother, an Earl, from disgrace in money matters assumes the guilt and ships to America. He locates in the West and becomes a rancher of the cowboy type. He marries an Indian girl who twice saved his life and they live very happily with their little son. The erring Earl while climbing the ladder of his death, confessing the truth during his last moments. A search is instituted for the heroic brother and he is found in the Indian wife and child who complete matters. However, the cowboy-husband is faithful to the last, though a stirring chapter of unexpected incidents clears the atmosphere of all its uncertainties. The story abounds in emotional heart-interest—it is a perfectly natural portrayal of which might easily have actually occurred. Mr. Farnum is never stagey, his work carrying deep conviction in every act by its simplicity and its naturalness.

INTIMATE GLIMPSES OF ARMY SOCIAL LIFE IN ENGLAND; OF SWITZERLAND, THE ROLLING PRAIRIE AND NEW YORK'S GREAT WHITE WAY.

HOLMES & EUCHANAN WILL SING "Where Is the Boy of Yesterday?" "Do You Remember?"—With Hesitation.

IMPERIAL'S FESTIVAL ORCHESTRA BOX SEATS RESERVED ON PHONE.

Buahan's RE-SEAL SCOTCH WHISKY

At All Good Dealers, Clubs and Cafes

40 Years a Public Favorite

353

Creaming the Milk.

There are three methods of obtaining cream from milk—shallow pan

We Make the

If you are having SALE, Fire, Bargain come and get a quick SIGN on cotton signs :: ::

H. L. & J. T. M. House and t. Phone 697

I am now in a position Winter and Summer At a Very

The price for a six room semi-detached house is \$1,350.00, and the price for the same style, I now have plans and specifications for cottages, prices ranging from \$425 to \$1,000. I also do repair work, if you call and I will call and quote you a price.

H. B. W. GENERAL Office Phone Main 1908.

EVERYTHING IN WOOD HOME B

Rough Lumber Get quotations and THE CHRISTIE WOOD 99 ERIN

STRUCTURE And Build

Including Cast Iron Columns, girders, and all other castings. We carry a large stock of Angles, Tees, Channels, I-beams, etc.

HEAVY REPAIR Estimates furnished

ESTABLISHED JAMES FLEMING Phoenix Foundry

HOME BUTTER IN SUMMER

Notwithstanding the wonderful development of the Creamery Industry in Canada, there is probably as much or more butter made on farms than in any other country. Scarcely a farm where cows are kept that does not turn out some butter at some time of the year. Even in creamery districts, butter will be made from time to time.

Not long ago one of our correspondents called attention to the fact that the cream-hauler had failed to call at the time he was expected, and they churned the cream on the farm, and made more butter than the creamery would have given them credit for. He asked for an explanation of this fact. We said, it was probably due to the fact that overrun had not been considered; or the butter may have contained an excessive amount of moisture. Many creamerymen report to patrons in lbs. of butter, fat, whereas the patron weighs butter, which contains from 16 to 20 per cent. of ingredients (water, salt and curd) other than fat, mixed with the fat to make what is known commercially as butter. Much farm butter also contains more than the maximum legal amount of moisture, which is 16 per cent.

Creaming the Milk.

There are three methods of obtaining cream from milk—shallow pan