Series of Misadventures by Department of Interior.

Extraordinary Irregularities in Connection With the Boundary Line Fencing Contract, a Job Intended For a Government Favorite.

OTTAWA, Oct. 13.—Another instance of latter-day government ways of doing business reveals a most extraordinary series of misadventures in the management of public business by the department of the interior.

The proposed wire fence along the international boundary in the Northwest Territories occupied the house of commons for a moment on May 8, and for the same time on May 9 and May 10. The successive debates lie open to the reader of Hansard. The facts were elicited so slowly, one at a time, that the entire story is here recast and told from start to finish in order.

For some time the project has been advanced of building a wire fence along the international boundary, to prevent American cattle from straying over the line, to the disadvantage of our ranchmen. The need for this has been felt on both sides of the line, and private persons have begun the work. According to Mr. Heron, the member for Alberta, wire fencing aggregating 130 miles has been erected, 60 miles by American and 70 miles by Canadians. The Americans have kept forty or fifty yards south of the exact boundary, the Canadians have kept twenty-five yards or so to the north. The Americans paid about $150 a mile, the Canadians about $120 or $125 a mile. The material was described by Mr. Herron as barbed wire, the American fence being rather the higher and stronger.

Sometime in 1904 Mr. Sifton must have made up his mind to have a fence built along—or rather about 100 yards to the north of—the frontier. It did not come out whether he intended this to continue from the Manitoba boundary to that of British Columbia—a distance of 600 miles. The stretch which he definitely proposed to fence was 200 miles long, in Alberta, the ranching province. It was proposed to make the border station of Coutts, on the railway running south from Lethbridge, the centre, and to build 100 miles east and 100 miles west. Speaking roughly, this would have carried the fence to the British Columbia boundary in one direction, and to the vicinity of the Saskatchewan boundary in the other. Apparently negotiations of some sort were held with various persons, though on this point little was said by ministers. Also Mr. Sifton made up his mind to procure a better and more expensive type of fence than the barbed wire barriers which already occupied some of the ground.

INVOLVED LARGE OUTLAY.

Three circumstances bore pointedly upon Mr. Sifton's resolution.

1. No money had been voted by parliament for this expenditure, which was bound to be considered. As we shall see, this bargain which he resolved upon involved an outlay of $110,000, or a third of a million if the fence should be carried eastward to the Manitoba line.

2. The Public Works Act provides that such enterprises shall be carried on by the public works department.

3. The Public Works Act further provides that in cases such as this contemplated expenditure tenders shall be invited by public advertisement. An order-in-council, lately turned into an act of parliament, also existed to oblige all contracts of $5,000 and upwards to be let by the cabinet as a whole, not by the individual minister.

On January 4, 1905, the deputy minister of the interior, acting under Mr. Sifton's instructions, wrote to the McGregor-Banwell Wire Fence Company of Walkerville, Ontario, informing this company that "it had been decided to erect a fence at the boundary line in the Northwest Territories, one hundred miles of which was to be constructed this year and the balance next year," and asking it to state a price for the whole 200 miles. Mr. McGregor, of this company, was member for North Essex from 1891 to 1900, and who retired from parliament to a government position. The McGregor interest, it may be added, has long been potent in the liberal party in Windsor and the county of Essex generally.

On January 19 the McGregor Banwell company accepted the invitation, and laid before the department of the interior an offer to build a woven wire fence, of nine horizontal wires, 4 feet 3 inches high altogether, for $550 a mile. In addition, gates would be necessary every fifteen miles, and would cost $10 each. It was pointed out that the tender offered was so vague as to give the company latitude to use inferior material for fences. The total cost to the department would have been rather over $110,000. The opposition also was inclined to argue that such a fence should not cost more than $1 a rod or $320 a mile.

Mr. Sifton was absent, and the matter was held for his approval. But when he returned he almost immediately resigned. On March 25, Mr. Cory sent over to ask the department of justice for a draft of the contract which it would be advisable to make. The department of justice, in its reply, drew attention to the facts that the department of public works was the proper agent for the carrying out of this undertaking, and that there should be public advertisement for tenders. There the matter seems to have rested. The project fell through.

TRAIN OF MYSTIFICATION.

These are the facts so far as the actual attempt to let this contract are concerned. But accompanying these facts ran a really wonderful train of mystification.

Some rumor of the wire fence project got abroad, and another Walkerville firm, the Page Wire Fence Company, wished to compete. On March 20 it wrote to the department of the interior, asking what official had the matter in charge. Nearly three weeks elapsed; then, on April 3, the secretary of the department, P. G. Keyes, replied that the contract had been let. Mr. Keyes, it was afterwards explained, had been misled by Mr. Cory's letter to the department of justice, and supposed that it had meant that the arrangement was made.

Meanwhile, about the end of March, the Page Company wrote to the speaker of the house of commons, R. F. Sutherland, who is the late Mr. McGregor's successor as representative of North Essex, asking him for information about the suspected contract. Mr. Sutherland's secretary, after some trouble, the minister and deputy minister being absent from town, secured information that the contract had been awarded to the McGregor-Banwell firm; on April 14 Mr. Sutherland wrote to the Page firm to this effect. Strangely enough, the McGregor-Banwell firm wrote about this time to Mr. Sutherland asking him how the matter was faring, and on April 14 he advised them that the contract had been awarded to them some time previously. On April 18 the Page Company wrote to the department of the interior, asking (1) when advertisements for tenders had appeared; (2) why the reply to their first letter had been delayed. To this no reply at all seems to have been vouchsafed.

On April 18 the Page firm, apparently annoyed at having lost the chance even of competing for this excellent contract, and assuming that both Mr. Sutherland and A. H. Clarke, the member for South Essex, were friendly to the McGregor-Banwell Company, wrote to H. S. Clements, member for the adjoining riding of West Kent, requesting him to find out whether tenders had been advertised for. Mr. Clarke, it must be added, disclaimed any knowledge of the transaction whatever.

Mr. Clements put a question on the order paper. On May 8 Sir Wilfrid Laurier answered that the government had the matter under consideration, but that no tenders had been called for, and no contract had been let. This was correct enough, as we have seen, but it did not go into unnecessary particulars. Thus the department of the interior was assuring the Page Company that the contract had been let and the premier was telling the house that it was not.

The unrevised Hansard for May 8 was on the members' desk when the house met on May 9, and examination showed that the whole episode of Mr. Clements' question and Sir Wilfrid's reply had been omitted. The only explanation offered for this extraordinary circumstance was inadvertence.

On May 9 Mr. Clements laid before the house the discrepancy between the two statements; and in the course of the debate the Hansard omission came out, adding to the awkwardness of the position in which the government found itself.

MORE PECULIARITIES.

Upon May 10 the discussion was renewed, and a fresh peculiarity was brought to light. In the debate of the 9th David Henderson remarked that the department of the interior had tried to embark upon this expenditure without any appropriation having been voted by parliament. A moment later he rose to apologize and to withdraw this statement. The estimates for the current year, 1905-6, were then before the house. In one place appeared the sum of $100,000 for this fence. This figure was so arranged as to convey the assertion that it was a re-vote of a similar sum voted last year, but not expended. On May 10, Mr. Henderson rose to apologize for his apology, to withdraw his withdrawal, and to retract his retraction. For there had been no vote for the wire fence in the year 1904-5. The vote for 1905-6 was a new vote, not a re-vote, and there was a misprint in the estimates which amounted to an utterly false assertion. Again there was confusion on the government benches. Mr. Fielding, after investigation, found that the mistake had occurred in the Printing Bureau, and had been passed by the finance department. The department of the interior had sent the estimate over in the proper manner, and by some extraordinary fatality the figures had been shifted into the wrong columns. Even this explanation had flaws, for the wrong figures had been included in the additions and sum totals of the whole estimates in an inexplicable manner.

It will appear that the plan to tell the McGregor-Banwell Company to "go ahead and do the job" broke down through reference to the department of justice. That reference was made subsequent to Mr. Sifton's withdrawal from the cabinet. Had that precaution not been taken, the contract apparently would have been let without any outsider being one whit the wiser. As it was, the vote of $100,000 was dropped and the project is still "under consideration." The inference drawn by the opposition was that but for Mr. Sifton's absence and subsequent resignation the arrangement would have been consummated. It is not an unreasonable inference. It may be noted that Mr. Sifton did not speak one word in the house on the subject. His attendance at this period was very irregular.

Thus we have an attempted irregularity of very large proportions, accompanied by an extraordinary series of small irregularities, every one of which tended to increase the secrecy of the main transaction.

THE MAIN IRREGULARITY.

The main irregularity falls under the following heads:

1. An expenditure was resolved upon apparently without the money being voted by parliament. The expression used by the deputy minister was "this year," which may mean the fiscal year 1904-5—for which there was no vote—or the calendar year 1905, half of which falls under 1905-6.

2. No tenders were called for. A firm of political favorites was asked to tender. Other firms were ignored, and when one rival company tried to compete it was treated rudely. So far as the false information goes, we may accept the explanation offered, but there is no excuse for the delay in answering the Page Company.

3. There is every appearance of an attempt having been made to award this contract of over $110,000, with prospects of extensions to $330,000, without tender, without public notice, in densest secrecy, and without the authority of the cabinet.

The minor irregularities are so strange as to make one attribute them to some form of perverse fate—all things working together for evil. The strangest part of it all is that all these misadventures happened in connection with this one questionable transaction, and that they all had the effect of screening it. Note how the facts are obscured at every turn.

1. The department of the interior makes the mistake of discourtesy, in not answering the Page Company's first letter from March 22, when it was received, till three days before the misleading message was sent to the department of justice, till April 3, a delay of seventeen days.

2. The secretary of the department made his mistake of fact, and gave wrong information to the Page firm and to the Speaker, Mr. Sutherland.

3. The printing bureau and the finance department made a mistake in printing the estimates, which in the ordinary course of events would have caused the vote of $100,000 to slip through the committee of supply without a word.

4. Hansard made a mistake which suppressed Sir Wilfrid Laurier's reply to Mr. Clement's question.

Observe finally that it was simply the angry pertinacity of a business rival which brought the whole affair to light.

—H., in Toronto News.

Keep Your Grip On Health

WHEN PHYSICAL BANKRUPTCY THRETENS BUILD UP WITH

Dr. Chase's Nerve Food.

Gloomy forebodings, fear of the future, apprehension of something dreadful to befall you, worry over little things, restlessness, insomnia, irritability—these are the indications of an exhausted nervous system.

They tell more plainly than words, more plainly than aches and pains, that, gradually but certainly, the nerve force of the body is being consumed more rapidly than it is being created. They point to physical bankruptcy—to helplessness of mind and body—to prostration, paralysis or locomotor ataxia.

There are certain elements of nature which go to form new blood and new nerve cells—to create new nerve force, the foundation of life, energy and vitality. These elements are so combined in Dr. Chase's Nerve Food as to be easily assimilated by the most weakened human body.

Being composed of such ingredients, Dr. Chase's Nerve Food cannot possibly fail to be of benefit to you, and its regular and persistent use will build up and revitalize the most exhausted and discouraged sufferer.

You cannot compare Dr. Chase's Nerve Food with any medicine you ever used, for it cures by the building up process, whereas most nerve treatments merely soothe and deaden the nerves. Test this treatment by noting your increase in weight.

Mrs. Robert Bustard, Maxwell, York Co., N. B., writes:

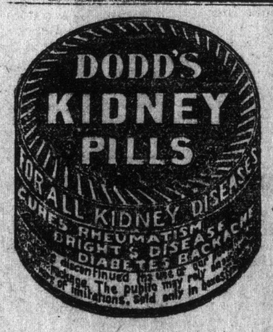
"I can say that Dr. Chase's Nerve Food entirely cured me of what I believe was the beginning of locomotor ataxia or paralysis. My nerves were very bad and at night I could not sleep at all, nor could I control my arms and legs. They seemed to fairly jerk me off the bed.

"For six months I was this way, and cannot describe what I suffered, but now I am entirely cured, thanks to Dr. Chase's Nerve Food. It is a pleasure to recommend this great medicine to any one suffering as I did from nervous disease."

Dr. Chase's Nerve Food, 50 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto. Portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.

CHICAGO, Oct. 18.—Chief of Police Collins last night announced that professional prize fighters and boxers will not hereafter be allowed to take part in contests in Chicago. Matches will be allowed only when the participants are actual members of reputable clubs, and none but members will be allowed to contest before any club. This decision will stop the boxing contests scheduled for the winter at the Chicago A. C. and at all other clubs whose members are preparing to follow the lead of the Chicago A. C.

NEW YORK, Oct. 17.—Notice was received here today that the military censorship at Nagasaki has been abolished and that cablegrams for Japan, Formosa and Korea are now accepted without restriction.



WHEN THE KING OF ENGLAND TRAVELS

Elaborate Precautions Taken by the Railway Authorities to Ensure the Safety of His Majesty

Of the millions of His Majesty's loyal and devoted subjects who are keenly interested in his every movement, how many are aware of the careful and detailed precautions which are necessitated when the King travels by train? Not very many, I suppose, for although elaborate printed instructions are issued by the railway companies to their employes as to the working of royal trains, the strictest secrecy is enjoined on all who see these instructions.

When a royal train is to be run, a special notice is issued in which instructions are laid down to stationmasters, guards, drivers, signalmen, inspectors, platelayers, gatemen, fogmen, and all other employes concerned as to the working of the train from the time it starts to the time when it draws up at its destination, with the exit from the royal saloon facing the strip of red carpet. To all whose duty is affected, a copy of this jealously guarded document is handed, and a receipt taken for it, and woe unto him who shall be found wanting in knowledge of his "part," down to the smallest detail.

The reason for all this secrecy is obvious. A railway train—even a royal train—is not the safest place in the world, and in spite of all that human thought can do to minimise the dangers of travelling, accidents will happen. Therefore in order to ensure His Majesty's safety so far as in them lies, the railway authorities hold up their ordinary service to some extent and do all in their power to impress upon their staff the importance of the trust placed in their hands.

UNUSUAL STILLNESS.

Waiting at any important junction or station to see the royal train dash through, one is struck with the unusual stillness and absence of traffic. This is explained by the fact that for some time before this privileged train is due to pass all traffic is either diverted to side lines or held back altogether. Very minute indeed are the instructions as to what shall happen to everything on wheels that is likely to be on the line on the momentous day within hours of the time of His Majesty's passing. Even shunting operations on sidings near the line occupied by the royal train must be suspended half an hour before the train is due, and not be resumed till it has passed; and goods trains drawn up in waiting on the adjacent set of rails must be carefully examined by the guard to make sure nothing is projecting.

To ensure that the royal travellers are not subjected to the same annoyances and inconveniences as ordinary people, drivers of standing trains must see that their engines are not emitting smoke or steam or whistling while the royal train is passing; and drivers of passenger trains passing the royal train must avoid whistling unless it is absolutely necessary, and must also shut off steam while running past. It is a special instruction to station masters to arrange for the placing of trustworthy men at "facing points," over which the royal train will run, half an hour before the train is due.

THE POINTS.

These "facing points" must also be carefully examined and bolted and padlocked for the line in which the royal special is travelling. No work in any way likely to affect the line must be on at any of the stations, and all work in connection with the permanent way must cease a quarter of an hour before the train is due. In addition, it is the stationmaster's duty to see that the entrances to their stations are watched and kept private. It is rather a curious fact also that all fogmen, whether there be any signs of fog or not, must be at their posts an hour before the King's train is due.

The arrangements for the make-up and driving of royal trains are, as might be expected, most precise. Engines of royal trains must carry three discs by day, showing the royal arms. After dusk, during foggy weather, or when it is snowing, four lights must be shown, one white on each side of the smokebox, a green light on top, and a purple light on the near side of the buffer beam. Royal trains must pass "facing points" at a speed not exceeding twenty miles an hour—or less in specified cases—and with steam shut off.

As some of the companies do not own a sufficient number of royal coaches for all purposes, these are borrowed from others who have them to spare, and the company owning the rolling stock send artificers with the train throughout the journey. Two inspectors, acting as guards, accompany the royal train, one riding in the front and the other in the rear brake-van, the former keeping his face to the rear of the train so as to observe any signal from his colleague or from the royal attendants, and convey at once to the driver any instructions necessary. Another important item worthy of note is that royal trains carry an emergency telegraph instrument by means of which telegraphic communication can at once be established at any place, a special call being arranged to which precedence must be given over messages of all kinds; and a staff of experienced telegraph men accompany the train.

The elaborate precautions as to signaling "the royal" are interesting. All telegraph operators must be at their instruments two hours before the royal train is due to depart, and while the train is running they must on no account leave their places. Signalmen must be continuously on duty during the time the royal train is on its journey, and all signal cabins in regular use must be open an hour before the train is due and signals lighted if necessary, remaining so till the relieving signal has been received from the cabin in advance. It is the station master's special care to see that the danger signals are kept on till the royal train has passed, and is signalled back from the next station or cabin and to be on their stations during the passage of the royal train.

By such and other carefully worked out means, which it would be tedious to mention, is the safety of the person of the Sovereign ensured when he travels by train.—London Express.

MISS ROOSEVELT MUST PAY DUTY

Gifts Received by the President's Daughter During Her Journey Will be Taxed When Brought Home.

WASHINGTON, D. C., Oct. 17.—Secretary Shaw and the Collector of Customs of San Francisco, Cal., have had a load of trouble for several weeks, about which the public has known nothing, but it was lifted today.

The trouble was on account of the presents which Miss Alice Roosevelt, daughter of the president, has received during her trip to the Philippines, China, Japan and Corea. She has been given many pretty and some valuable presents. One newspaper reported several weeks ago that the actual value of her gifts is about $100,000. She has received valuable silks in China and Japan and pearls in the island of Sulu, and wherever she has gone gifts have been showered on her.

Customs officials have been wondering what they ought to do when Miss Roosevelt arrived in an American port with the riches of the mines and looms of the Orient. Some of them suggested that as she is the daughter of the president she ought to be allowed to bring in the gifts duty free, as she was treated with all the honor of a princess and did much to cement frieidship between the United States and foreign countries. The belongings of crowned heads, of royalty and of diplomats are admitted free into the United States.

Secretary Shaw received suggestions until he was almost tired out. All that stood out before his official gaze was that the presents had been reported as worth probably $100,000, and if the usual rate of duty was imposed it would cost Miss Rosevelt or her father more than $80,000. Neither Miss Roosevelt nor her father are wealthy, although the young woman is understood to have a modest fortune in her own right.

Secretary Shaw finally took his burden to the president and told him about it.

"There is only one thing to do," replied Mr. Roosevelt. "That is to treat my daughter's baggage as you would the baggage of any other private person. She will pay duty on everything that is dutiable."

Members of the Taft party say the value of Miss Roosevelt's presents has been exaggerated. But whatever the value, it will be determined by the local appraisers in San Francisco, or the port at which she lands.

TO SAVE MOTHER SLAYS HIS FATHER

Young Man Shoots Murderous Parent Who Boards Houseboat With Knife and Hatchet.

TRENTON, N. J., Oct. 17—William T. Bevins, of Lamberton street, this city, was shot and almost instantly killed to-night by his son, William T. Bevins, Jr. The shooting was done on the young man's houseboat, anchored in the Delaware River, to which place the older man had rowed with the intention, it is asserted, of killing his wife, with whom he had quarrelled about a sale of their home, in South Trenton, several weeks ago.

Young Bevins, after shooting him, placed his father, who was unconscious, in the latter's boat and rowed to shore, calling to persons on land as he approached to summon an ambulance. One met the boat and the driver whipped his horses to a gallop, but Bevins was dead when the ambulance reached the hospital.

After helping a surgeon place his father in the ambulance young Bevins signified his intention of surrendering himself to the police. He went to his old home to wash and change his clothes, and was there arrested. In the police station he admitted the shooting and explained that he had done it in self-defence and to save his mother. He expressed regret that his father was dead, but not that he had acted as he did.

Young Bevins said his mother's life had been threatened to-day by his father, and she, afraid to remain in the house, had fled to the river. He had promised her protection and provided sleeping accomodations for her in his houseboat. They had been eating supper together when a small boat had bumped into their craft, and immediately the husband and father had jumped aboard. He had struck at the son first with a knife and then with a hatchet, but both blows had fallen short.

"I knew it was his life or mine, if I stayed," the son said. "But it was my mother's life if I did not stay, so I stayed. I intended only to wound my father, so that he could do no further harm, but he was right upon me. I had to fire almost without aim. Father fell backward to the deck and I loaded him into his bateau and hurried him ashore. You know the rest."

Bevins was reputed to be a man of violent temper. He recently drove his son from home.

ENGINE RUNS OVER BOY TO SAVE HIM

Driver of Fire Apparatus in New York by His Quick Wit and Skill Averts Fatal Accident.

NEW YORK, Oct. 17.—By the presence of mind and coolness, a fireman saved Joseph Cunningham, nine years old, from being crushed to death beneath the heavy wheels of an engine in Second avenue yestrday afternoon.

Engine No. 63, the headquarters of which is in East 104th street, was responding to an alarm sent from No. 1,707 Second avenue and was dashing down that thoroughfare at a high rate of speed, when suddenly a small boy who had been stealing a ride on a southbound car ran out from behind it directly in front of the fire engine.

He gave one glance of terror and turned to run, but his feet slipped and he fell in the path of the horses.

Edward O. Harmon, driver of the engine, saw the boy fall, and, knowing that it was not in his power to stop his team in time, pulled the horses up, causing them to swing apart. By this means he not only saved the prostrate child from the horses' hoofs, but guided the engine over the boy's body without so much as touching him.

As soon as the engine could be brought to a standstill the captain of the company sent Wm. Frederick, a fireman, back to the aid of the child and then proceeded to the fire.

Frederick took the child to a neighboring drug store, where it was found that his only injury was a scratch on the left hand and a bad scare.

He was taken to his home, at No. 1,829 Second avenue.

WORLD FAMOUS DOG DIES OF OLD AGE

NANTUCKET, Mass., Oct. 17.—Chiu-Ji, one of the most famous dogs in the world, died today of old age in Siasconset. At the siege of Port Arthur, in the China-Japanese war, A. B. De Guerville, an American newspaper correspondent, found the body of a Chinaman on a hill, and nestling close beside him was Chiu-Ji, with her head on his arm. In that position the dog remained for hours, faithfully guarding the body.

Field Marshal Oyama, needing the spot for a field telescope, ordered two coolies to remove the body. One of them took hold of the dead man, and the next instant Chiu-ji's teeth were buried in his hand. He kicked her away and drew his sword to kill her, but Mr. De Guerville saved her life.

The little dog struggled and wailed as if heartbroken. It was days before she would touch any food or allow any one to caress her. Mr. De Guerville finally left for Japan, and the dog went with him. News of the war incident reached the Mikado, and Japanese officials sought to obtain the dog for the Emperor, but Mr. De Guerville brought her with him to America and presented her to Miss Lotta Linthcomb, an actress.

Chiu-ji, whose name means "Faithful," received a special invitation to be present at a dinner given by the Lotos Club and attended scores of afternoon teas and receptions. All of the leading railroad lines issued special permits for her to travel in drawing room and parlor cars, and she had access to the first class cabins on the Hudson River and Fall River line boats.

FRMERS' INSTITUTE.

PENOBSQUIS, N. B., Oct. 13.—The meeting of the Sussex and Studholm Farmers' Institute held in this place last evening was well attended and very successful. Mr. Freeze occupied the chair. The first speaker introduced by the him was G. R. Cottrelle of Milton, Ont. His subject was, "Poultry Production." He dealt very fully with the questions of raising poultry on the farm. The general purpose hen was the hen for the farmer—one that would lay a goodly number of eggs when of the highest price, and act as an incubator when necessary; also produce a good quantity and quality of flesh. The chicks should be well fed until four months old, then fattened in fattening crates.

F. E. Sharp of Midland, Kings Co., followed Mr. Cottrelle, dealing with a subject of much importance in this locality, viz.: "The Care of the Dairy Cow." He laid particular stress on the need of growing soiling crops for feeding in the summer and autumn.

Mr. Esmond, editor of the "Maritime Farmer," being present, was called upon and made a very neat address. At the close a vote of thanks was tendered the speaker.

IN MEMORIAM.

His life was never fed with fleeting dreams,
Or words that crumble like the windtossed leaves,
But with diffusing bounteousness that weaves
Its joy in action, chastened with the beams
Of thought and care and love's diviner gleams;
As sundown beautifies the golden sheaves,
Amid the shadows of autumnal eves,
When the dim world with hallowed softness teems!

For children's benedictions filled his days,
And children's gladness toned each toilsome hour,
That claimed what lives beyond our grateful praise—
Devotion's sacrifice, love's crown and dower,
The might of worth outlasting change and time,
The consecration of a soul sublime!

—Isidore G. Ascher, in Public Opinion.

J. S. COVERT.

MONCTON, Oct. 17—J. S. Covert, of the I. C. R. engineering staff, died at Campbellton at 11 o'clock this morning. He went to Campbellton last Wednesday to look after some railway work there, and intended going from there to the Canada Eastern. He had a heavy cold and contracted pneumonia. Mrs. Covert went up on Friday. Deceased went with the I. C. R. in 1887, and from there went with the King Bridge Company. About a year ago he again took a position on the I. C. R. He was a native of Grand Manan and son of Rev. H. Covert, Church of England minister there. A wife and two children survive.

MONCTON, Oct. 17.—The four year old son of Colin Dool, Dorchester, N. B., was drowned in a duck pond near his parents' residence this afternoon. The child had been missed a short time before, and the dead body was found by a playmate in about a foot of water, where he had evidently fallen in. The child's father is head salesman in Hickman and Co.'s store.

MET DEATH ON CENTRAL RAILWAY.

Samuel Jenkins of Salmon Creek, Had Both Legs Cut Off, Dying Ten Minutes Later.

NORTON, N. B., Oct. 17.—A very sad accident took place here this morning by which Samuel Jenkins, an employe of the Central Railway, had both legs cut off and died within 10 minutes.

Mr. Jenkins was in the employ of Brown Bros., who have the contract for repairing the Central Railway. He was engaged on the work of hauling stone from Annandale to Norton for the abutments of the bridge here. About 8.45 this morning the train had finished unloading at the bridge and was backing up to go out the main line for another load. Mr. Jenkins was standing on one of the flat cars and for some reason unknown to the other workmen he jumped, while the train was still moving slowly, off the car on to a pile of rocks that had just been unloaded. When his feet struck the rocks he fell backward under the truck of the flat car, which passed over him, cutting off both legs just below the knees.

The trainmen saw the man jump, but it was too late to do anything. Within 10 minutes after the accident the life had gone and the body was taken to the house of Conductor Joseph Brand, nearby.

Mr. Jenkins was about 66 years of age. His home is at Salmon Creek, Queens Co. He had been engaged on the Central about three weeks, along with his two sons, one of whom was with him at the time of the accident. The other left for home on Saturday. A third son is living at home with his mother.

The body of the deceased was taken home on the Central this morning.

CANDIDATES FOR LAW EXAMINATIONS

FREDERICTON, Oct. 17.—The law examinations commenced this morning and will be continued for several days. There are six candidates for attorney taking the oral examination before the committee of the Barristers' Society composed of George W. Allen, John B. M. Baxter and J. D. Phinney. The candidates are: A. A. Allen, Moncton; T. J. Allen, Port Elgin; Arthur LeBlanc, Dorchester; G. M. Blakney, Petitcodiac; G. R. McCord, Sackville; and Raleigh Trites, Sackville; H. O. McInerney, St. John; Mariner L. Hayward, Hartland, and Miss Mabel B. French of St. John.

The graduates of the St. John Law School have been recommended by the council of the Barristers' Society for admission as attorneys. Miss French will be New Brunswick's first lady lawyer.

Student candidates undergoing examination are: B. H. Robinson, James P. Lunney, W. B. Farris, C. J. Jones, G. R. Logan, all of St. John. Four others will be admitted as university graduates. Deputy Clerk of the Pleas McKay is the examiner.

Gunner J. E. Earle of No. 1 company, 3rd R. C. A., has received a long service medal. The medal was received by Col. White Tuesday and was presented to Mr. Earle yesterday morning without any ceremony of any kind. Mr. Earle resides at 116 St. Patrick street, and is employed as a teamster by Messrs. McAvity. Mr. Earle served for many years in the artillery corps, retired for a time and has again donned the uniform.

'What did you do with all those unpaid bills, Julia?"

"I saw they were beginning to worry you, dear, so I destroyed them."

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