

JURY SAYS IT WAS SUICIDE

Inquest Into the Death of John Henry Robertson

NEW FACTS IN EVIDENCE

Prescription for Pills Doubled by Drug Clerk, and Coroner Comments Upon This—Robertson Had Said He Was Going to Die.

Coroner Berryman's inquiry into the death of John Henry Robertson was concluded Saturday night and the jury found that this death was caused by carbolic acid which he drank while under influence of liquor. They recommended that the law in regard to selling poison be strictly enforced, as it came out a prescription for opium pills had been doubled by a clerk.

Eleven witnesses were examined. Frank Conson, boiler maker, the first witness, said he was with Robertson Thursday morning last. They went to Edgecomb & Chasman's where Robertson said he wished to pay some money. They went other places on business and had several drinks of ale. Robertson also bought a half pint flask of whiskey. At Novell's bakery, Mr. Scovill was talked to by Robertson, who then told Conson he had secured a job. Robertson, Conson and a friend of Robertson's whom the witness did not know drank the half pint of whiskey. Later in another bar they and two men named White and Hunter had two drinks of ale. The witness did not know of any remarks made by Hunter to Robertson in the bar. Hunter, the witness and deceased went then to another saloon on Charlotte street and had another drink. Hunter left there and the witness and deceased went to Waterloo street. Deceased left witness and went towards Union street, and when he came back it was about 2:45 o'clock. They walked towards Robertson's home and that was the last the witness saw of him alive. Deceased never intimated to the witness that he intended taking his life.

William Hunter, a laborer, the next witness, told of meeting deceased and friends in McLaughlin's bar. Witness had known Robertson four or five years. In McLaughlin's bar Robertson had but one drink. Coming out he staggered and said to witness, taking his hand, "Billy I'm going to die tonight, I'm going to take laudanum." The witness thought he was joking. There was no row among the party.

Dr. Grant, superintendent of the hospital, told of Robertson being brought there. A spot like a burn was found on his hip after death, but was not noticed before death.

A box and some papers taken off the body were handed to the coroner. Frank E. Priece, clerk in Geo. E. Priece drug store, told of Robertson coming there and of his treatment.

Joseph Ryan, of Brunswick street, aged about 12, told of finding a liniment bottle with some carbolic acid in it in Kelly's yard off St. Patrick street. It was marked "poison" and had G. A. Moore's name on it. He gave it to Geo. McBeath, who threw it away and broke it.

John H. Lynch, drug clerk with G. A. Moore, said that on Wednesday last he received a prescription for six opium pills, containing 12 grains of opium. The witness considered one grain of opium a fair dose. This prescription called for three pills on Oct. 4th, six pills; Nov. 4th, twelve pills, and Nov. 23rd, twelve pills. He would double the amount of the prescription on the request of the patient.

Here the coroner said he did not think a druggist had any right to double the amount. Here a patient gets thirty pills where the prescription called for not more than eighteen.

Robertson, the witness continued, also bought two and a half ounces of carbolic acid. It is not necessary to have a prescription for carbolic, the names are registered. In some cases a teaspoonful of the acid would be fatal. In any case an ounce would be fatal. An overdose of the pills would be more than one grain.

Dr. A. F. Emery told of seeing Robertson in Priece's drug store practically in a state of collapse. He examined the man's face and breath but could not detect any carbolic acid. Dr. McDonald then came and aided in the examination. The man was then sent to the hospital and Dr. Emery went along and got things ready for washing out the stomach. Robertson died just as he was brought in the hospital.

The witness made a post mortem and found only one dark mark, on the lower lip. At the time of death the witness with Doctors Grant, Bentley and McDonald, tried to detect odor of carbolic acid but could not. The stomach lining was eaten away by acid which from the odor and method of action, he decided was carbolic. Besides the acid several small lumps which he thought might be the remains of pills were found. Dr. Grant tested them for opium but could not find any sign. The witness said it is not advisable on the part of a druggist to double the dose of a prescription.

Miss Alice Anderson, of 11 St. Patrick street, told of seeing Robertson fall in the drug store and told of going for the doctor.

Police Sergt. Baxter said a man told him that three men were near Union alley, and one was obstructing ladies. He investigated and asked Robertson what he had done and he said he did not know what he had done. He said he had not been drinking and was advised to go home and he started towards his home.

George McBeath, ten years of age, gave evidence which corroborated the evidence of Ryan.

Deputy Chief Jenkins was the last witness and gave evidence that he picked up portions of the bottle in Kelly's yard. These he produced.

Coroner Berryman to the jury said there

were other witnesses but these who had been heard had fully shown the cause of death. The evidence showed that the deceased had presented a prescription for six pills, one of which was to have been taken every hour, providing the patient was in pain. Dr. McAlpine gave that prescription. On October 14 it was filled as ordered. On Nov. 12 it was doubled at request of the young man, and on the day he died he had the prescription doubled again. It is illegal for a druggist to put up any more than called for in the prescription. A few years ago the druggists were incorporated and have laws to abide by. One of these is regarding certain poisons and it provides that the druggist cannot sell indiscriminately, must keep a record and the receiver must sign for it. If the druggist knows it is deadly poison and sells indiscriminately he breaks the law and it is in the power of the jury to say so and state if the law has been broken. On the day Robertson bought the acid he purchased pills and the box was found on his person after death. In the box were 12 grains of opium—that was enough to kill more than one man. The box was empty when found and had not been delivered at the man's home, and the question is, what became of the pills? At the post mortem something like pills were found in the man's stomach. Carbolic acid would counteract the opium. The case was then given to the jury who brought in the verdict as given above.

THE LUMBER CUT

Hard Season for Transporting Supplies--Estimates of Some Operators.

The fall rains on the upper St. John have worked against the lumbermen in their operations here. They have made heavy, muddy roads and the hauling in of supplies has been done with difficulty and attended with unusual expense. The ground, however, is now frozen and covered with about six inches of snow, and the work is going along easily and more satisfactorily.

The cut this year, as stated in an earlier issue of this paper, will not be more than one-third of that of last season. On the upper St. John, John Kilburn, for instance, will not get out more than 2,000,000 of spruce. John Morrison will cut 3,000,000 of cedar. W. J. Noble is in for 6,000,000 of spruce. John Murray on the Miramichi. The Scott brothers will take about 6,000,000 from the St. John. Four millions of the same are also being cut on the Miramichi. J. McConnell's old logs now on the yards on the Wildcat, where they will cut another 1,000,000. One million six hundred thousand will come from the New Brunswick Railway Company's lands, and 600,000 from the same miles above the city; the balance from other districts along the St. John.

On the Magalloway the Scott Bros. will cut 1,000,000. On the Magalloway the work will be pushed along with activity. On this section the cut will be proportionately larger than in other districts of the St. John area. The lumber being got out in the main for the Vancouver market. For this district, the estimated output for this season is 1,000,000. Chasman 2,000,000, MacChasman will get out 5,000,000, also, and Robert Allen, working on the same river, will cut 3,000,000 for St. John, Cutler & Co. The lumber cut on the Miramichi will not be more than half of last year's, which was between 30,000,000 and 35,000,000 on the north and southwest. In fact, it had not been that supplies for this year were sent into the woods last spring before the snow went down and before the decline in the market, the season's cut would not be one-third of that of last year.—Frederick Gleason.

ASKS PREMIER TO INVESTIGATE

G. E. Armstrong, formerly principal of the Le Tour school, Carleton, but who resigned on being transferred, unjustly he claimed, to the Victoria annex, has carried the matter to the head of the local government and asked that the case be investigated. He addressed Premier Tweedie in the matter upon two grounds—his claim that loss of government school allowance was occasioned by the trustees' action and also as several of the school board members are appointees of the government.

Mr. Armstrong has set out his complaint in a lengthy letter addressed to Hon. Mr. Tweedie and this matter was talked over by the premier and the city representatives Friday evening. Beyond stating that they had talked it over, Mr. Tweedie would not say further Friday night.

In September, 1903, Mr. Armstrong, then principal of the Le Tour school, was transferred. He protested and was heard before the board, where he told of his 35-year record as a school principal and his objection to transfer from Le Tour in the middle of the term, to Victoria annex, where he felt was an inferior position.

At that meeting he was proceeding to ask trustee Lockhart some questions, but was not allowed.

The board took the stand that it had a right to transfer teachers as it saw fit and Chairman Treuman said Mr. Armstrong had been taken from a four school building and placed over a six school building and his salary remained the same.

Mr. Armstrong had resigned on appointment of Mr. Nelson to the Le Tour principal and is not now on the teaching staff of any of the schools.

MONCTON PEOPLE WANT FREE MARKET

Moncton, Nov. 25—Phileas Cormier, the complainant in the case of the McIntyres, who were acquitted in the county court yesterday on the charge of assaulting Cormier with intent to do grievous bodily harm, has commenced a civil action for damages against the McIntyres in the supreme court.

The city council is to take up the question of abolishing tolls on produce brought into the Moncton market and a special meeting of the board will probably be held next week to thrash out the matter. An agitation for a free market was begun some time ago but so far the promoters of the movement have not been successful in getting the council to adopt their views.

The present council is divided on the question and it is doubtful if it will carry. The revenue from tolls amounts to about \$2,000 a year.

A petition against the movement is being circulated. Some of the aldermen are so strongly in favor of a free market that they make it an issue in the civic elections in January.

The stalls and stands in the city market were sold at public auction this morning. All the old losses of the butchers' stalls renewed their leases at the old figures. The only competition was over the stand occupied by J. M. Beaton. There was lively bidding for this stand and the price, \$180, was advanced to \$202, the highest figure ever paid for a space in the city market.

HEAR SERMON ON ST. ANDREW

Members of Local Society at Centenary Church Sunday

THEIR ANNUAL SERVICE

Rev. G. M. Campbell Draws Earnest Lessons on the Brotherhood of Man from the Life of the Patron Saint of Scotland.

The annual divine service of St. Andrew's Society was held at 4 o'clock Sunday afternoon in Centenary Methodist church. The members met at their headquarters in the Odd Fellows Hall and headed by Pipers Hunter and Alexander Cruikshank, marched to the church. The senior marshal of the parade was Chas. W. Bell, the junior marshal, Major Gordon.

The retiring president of the society, Thos. A. Rankine, walked at the head of the procession with C. E. Macmillan, president of St. George's Society, and the following officers: James F. Robertson, first vice-president; R. B. Macaulay, president-elect; Andrew Macdonald, John White, Thos. Hunter, George Leavitt and Dr. P. R. Inches. The society was received by Rev. Geo. M. Campbell, the chaplain, and officers and members were formally played by the pipers. The prayer for legal rights, Miss Alice Hea, was also much appreciated. Her selections were Ye Banks and Braes of Bonnie Doon, and Scotland Yearn.

The Sermon.

Mr. Campbell's text was from John 1: 41-42. After referring to what was recorded about St. Andrew in the gospels, Mr. Campbell said his theme would be the brotherhood of man and its holy obligations. He said that the apostle Peter, the brotherhood was Jesus Christ. From the day His cross was uplifted to this hour, His sublime doctrine has been gaining ground. Andrew stands as the type and realization of the Christian ideal of brotherhood. His just act, after his apprehension of the Messiah for himself was to find his brother, and to lead him to Jesus. He could not enjoy the blessings alone.

As he began, so he continued seeking to bring all his own people into blessed fellowship with Jesus Christ. The young man conducting certain Greeks to the Son of Man—his brotherhood of nation, of family, of pride, and of bigotry. He gladly the Messiah, by his love for "Gentiles" and therefore although a Jew, he knew the man, nor man rich, nor man poor, but man who saves unto the uttermost. This was the ideal of St. Andrew, the keynote of his life.

C. P. R. MAY BRIDGE ST. JOHN HARBOR

It is possible and perhaps probable that the C. P. R. will build a bridge across St. John harbor from a position near the Union depot to the company's new yard near Rodney wharf, Carleton. A two mile bridge, crossing the harbor, has been projected. That is the story told and there is some confirmation in the fact that surveys have been made, but the C. P. R. local heads will not discuss the matter.

The project looks big if the rumored proposition is carried out, for not only does it mean the railway bridge connecting the city and St. John, but it also a passage way across the harbor for street railway and foot and carriage traffic.

As to the causes which make the bridge a probability, rumor goes two. The first has its source in the story that the C. P. R. has found it expensive doing business over the Cantiever bridge, which is the property of the St. John Bridge & Railway Company and which corporation exacts toll upon all cars and passengers taken over the bridge. As, except what goes from or comes to Sand Point, the C. P. R. business here is done over the Cantiever bridge, the toll bill in a year is large.

The story goes that the bridge now proposed could be built and operated by the C. P. R. and money be saved. Then again the company is not sending its heaviest engines over the bridge, deeming it wiser to use light locomotives across and shift for the big ones at Fairville; or coming into Fairville with a big engine change there for a lighter one into the city.

It is said that the ground on both sides of the water from the Cantiever bridge down to Navy Island has been given over by the C. P. R. with the view of finding the best site for a bridge and an idea of probable cost and that the Navy Island section referred to is first choice while the site between the present bridges across the falls has second place.

While it is said the Navy Island bridge would not give the company much advantage over the present route in the matter of distance still it would very materially reduce the working expenses as they are at present and also that such a bridge as they desire for all branches of their work can be erected if they decide definitely to build.

Supt. Devine was asked last night to make a statement in connection with the reports incorporated in this article but he declined to speak on the matter at all. Nevertheless, though the superintendent's confirmation is lacking, the Telegraph has learned that there is something moving along the lines indicated.

To Make Paper at Chatham.

The Miramichi Pulp Mill Paper Company, which bought the Sulphite Company's property at Chatham, is preparing for an active season. The manager expects to start the works about Jan. 1, and will employ from 125 to 150 men. Already some 5,000,000 feet of lumber have been bought, and the company have arranged to cut about 15,000,000 feet this winter. It is the intention to go into the manufacture of paper, and a large factory will be erected, before the season of 1906.

I. C. R. Employee Killed at Halifax.

Halifax, Nov. 28—While John Spruce, a car cleaner in the employ of the Intercolonial Railway, was walking along the track at North street station this morning, his foot caught in a frog, and before he could get clear an engine came upon him. Both legs were terribly crushed. He was removed to the hospital, where he died this afternoon. Spruce has been over thirty years in the employ of the Intercolonial.

Canal Navigation About Over.

Montreal, Nov. 28—The cold snap of the past few days has caused considerable delay and inconvenience to grain-laden barges of the Canada Atlantic Railway, carrying 150,000 bushels of grain for export. Lee has formed in the canal, and while the barges are being worked through slowly they are finding great difficulty in getting down with cargoes to catch the last ships from this port, but still hope to arrive in time.

A Query.

"The laborer is worthy of his hire." We desire to know, since labor's labor, why hire isn't higher. —Philadelphia Inq.

a flash, and the opening of a central door, and a shout "Lift up your heads, oh ye gates, be ye lifted up ye everlasting doors, and let the ruler of the Kingdom come in." And the dear Lord Christ will step forth and say "Come in, ye were true to Me on the earth, be glorified with Me in Heaven. Inasmuch as ye did not deny one of the least of these my brethren ye have done it unto Me."

CAUGHT IN SHAFTING; VERY BADLY HURT IN ELEVATOR

A shocking accident occurred in the engine room of the C. P. R. elevator at Sand Point Saturday afternoon about 3 o'clock and the victim, George Spruce, may lose his life, although early this morning he was reported improving. Spruce is eighteen years of age. A few weeks ago he arrived at west St. John from Montreal with a couple of other men and they were engaged in rewiring the elevator in connection with the lighting plant.

Spruce had been on a box car handling iron pipes as the elevator was to be moved the cars he was warned. About the same time the signal bell rang for Engineer McLean to start the engine in the elevator. Spruce got clear of the car, stopped on a shafting and about the same time it began to revolve. His trousers caught in a crank pin and as the young man was falling he grasped a cord hanging from above. This made matters worse for as he was carried round the shafting he was held the cord became entangled about his legs and he landed him closely.

As he revolved with the shafting his limbs were horribly mangled, for he passed through a narrow space where a piece of timber projected and each time the wood jamed the leg, tore the flesh and scraped the bone, while the limb was broken.

A workman who happened near and who knew the workings of the machinery managed to stop the shafting and the unfortunate fellow was found about the shafting like a ball with his head hanging downwards. The young man's leg was broken; he heard it crack two or three times.

With knives and chisels the rescuers found no easy task in clearing the man's clothing and the cord from the shafting, and it took about twenty minutes before the poor fellow was released and laid on the door. As the last piece of clothing and cord was cut clear there was a copious flow of blood.

He was tenderly carried into the elevator office and Dr. Kenney dressed the wounds and sent the patient to the hospital. A consultation was held Saturday night but it was thought that the patient would be unable to stand the shock of amputation of a leg.

The young man's father in Montreal has been notified and will arrive in the city at noon today.

THE TRAVELLERS WERE INDIGNANT

Annoying Disturbance in Pullman on C. P. R. from Montreal for U. S.—Inspection of Baggage in Dead of Night.

There was an indignation meeting on the C. P. R. train which reached here at noon Saturday from Montreal. The meeting was in one of the Pullmans and was held during the course of the morning. The cause of the passengers' anger, for they were in no pleasant mood, was the fact that they were held up at Lowellton (Me.) for inspection of their baggage by United States officials—not exactly because they were held up, but because of the manner of it.

It was 1:30 o'clock in the morning; all were asleep unsuspecting a move upon their grips and trunks. Some had grips that opened easily and they were lucky. Others had valves that only private keys would open and they were not lucky. At Lowellton, they were boarded by the U. S. officials. He went through the train, opened the valves that were easy and examined them. One or two it couldn't manage, so he ordered the passengers awakened to discover to him the contents of their grips. He found nothing wrong and he left the train.

Next morning the indignation meeting discussed the incident and it was voted a decidedly annoying arrangement. It is learned that this is a regular thing on the train from Montreal to St. John—not when going in the opposite direction, though, and the passengers, it is stated, are supposed to be notified that this raid is to be made so that they can leave their keys or sit up to await the man in uniform.

Sturdy passengers decided that if this thing has to be, there are better ways than rousing a man from sleep in the dead of night to let a customs official search his valises; that the work could be done at the start of the journey, or at least before bedtime, or failing that the passengers be notified so that they may act as they think best.

CLOSE OF NAVIGATION

Past Season on the River Not a Good One for the Steamers.

The season of navigation on the river has now closed. The last boat has made her trip, and ice has appeared at many places along the lower reaches of the streams.

The steamship business for the summer has been slack. Unfavorable weather, owners' reports, has been largely responsible for the falling off. In the whole of July there were only three really fine days. Tourist travel was but small.

The freight traffic, though, was but little smaller than in previous seasons. The shipments both up and down river began early and had no very noticeable lessening until late in the fall.

The last of the steamers to lay up, the Hampstead, is preparing to go into winter quarters at Marble Cove. The yards of the R. K. Y. C. at Millidgeville are laid up, and in other ways prepared for the cold weather.

The Maggie Miller is still running between Millish and Millidgeville, and no ice has been reported yet by the captain.

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