POOR DOCUMENT

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LT. GOVERNOR TWEEDIE A WITNESS AT CENTRAL ENQUIRY THURSDAY

Hon. Wm. Pugsley Also Present, and Takes a Prominent Part---Frequent Arguments Between Minister and H. A. Powell—S. L. Shannon, Senator King and John A. Wheaton on the Stand.

At the resumed enquiry by the commission into the affairs of the New Brunswick Coal & Railway Company yesterday, the evidence of S. Leonard Shannon, of Moncton, comptroller of the I. C. R., and of Senator G. G. King was taken in the morning. Lieutenant Governor Tweedie and John A. Wheaton were the witnesses examined in the afternoon. Hon. William Pugsley, minister of public works, appeared for himself as a member of the late provincial government.

At the morning session Mr. Shannon was the first witness examined. He said he was comptroller of the I. C. R. having occupied that position since 1896. Previously he had been in the railway department at Ottawa. In all he had been about 27 years in the railway department of the government. He had made an investigation of the line from Chipman to Minto in 1904. He went to Hampton, where he met E. G. Evans, and on arriving there found the statement of the cost of construction was not furnished him as he had asked. Only a summary of the expenditures was given him and he had to get the figures for himself from books of the company. He found that a contract had been entered into with Mr. Barnes for $117,000. This contract had been rescinded and a new agreement made. His figures for his report were taken from progress estimates.

A copy of the report he had submitted at that time was handed to the witness for his perusal.

Cost of Construction.

His investigation, he said, was made in order that the dominion subsidy might be secured. Witness did not know at that time that Mr. Evans was representing the government. He had examined the books of the Barnes Company, as to the cost of the work. The cost of construction under the first contract from Oct. 1901 to April 1903, was $95,951.51. The payroll from May to December was $55,494.08. An item of engineering was $12,495.98; invoices of material supplied, $32,845.89; surveys for 15 miles, $3,000; right of way $1,200; construction of piers, bridges, etc., in 1896, $4,591; rails and transportation, $46,839.21. Witness thought some of the rails were purchased from the dominion government. Items for repairs to locomotives, was $8,000 and construction of engines, $2,500. The total cost of labor, etc., including all these items was, $254,887.75, from which he deducted the cost of coal branches, $30,433.33, leaving a balance of $224,454.42, which was the net amount be allowed for the 15 miles.

To Mr. Powell he said the deduction was made for branch lines running to coal mines and to a gravel pit. They were not on the 15 mile section and he thought they should not be included as they were not a part of that construction. The company claimed in addition to the amount he had reached that the following items should be included: Branch coal lines, $30,433.33; interest on notes in Peoples Bank, $16,182.68; in Bank of Montreal, $5,501.51; Bank of B. N. A., $991.77; Bank of N. B., $5,559.67; rolling stock, $26,800; managing directors salary and fees, $5,000; (witness could not say who the managing director was); secretary salary and expenses, $3,500; J. J. F. Winslow, salary and expenses, $2,000; A. Geo. Blair, Jr., fees for drawing contracts, $2,500; H. H. McLean, solicitor for Royal Trust Co., $300; Royal Trust Co., $950; (witness said there were only vouchers for $100 of this amount); contractors claimed for track laying, $3,967.60 (witness said Mr. Evans was of opinion this amount should not be paid); contractors also claimed they should be allowed 15 per cent. on the cost to complete the road.

Witness said the salaries of officials were not paid at time he made his report. In his opinion it would be legitimate to add the cost of rolling stock, interest due the banks and the cost of coal branches to the amount in his report. This amount would be $85,467.96 and added to the amount in his report would make a total of $309,922.38.

Witness said his report was correct in every particular.

Dr. Pugsley Puts Questions.

Hon. Dr. Pugsley, who had arrived a few minutes previously, questioned the witness when Mr. Powell had concluded, and asked for an explanation as to why the cost of these branch lines was not included in the total cost.

Witness said he had been guided by a previous decision of the department in a similar case. He said he had examined two sets of books belonging to the contractors, they being for different periods.

To Mr. Carvell, witness said the total amount claimed by the company was $328,139.38. This included all the items mentioned.

Asked by Dr. Pugsley if the difference between the cost of construction as reached by Auditor Sharp and his own figures was not caused by reason of the statements of cost being based on different periods and the actual cost of material., witness said he presumed the difference was accounted for in that way. Mr. Sharp's figures were based, he supposed, on actual cost of materials. He could not, however, say anything as to Mr. Sharp's methods or his figures.

To Mr. Powell witness said the I. C. R. still had a claim against the railway for materials supplied. This concluded his testimony.

Senator King.

Senator G. G. King next went on the stand. He said he had been a commissioner of the railway for a time. Mr. McAvity had looked after the finances. Witness was absent from the province for some time.

He had been rather diffident about accepting the position of commissioner, but after many requests had acceded when it was pointed out that if the road could not be taken hold of it would have to be shut down. As the road meant much to Chipman and to the whole county, he had agreed to act and had done the best he could to look after the work. He had had no connection with the financial affairs of the road and could not speak definitely of any expenditure. In answer to Mr. Powell, he said he did not know what amount was advanced by the government to cover Brown Bros'. contract. He knew rolling stock had been purchased from Rhodes, Curry & Co., but did not know positively that the amount had been paid yet. He had heard that it had been paid. The amount was a debt contracted previous to his becoming a commissioner. He thought there was an amount of about $160,000 unpaid when he entered on his duties. He knew nothing of a claim from the dominion government for $40,000, except what he had seen in the press. All the iron, rails, spikes, etc., were purchased from the government previous to his taking up the work. He had perfect confidence in Mr. McAvity and Mr. Hunter and he signed pay sheets, etc., without looking into them very deeply. The purchase of a gravel pit from Mr. Scovil was previous to his term. He had taken quite an interest in the making of the contract with Brown Bros. He did not know anything of a settlement of Brown Bros'. contract. He understood the work had been taken over by the road. Some claims of Brown Bros. were paid, but not by the commissioners. He believed the government had made the payments. He had been satisfied with the early work of Brown Bros., but was dissatisfied with the way the work was carried on in the later stages.

Politics Introduced.

Mr. Brown toward the last was incapable of carrying on the work. He had conferred with Mr. McAvity as to the advisability of stopping Brown Bros. He had criticised the work of the Barnes Construction Co., as he thought it might have been done better. He had been away much of the time and had no opportunity to watch matters closely. The senator referred in the course of a reply to Mr. Powell, to certain charges that had been made in the recent provincial elections about the Liberal Party having trains and said in every case these trains had been paid for and the opposition were given the opportunity to have trains also if they wished. Regarding a charge that cars had been held up in the yard of the King Lumber Co., he explained that these cars were not the property of the road, but were being stored for Mr. Corbett, a contractor.

A number of questions regarding political matters were asked and statements made by Dr. Pugsley, Mr. Barnhill and Mr. Powell, as well as the witness, and His Honor finally suggested that they had better stick to the matters for which the enquiry was being held.

Resuming, the witness told of the calling for tenders for repairs to the road and the acceptance of Brown Bros.' tender of about $83,000. There was still quite a lot of work to be done and quite a considerable outlay would be needed to finish work that should have been done by Brown Bros. He had received statements from Mr. Hunter as to the expenditures and had accepted his figures as correct. He said there were four or five locomotives on the road. Two were owned by the Dominion government. The locomotives were of a fairly large type for a branch road. They could haul ten cars of coal from Minto to Chipman and six cars from Chipman to Norton.

To Mr. Carvell, witness said he believed Brown Bros.' contract price was very low, so low, perhaps, that it would be impossible for them to do the work at the price. Witness also in answer to Mr. Carvell reviewed the history of the building of the railway and the different subsidies received from the Dominion and provincial governments in the early days of the road.

The first contract was given out to Clark & Co., of Philadelphia.

Scope of the Inquiry.

After some further statements had been made about the early stages of the road's history and cost of construction, Dr. Pugsley objected as a former member of the provincial government to the enquiry taking up matters previous to 1901, which was the scope of the enquiry. It had been stated in the press that a million dollars had gone into this road and if that was true, a portion of this money was expended in the years previous to 1901. If the commissioners decided to go back of this date he thought he should be informed of it. It was immaterial to him what the decision was, but he thought he was entitled to know if they were going into matters of 20 years ago. He would be prepared, if so, to give evidence, and he also desired to call witnesses to show how the monies had been expended.

Judge Landry said that he would consult with his colleagues as to what action they would take in the matter and let Dr. Pugsley know as soon as possible.

Mr. Carvell then continued his examination of the witness and brought out statements of the quantities of coal shipped out from the mines, showing how it had increased year after year from 5,000 tons output in 1900 to 40,000 tons in 1907. Previous to the building of the road the coal had been shipped by water.

In reply to Dr. Pugsley the witness said he was under the impression that Mr. Shannon was mistaken when he stated that the branch lines were not run off from the Minto to Chipman branch. He believed they were all on this section. The main line from Chipman to Minto was 15 miles from end to end. The road if ballasted properly would be as good as any. On one occasion he had gone over the 13 miles from station to station in sixteen minutes.

Mr. Powell questioned the witness about the quantity of coal shipped from the mines and asked if it was not a fact that less than half of 40,000 tons was shipped in 1907.

The witness said his information was taken from government reports.

Mr. Powell asked the senator if he remembered a promise made by Dr. Pugsley some time ago that there would be an output of 150,000 tons annually inside a period of six months.

Objections.

Dr. Pugsley here arose to ask if Mr. Powell was representing the commission or a political party. He had never made such a statement, he said.

Dr. Pugsley also interrupted Mr. Powell to ask if it was proper to ask questions on matters prior to 1901, until the commission had decided whether such evidence would be taken or not. Mr. Powell had stated that an item of $13,000 in subsidies had been paid twice. This was some 8 or 9 years previous to 1901.

Judge Landry said he was of the opinion that such evidence should be admitted, as it was difficult to go into the matter intelligently if they stopped short at 1901.

Dr. Pugsley thought they should go into the matter thoroughly.

Mr. Powell stated that in a subsidy of $77,000 an item of $13,000 had been paid twice. The first time to the D. Bertram Co. and again to the N. B. Coal and Railway Co.

Dr. Pugsley asked if this was in evidence, and on being told it was, he inquired on what page.

Mr. Powell said it appeared in an order-in-council, which he thought had been drawn up by Dr. Pugsley.

While Mr. Powell was looking up the evidence Dr. Pugsley asked the witness if he knew that some rails which were bought from the dominion government had been paid for in cash. Senator King said he did not know, but Mr. Carvell stated that the item appeared in the statement prepared by Mr. McAvity, which would be produced later.

Dr. Pugsley at this point was handed a copy of the order-in-council, and having examined it, said it showed that the $13,000 was to be deducted from the subsidy.

Mr. Powell said that this had not been done, as Mr. Babbitt's evidence showed it had been paid twice.

Dr. Pugsley said he could not accept that statement until he had looked into the matter himself. He thought Mr. Babbitt was mistaken.

Afternoon Session.

Lieutenant Governor Tweedie and John A. Wheaton gave evidence at the afternoon session. Mr. Wheaton told of his work as a contractor on the Central Railway and of the line from Chipman to Minto. When he built the Central Railway he said he did not get his Dominion subsidy as he put in wooden bridges instead of steel. He knew of tenders being called for the construction of the 15 miles of road from Chipman to Minto. He put in his tender which he believed was the lowest. He did not sign a contract as an offer was made him by Mr. Barnes which he thought looked better. About $5,000 was paid him by Mr. Barnes. Before tendering he made an examination of the road. He believed that the work proved harder than was anticipated.

Mr. Teed—"Did the government ask you to complete the contract?"

Dr. Pugsley—"The government had nothing to do with the affairs of the company at that time."

Mr. Teed—"How did the company know that you withdrew?"

Dr Pugsley—"Why he wrote a letter of course."

Lieut. Governor Tweedie.

Lieutenant Governor Tweedie was called. He was a member of the provincial government, he said, in 1901. He was premier and provincial secretary. There was legislation introduced during the session of 1901 authorizing the building of a railroad from Chipman to Minto. The bill represented the policy of the government, and was introduced by Hon. Mr. Pugsley.

Mr. Powell read from the bill the different requirements asked of the company before the bonds would be guaranteed. The first was that the whole road should be constructed from Chipman to Gibson before the bonds would be guaranteed. The second, that a mining plant, capable of producing 500 tons of coal a day should be installed, and the third that the company should show by contracts or otherwise than an annual output of 150,000 tons should be marketed.

Dr. Pugsley—"Have you among your papers a letter from the late Mr. Blair, then minister of railways, offering to take 100,000 tons?"

When asked if he had attended meetings of the directorate of the New Brunswick Coal & Railway Company, as an ex-officio member, Governor Tweedie gave a lengthy explanation of his connection with the development of the coal fields. After Mr. Butler, of Ohio, had visited the province and pronounced the coal of the best quality but had wanted such exorbitant terms that no arrangement could be made with him, the witness said he had ceased to take an active part at the directors' meetings. He was not a practical man, and as provincial secretary he confined himself to keeping the expenses down and watching the progress of the work. He had no knowledge that the company wished to dispose of the road in the summer of 1901. He did not know that Evans & Elkin had an option on the road.

Difference of Opinion.

Dr. Pugsley—"There is not a particle of information to show that Evans & Elkin ever did have an option on the railroad."

Mr. Powell—"Unfortunately you drafted an order in council showing this to be the case."

Mr. Pugsley—"The option was on the bonds, and a portion of the capital stock."

Mr. Barnhill—"As a minister has said there is no evidence to show that Evans & Elkin had an option on the road."

Continuing, witness said he did not remember a meeting of the directors on May 10, 1901, at which a resolution was passed favoring amalgamation of the two companies. He did recollect receiving an application for a subsidy from the N. B. Coal and Railway Company sent by George W. Allen, the secretary. Witness produced the copy of a letter written to Attorney-General Pugsley, notifying him of the receipt of the application, and recommending its acceptance. The letter was placed in evidence. A passage at arms between Dr. Pugsley and Mr. Powell occurred as to the line of inquiry counsel for the Commission was carrying on. It started over a question addressed to the witness, asking if he knew that when bonds of the company were guaranteed by the government the company had not a dollar's worth of stock.

Question of Authority.

Dr. Pugsley said that if matters of policy of the government were going to be investigated it was doubtful where the inquiry would end. Did the commissioners, he asked, claim that they had authority to pass judgment upon the members of the government in council? It would appear that the commission was created solely to inquire into the cost of the railway and not into the private discussions of the government. He did not believe that the governor would be justified in divulging the proceedings of the executive council.

Governor Tweedie: "I do not intend to."

Judge Landry said that in the formulation of a report what Dr. Pugsley had said might be taken into consideration. While there might be no finding on the policy of the government as to why they did certain things, yet at the present stage any information which might throw light on the facts as to what was done could be admitted.

Proceeding, Mr. Powell asked for information about a meeting held in St. John on August 21, 1900, at which half of the issue of the stock of the company was put in the hands of C. N. Skinner.

The witness said he had no recollection of the meeting. Reference to the minutes showed that he was not present.

Mr. Powell, "Do you remember an order-in-council authorizing the payment of $11,500 as a subsidy?"

Dr. Pugsley stated that this amount had been paid out of the issue of the bonds.

Mr. Powell contended that the amount was paid as a subsidy, and asked by what authority it had been paid.

Dr. Pugsley, "We did not pay it. We simply agreed to ask the legislature to grant it, and on the strength of our promise the money was drawn."

Mr. Powell asked the witness if the work done on the railway by the Barnes Company was satisfactory.

Work Not Satisfactory.

The witness replied it was not satisfactory to him. He did not think they were carrying out their contract. Mr. Barnes wrote him asking to hurry along the issue of bonds and he wrote back absolutely refusing to grant his request and expressing disapproval of the work done.

Mr. Powell produced a letter which the governor had written, asking Chief Engineer Wetmore to make a thorough inspection.

Witness identified the letter and told of receiving the report, and writing to Attorney General Pugsley, calling attention to the increased cost of the road as shown by the report and to the mention of defective stone culverts. He did not know that the contract had been signed without the company filing any plans or specifications as provided by law.

Mr. Powell—"Do you remember on your return from Europe in 1902, raising a disturbance when you found the large amount of bonds had been issued?"

The witness—"I do not remember about that. I may have written a letter."

When asked if he had any connection with the company's business at all, the witness told of one transaction which he put through in October, 1904. Mr. Hickson, of Newcastle, asked him if he could buy some government bonds, and there being none on sale at that time he recommended the purchase of N. B. Coal & Railway bonds. Witness learned from the late Mr. Trueman that bonds could be procured from the bank of New Brunswick, and had $50,000 worth sent to Chatham. The transfer was made to Mr. Hickson through the banks of New Brunswick and Nova Scotia.

Checks and receipts were produced and put in evidence.

Mr. Powell—"Do you know what disposition the company made of the money given them?"

The witness—"Well in a general way, to pay their debts."

Subsidy Payments.

Mr. Powell called attention to the payment of the subsidy given in the receiver general's books as $77,000.

The witness said the subsidy was paid according to the length of road, which was given in the Engineer's report as fifteen miles of sidings. He thought eight miles was not a sufficient estimate for the sidings.

Mr. Powell said that assuming that the figures were correct the subsidy would come to $65,000, and asked the witness if he had any knowledge of a payment in excess of that amount having been authorized by orders in council.

The witness—"My impression is that the subsidy was paid according to law."

Mr. Powell then asked concerning the payment of the subsidy of $13,000 to an old company previous to 1901 and under the authority of the act of 1882.

Dr. Pugsley said the witness should be told that the work done on the whole line from Chipman and Gibson was largely in the nature of surveys many years before and was at that time practically of little value.

Dr. Pugsley Explains.

Judge Landry asked how the $77,000 paid in subsidies on the fifteen miles was made up.

Dr. Pugsley began an explanation but was interrupted by Mr. Powell, who said long statements had no place in the proceedings. Dr. Pugsley was allowed to proceed and pointed out that 60,000 sleepers had been delivered for the extension of the line beyond and on the strength of this and other evidence the subsidy was granted on an additional two miles and a payment of $7,000 was authorized. The estimate of eight miles of sidings had also been raised to ten miles making up the remainder of the $77,000.

Judge Landry asked if witnesses could be called to prove this.

Mr. Carvell—"Don't worry about that, I will guarantee this. It is no trouble to explain."

The enquiry was then adjourned until 10 o'clock this morning.

The mayor has received a communication from H. G. Eckhart, secretary of the Fernie District Fire Relief Committee, thanking the city for their donation of $500 for the fire sufferers. He states that he is drawing on the city for $1,000 and asks that the draft be honored. The grant made was $500, with a guarantee of $500 additional, if needed. According to Mr. Eckhart, all offers are gladly accepted.

No further cases of diphtheria have been discovered among the boys, inmates of the Boys' Industrial Home. The board of health will start to fumigate the institution today, and the work is expected to be finished on Friday.

DEATHS

BRUNDAGE—The death took place on August 17th of Mrs. Betty Brundage, widow of the late Joshua Brundage, in the 85th year of her age.

POWER—On the 19th inst., at Quispamsis, Rose, widow of Edward Power, leaving two sons and two daughters to mourn.

LONGLEY-STOCKER—At New London (Conn.), on August 7th, by the Rev. Joseph P. Brown, Walter Francis Longley, to Kathleen Mary, eldest daughter of John G. Stocker of Oromocto, Sunbury county, New Brunswick.

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WEDDINGS

Lowell—Gallison.

A pretty wedding took place Monday at the residence of Oswald Vanwart, Pitt street, when his eldest daughter, Miss Edna was united in marriage to Wm. H. Dennis. The bride was attired in cream serge with picture hat to match. Mr. and Mrs. Dennis received many beautiful and costly presents.

Duncan—Covey.

At Halifax on Wednesday afternoon in the Tabernacle Baptist church the marriage of John Edgar Duncan, of Salisbury (N. B.), and Miss Lillie Covey, daughter of the late Silas Covey, of Halifax, took place. Rev. Mr. Vincent officiated. The bride and groom left for a trip through New Brunswick.

Burns—Donahue.

Harvey Station, Aug. 19.—One of the most interesting weddings of the summer season was witnessed by a large gathering of relatives and friends in the Church of the Immaculate Conception, Cork, to do honor to the bride, Miss Alice Frances, daughter of Mr. and Mrs. Michael Donahoe, of Harvey. The groom was Simon M. Burns, of Fredericton Junction, an employee of the C. P. R. The marriage ceremony was with nuptial mass and was performed by Rev. F. X. Cormier, who was served by Walter M. Donahoe, of the Grand Seminary, Quebec, a brother of the bride.

At 10.30 o'clock the bride entered the church with her father. Her dress was of white silk muslin with veil and orange blossoms and she carried a white prayer book. She was attended by her sister, Miss Rena, who wore white with blue trimmings. James Burns, the groom's brother, acted as groomsman. The ushers were Frank Donahoe and Daniel Donovan. The wedding march was played by the bride's sister, Miss Josephine and Miss Nan Smith sang the "Veni Jesu" and "O Salutaris" in a pleasing manner.

After the ceremony a wedding breakfast was served at the home of the bride's father, which was beautifully decorated with golden rod and fern. The guests from other places included Mrs. P. K. Galligher and Miss Mary, of Boston; Mrs. Mary Burns, mother of the groom, Mr. and Mrs. Michael Burns and Mr. Simpson, of Fredericton Junction; William and Edward McGinn, Mr. and Mrs. Hugh McGinn, Mrs. Poban and Mrs. McQuade, of Houlton; Miss Maud O'Brien and T. Donahoe, of Fredericton; John McCarthy, of St. John; Miss Smith, of Montreal and W. T. Donahoe, of Cranbrook (B.C.)

At 4 o'clock a reception was held and the newly wedded couple left on the evening train for Montreal, Quebec and other Canadian cities. The bride's travelling costume was of blue Panama cloth with hat to match. The numerous presents included cut glass, silver, china and furniture. The groom's gift to the bride was a bracelet of plain gold; to the bridesmaid one of chased gold and to the ushers, gold cuff links. Many friends were at the depot to wish Mr. and Mrs. Burns a joyous future.

PERSONALS.

Mrs. C. T. McColough, of Halifax, is visiting her son, E. G. McColough, 72 Mecklenburg street.

Mrs. Douglas R. Hemsley, of Montreal, and little daughter Jean are the guests of Mrs. Hemsley's mother, Mrs. S. B. Paterson, at 13 Horsefield street.

Mr. and Mrs. John O'Hara have returned from Baltimore, where they attended the services at which their son Charles became a priest of the Redemptionist order. Joseph McLaughlin, son of Wm. McLaughlin, at the same time entered upon the novitiate of the order.

John J. Cushing, a well known New York lawyer, and a member of the National Geographic Society, also the author of "The Future of Copper," "The Law of Success," and other works, spent several days in the city last week, the guest of George A. Horton.

Miss Emma L. Colwell returned yesterday from St. Stephen, after a pleasant visit, accompanied by her friend, Miss Etta DeWolfe, who is the guest of Mr. and Mrs. W. H. Colwell, Paradise Row.

Mrs. J. M. W. Woodforde and sisters, Mrs. Chas. Peabody, of Woodstock, and Mrs. (Dr.) Cousius, of Waltham, Mass., have taken the Hatheway cottage at Seaside Park for the summer.

W. Norman Ritchie, the noted cartoonist of the Boston Post, arrived in the city last night and is visiting his old home. His nom-de-plume is "Norman." Baffles, the Society Burglar, which ran in the comic supplement of the Boston Post for a lengthy period, is a product of his pen.

Friends of David J. Gleason of the Customs service, at Ottawa, will be pleased to learn that he has been promoted to a chief clerkship.

Rev. J. S. Estey and Miss Estey, of St. Stephen, are spending a few days in the city.

Miss Nettie V. Hatfield left yesterday morning to visit friends at Gagetown.

Miss Pearl Price, Brooklyn, N.S., is visiting Miss Barnaby, Princess street.

Rev. P. J. Stackhouse, Mrs. Stackhouse and children, of Campbellton, are visiting in the city.

Miss Hannah Ellis and Miss May Elliott are spending a short vacation at Welsford, the guests of Mrs. McDonald.

The schr. Melrose arrived at Everett, Washington, a few days ago from Petropavlovsk, Siberia, in charge of Capt. McCarron, a native of Charlottetown, P. E. I.

OBITUARY.

Mrs. Harriet Dickie.

Mrs. Harriet, widow of Hon. J. B. Dickie, at one time speaker of the House of Assembly, Nova Scotia, died at Truro yesterday morning. She was the mother of Mrs. Sutherland, wife of Rev. J. S. Sutherland, pastor of St. John's church, Halifax.

Captain Thomas E. King of Windsor.

Windsor, N. S., Aug. 18.—Captain Thomas Edward King died this morning after a long illness of Bright's disease and diabetes. He was a son of James King, of Cheverie, and was seventy three years of age. He followed the sea from an early age. His first command was the ship Martha, owned by Gilbert & Company, of St. John. He then entered the employ of Shubael Dimock, of Windsor, and remained several years. His last command was the bark Athenia, and since then he had resided on shore, making Windsor his home. In company with his wife he spent last winter in New York for treatment, but returned weaker and gradually grew worse.

Captain King was well liked and his death will be learned with regret by many friends. He is survived by his wife, who was Miss Elizabeth Ashton, of Liverpool (Eng.), and two sons, Captain James, of the barge Lewis H., St. John, and Captain Andrew, of the government steamer Atlantic, New York, at present at sea.

Mrs. Chas. A. McCoskery.

News was received Tuesday evening of the death in Brooklyn, New York, of Mrs. Charles A. McCoskery. She was of southern birth, the daughter of Dr. Seward, a prominent physician of Savannah (Ga.). Mrs. McCoskery was a resident of St. John for some time and has a number of friends here who will regret to learn of her death. She is survived by her husband, two sons and three daughters.

Mrs. Rose Power.

Mrs. Rose Power, widow of Edward Power, passed away suddenly Wednesday afternoon at the residence of her son-in-law, Thomas McGuire, at Quispamsis. Mrs. Power was highly esteemed by all who knew her and news of her death will be learned with much regret. She had been ill for five weeks but had been gradually improving when a turn for the worse came yesterday afternoon. She leaves two sons and two daughters. The sons are Fred Power, of Vassie & Company, and Frank in the west. The daughters are Mrs. Thomas McGuire and Miss Annie Power who is employed at Macaulay Brothers; two sisters Mrs. William Harrison and Miss McManus, who reside in Brussels street also survive.

John Thornton.

At Summerside on Monday morning John Thornton, one of Summerside's oldest and respected citizens died, at the age of 90 years. He leaves one son and two daughters, one residing in Chatham.

Dr. Henry Hopkins.

Williamstown, Mass., Aug. 18.—Dr. Henry Hopkins, former president of Williams College, died of pneumonia to-day, according to a cablegram received by his brother, Colonel A. L. Hopkins, of this town. Dr. Hopkins had been ill for six days.

Charles Jones.

The funeral of Charles Jones, one of the oldest and most respected residents of Salisbury parish, took place today. Mr. Jones who was in his 95th year, died on Sunday at the home of his son, Byron C. Jones, at River Glade. Trueman Jones, mill owner, of River Glade, and Warren Jones of Albert (N.B.), are also sons. Several daughters also survive. The funeral, which took place from the home of Byron C. Jones, was attended by many, there being a large family connection in Albert and Westmorland counties.

Impressive services were conducted by Rev. R. W. Ferguson, pastor of the River Glade United Baptist churches. Mr. Jones was among the early settlers along the Petitcodiac river, and was a wonderfully well preserved man for his great age. He celebrated his 94th birthday in January last, and those who were present on that occasion were greatly surprised to find him so strong both mentally and physically.

James E. Purdy of Amherst.

Amherst, N. S., Aug. 18—(Special)—The death of James E. Purdy, registrar of deeds, in the 78th year of his age, occurred here last night after a long illness. Deceased had been in failing health for the past year, but had been at his office up to ten days ago. By Mr. Purdy's death, Amherst loses one of her best known and most highly respected citizens. In his official capacity as registrar he had during the many years he had occupied the position given satisfaction to all classes and proved himself an obliging and trustworthy official. He was a man thoroughly posted in all that pertained to the county, perhaps one of the best informed men on current events in the county. He was the son of the late Gilbert Purdy, whom he succeeded in office, father and son having occupied the position of registrar for upwards of 75 years, except for a brief period when the late Angus McLeod filled the office, Mr. Purdy going into mercantile business, the old Amherst Warehouse Co. His wife, who survives him, was Miss Lydia Burns. Two sons and two daughters are left. Charles, of the Robb Engineering Co., R. A. of the legal firm of Rogers, Bencks and Purdy are the sons. The Misses Margaret and Ella are the daughters, all living in Amherst. Mrs. George Christie Mrs. John Lusby and Mrs. Joshua Black are sisters of deceased. The early portion of Mr. Purdy's life was spent with the late W. W. Bent, father of C. H. Bent of the Government Savings Department.

The bktn. Amaranth sailed from San Francisco July 21 for Puget Sound to command of Capt. Michael Burke, to load lumber for Sydney, Australia. Capt. Burke is a native of Georgetown, P. E. I.

Liberal Convention for Kings-Albert

A Convention of the Liberals of Kings-Albert will be held at

Sussex, Friday, August 28, at 2 o'clock in the Afternoon

for the purpose of nominating a candidate to represent the Constituency in the House of Commons. Representatives from every parish are invited to be present.

HON. WM. PUGSLEY, Minister of Public Works, and others will address the Convention

G. G. SCOVIL, President Kings County Liberal Association

JOHN LEWIS, M. D. President Albert County Liberal Association

Remember the Liberal Picnic, at Rothesay, Wednesday, September 2

For Particulars see Posters and Advertisement in last issue of this paper.