

THE SEMI-WEEKLY TELEGRAPH

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In remitting by check or post office order our patrons will please make them payable to THE TELEGRAPH PUBLISHING COMPANY. All letters for the business office of this paper should be addressed to THE TELEGRAPH PUBLISHING COMPANY, and all correspondence for the editorial department should be sent to the Editor of THE TELEGRAPH, St. John.

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This paper has the largest circulation in the Maritime Provinces.

Semi-Weekly Telegraph.

ST. JOHN, N. B. MARCH 8, 1899.

THE NEW BRUNSWICK MAGAZINE.

The New Brunswick Magazine for March was published Friday, and is a very good number. The first paper is one on "The New Brunswick Militia," by Lieut. Col. Maunsell, who is so long connected with the force. This article is rather discursive and not well arranged, but it contains many interesting facts which will be highly acceptable to our young militia men. A history of the New Brunswick militia would be a serious undertaking and would involve much research, but the papers by Col. Maunsell, of which this is the first will doubtless present a vivid picture of what he has himself seen during the thirty-five years he has been connected with the militia of this province. Dr. I. Allen Jack gives a second paper on "Old Times in Victoria Ward," which is extremely interesting, and will stimulate the appetites of readers for those articles by the same hand which are yet to come. The Rev. W. O. Raymond's third paper, "At Portland Point," is, like its predecessors, a highly valuable contribution to our local history. "The Acadia Desolate," by Hon. Pascal Poirier, is a translation of an extract from his valuable work, "La Pere Lefebvre et l'Acadie," and is rather rhetorical than historical, but anything that Senator Poirier writes deserves to be read with attention. Mr. Hanna contributes his sixth paper on "Our First Families," dealing with the names of Groulx, Gaudet, and Gaudet. "A Railway Reminiscence," by a writer who does not give his name, tells of the first railway trip out of St. John, on the 17th March, 1857. He falls, however, into the strange error of placing the Smith-Anglin government in power at that time, the Gray-Wilnot government being then in office. The Smith-Anglin government did not come into existence until 1865. The New Brunswick Magazine is doing excellent work, and it should receive a large measure of support from the public.

ARCHEDEACON BRIGSTOCKES.

The news of the death of Archdeacon Brigstockes was a great shock to this community, in which he has lived and labored for more than a quarter of a century. The progress of his illness had been watched with anxiety, but all danger seemed to be over, and no one dreamed of a fatal termination. In fact it would seem that his death had no necessary connexion with the illness which has confined him to his home for the past fortnight, but was due to another cause, one of those mysteries of the human system which come without warning, and which serve to remind us that we also are mortal.

The pastor of a large congregation stands in close and peculiar relation to large numbers of his fellow men that, if he be a faithful and true man, he cannot fail to be greatly beloved and revered. He is the one human friend whom the most selfish of men do not hesitate to take into his confide use in his hour of grief and his day of trouble. He is the depository of secrets which concern the good name of men and the honor of families. He is the kindly adviser who is always to be relied on and whose heart is ever open to tales of distress and sorrow. His place is not only in the pulpit and the reading desk, but at the bedside of the dying and the grave of the departed. His life and his personality are woven into the lives of his congregation by a

thousand golden threads. At the baptismal font, and at the communion altar, he stands as the central figure and the representative of the Master, and in the same capacity as well as the representative of the civil authority, he unites two beings by ties that can only be dissolved by death. For these and many other reasons the death of the incumbent of a parish and the pastor of a church is an event which is likely to cause more widespread regret than that of almost any other individual and this regret becomes the more poignant when the event comes without any previous warning and the people are in a moment deprived of their leader, spiritual director and friend.

Dr. Brigstockes was a native of another land, but much more than half his active life was spent here as rector of a church which is undoubtedly the greatest in this province. The best proof of the manner in which he discharged his duties towards his people is to be found in their steady attachment to him, which "grew with their growth and strengthened with their strength," an attachment which was founded on mutual respect and esteem, on services at all times faithfully rendered and gratefully acknowledged. These, after all, are the true bases of love and affection; they are the foundations on which we may safely build a fabric of regard and personal devotion. The people of Trinity loved their rector because their interests were his, and now that he is dead they will never cease to regret his sudden death or to venerate his memory.

REORGANIZING THE CONSERVATIVE PARTY.

The Conservative party is receiving a great deal of reorganizing in these days. Recognizing the fact that it is in a state of utter collapse and decay the persons who claim to be leaders of the party are putting it through a new process, by means of which they hope to restore it to life and health. Last year the Conservative party in this province was completely reorganized, and this was done so thoroughly that at present there is very little left of it. Having resolved to oppose the provincial government at the recent general election, it has emerged from that contest with just five representatives in a legislature numbering forty-six members, and these five elected by such narrow majorities that a change of one hundred and fifty votes would have defeated the whole of them. Such is the great Conservative party in the province of New Brunswick as reorganized under the management of Mr. Geo. E. Foster.

In the province of Quebec the work of reorganizing the Conservative party is going on apace under the superintendence of Mr. Henry Dalby. Many of our readers may never have heard of Dalby, the great Dalby, if so we can only express our regret that newspaper fame goes such a very little way. Dalby was the managing editor of the Montreal Star, that thoroughly independent paper which is never for sale except when a knighthood, a senatorship or a sufficient sum of spot cash floats across its line of vision. Dalby was regarded by the proprietor of the Star as the greatest master of satire in all America. He was supposed to be almost the equal of that "Mr. Brown," whom Bret Harte mentions in one of his ballads, and of whom he says:—

He was a most sarcastic man this quiet Mr. Brown.

On several occasions he had cleaned out the town.

When the government of Sir Wilfrid Laurier assumed power the proprietor of the Star ordered Mr. Dalby to place his large stock of satire on tap immediately. It was supposed that the moment he began to turn his awful powers of sarcasm against the government they would surrender at once. Blair and Tarte were specially marked for destruction and the showers of sarcasm with which Dalby overwhelmed them reminded the readers of the Star of the out break of Mount Vesuvius which destroyed Pompeii and Herculaneum eighteen centuries ago. Strange to say neither Mr. Blair, Mr. Tarte nor any other member of the cabinet seemed to care a straw for Dalby's satire and after trying the experiment for two years and a half, without result, Mr. Hugh Graham concluded that Mr. Dalby would be more useful to the Conservative party as an organizer in the province of Quebec than as a writer of editorials for the Star. Thus it happens that the Conservative party in that province is now being put through a process similar to that which the same party in this province had to undergo last year, and the end will doubtless be the same as it has been in New Brunswick. There are now some fifteen Conservative representatives of the house of commons from the province of Quebec, but after the next election, when Mr. Dalby's work has had time to bear fruit, there will probably be not more than five.

We are also informed that the Conservative party in Ontario is to be thoroughly reorganized. This will account for Sir Charles Tupper's recent visit to that province, and also to a grand round of speeches which Mr. Geo. E. Foster is delivering there. The Conservative party in Ontario has, until recently, been tolerably strong, but when Tupper and Foster get through with it its condition will probably be no better than that of the same party here.

THE GROWTH OF THE EMPIRE.

Most people had a general idea that the British empire had grown very considerably, both in area and population, during the past thirty years, but until Sir Robert Giffen took the subject up and dealt with it before the Royal Colonial Institute the extent of this growth was but imperfectly understood. The Canadian Tories, who object to Mr. Mulock's postage stamp because it tells us that "We hold a vaster empire than has been," will no doubt be distressed to learn that the growth of the empire in recent years has been so great, but to the vast majority of our people Sir Robert Giffen's figures will be most welcome.

The British Empire, adopting the statement of Sir Robert Giffen in 1871 included an area of 11,500,000 square miles, or 13,000,000 counting in Egypt and the Sudan, and in this territory there was a population of about 407,000,000, or 420,000,000 if Egypt and the Sudan were included—a population about one-fourth of the whole population of the earth. Of this population, again, about 50,000,000 were of English speech and race, the ruling race—in the United Kingdom, in British North America, and in Australasia, and the remaining 350,000,000 to 370,000,000 were the various subject races, for the most part in India and Africa, the proportion of the governing to the subject races being then about one-eighth, except in the case of South Africa, where the proportion of subject races is much greater. Sir Robert Giffen brings the statistics of the empire down to the end of 1897. He finds that the increase in area and population in the empire, excluding Egypt and the Sudan, has amounted, since 1871, to 2,854,000 square miles of area, or more than one-fourth of the whole, and to 125,000,000 of population, also more than one-fourth of the whole. The increase of the ruling race amounted to about 12,500,000, or about one-fourth of the number in 1871, and the increase in the subject races to 112,000,000, or nearly one-third the numbers in 1871. The increase in subject races was largely, but by no means exclusively, due to annexation.

Adding the statistics of the Empire in 1871 and the increase since that time would give it an area, including Egypt and the Sudan, of 15,354,000 square miles, and a population of 545,000,000. This stupendous political fabric far surpasses in extent as in the number of its inhabitants any other empire that has ever before existed. It is not surprising therefore that other nations view it with jealousy, and that plans have even been formed for the purpose of dismembering it. The dislike with which Great Britain is regarded on the Continent of Europe has been mainly due to her great prosperity and to the rapid growth of the empire. The statistics of the revenue and trade of the empire are quite as remarkable as those of its area and population. According to the same authority whose figures we have been quoting the present revenue of the different parts of the empire amounted to 237,659,000, and the imports and exports to 21,575,000,000. The increase since 1871 amounted to 215,143,000 for the revenue, or more than 40 per cent. of the present total, while the increase in imports and exports amounted to 2428,000,000, or about one-third of the present total. The revenue of the self-governing English parts of the empire amounted to 2145,000,000, having increased 200,000,000 since 1871, and the imports and exports to 21,086,000,000, having increased 2,247,000,000 since 1871.

Apparently Mr. Kipling is now out of danger, and the lovers of good literature have their fears relieved. The other day we published the tribute of the New York Herald to Kipling, but the following, which appears in the New York Evening Post, is equally worthy of the occasion:—"Mr. Kipling's improvement brings relief as general as the anxiety with which his acute illness has been followed by the English-speaking world. No author of his years ever received such a tribute. It has been a tribute, not so much to his achievement as to his promise. Great as the powers have been which he has displayed, and the delight which he has spread in widest commonality, his most attentive readers have felt that he was only at the beginning of his career. He flashed brilliantly upon the horizon as a new light in the literary heavens. It has been his distinction to appear to be one of those happy writers who, by dint of a fresh handling of the old material, by walking among the oldest and mouldiest literary conventions with a native vigor, succeed in recreating for the world from time to time the vital charm of literature. And there has been no apparent exhaustion of Mr. Kipling's original force. He has held himself well in hand. Money bribes have not tempted him to write himself to the drag. Such accounts as we have had of the severe conscientiousness with which he does his work have encouraged us to hope that with him the best was yet to be, 'the last of life for which the first was made.' It is, therefore, with a grateful sense of a recovered, instead of a lost, possibility of high attainment in letters that the good news of Sunday and this morning from Kipling's sick-bed has been read round the world."

Rheumatism, salt rheum and all diseases caused by impure blood are cured by Hood's Sarsaparilla, which is America's Greatest Medicine.

A TERRIBLE DEATH.

HOWARD CLARK'S LIFE GOES OUT BENEATH THE WHEELS OF A LOCOMOTIVE

On the C. P. R. Near Blue Rock—What Was Adjudged at the Coroner's Inquest—The Verdict.

A horrible accident occurred Monday morning about 10 o'clock in the C. P. R., yards, West End, and Howard Douglas Clark, a C. P. R. employee, was the victim.

The unfortunate man had arrived at Fairville Monday morning as a brakeman on a C. P. R. Special freight train, and after getting off only he came to the rear of the train and proceeded to the engine and proceeded afterwards to his home in the West End.

On his arrival at Sand Point he stopped at the tank house at the head of Protection street to have a few minutes' talk with some friends. Leaving the tank house he proceeded towards his home a few hundred yards distant up the track. Clark in walking towards his home was on the Shore Line track, shunting engine No. 580, in charge of Engineer John Lee, was pulling a train of cars out from Sand Point. Clark jumped on the foot board of the tender to get a ride to his home. He caught hold of the hand rail which apparently gave way and he fell across the rails and was killed instantly. The rear truck passed over his body about the stomach and nearly cut him in two. The engineer heard a scream and at the same time the wheels of the tender struck left the rails. Engineer Lee reversed his engine quickly, blew for brakes and stopped the locomotive as quickly as possible. He then looked out and the sight that met his gaze was a ghastly one. The mangled remains of Clark were under the wheels. The kidneys and intestines were scattered about the railway tracks, where the body had been dragged. A crowd of men soon gathered on the scene and it was found necessary to remove the foot board and run the engine ahead a few feet before the remains could be extracted.

Coroner F. L. Kenny, of the West End, was summoned and ordered the removal of the remains to the Carleton City Hall. When the remains were viewed by a Undertaker the sight was a horrible one. The body was cut clear round the middle, and the two parts were only held together by the intestines. The left arm was cut off at the shoulder and the right arm was broken at the elbow. There was a cut over the left eye about two inches long, while his legs feet and hands were badly scratched. His two feet found burial in the gravel and the watch chain was cut in two places.

Howard Douglas Clark, who was only about 200 yards from the deceased's home, "Doug" Clark, as he was familiarly known, was a well built man and of a jovial disposition. He was a popular man with all who had the pleasure of knowing him. He was a wife and a mother, a devoted son, and a devoted brother. He was a member of the Brotherhood of Locomotive Firemen, and a member of the Golden Rule lodge, I. O. O. F. of the West End.

About 10 years ago, on the 16th of March, he was the victim of a severe injury at Fairville round house, when a locomotive boiler exploded, and he received a fractured skull. He was taken to the Brotherhood of Locomotive Firemen, and from the C. P. R., as stated in an evening paper. His family and relatives have been notified of the death of the community at large in their bereavement.

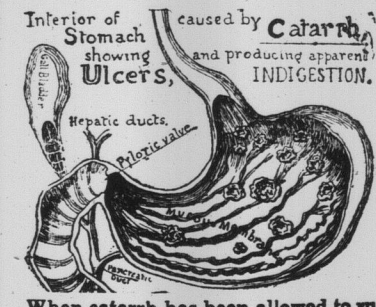
The Inquest  
Shortly after noon Coroner Kenny empaneled a jury composed of the following gentlemen: Aid I. E. Smith, foreman; James McLeish, Samuel McLeish, Samuel Waters, Isaac Duffy, Edwin Strange, Wm. McLeod.  
After the jury had been sworn at the city hall the jury adjourned to the water commissioners' office, in the same building, where at 3 o'clock the inquest was commenced.

Mr. Wetmore was present in the interests of the company.  
Harry Stevens, son of Mr. H. T. Stevens, Union street, West End, was the first witness called. He did not know the nature of an accident which had taken place at the time of the accident. He saw the body of Clark lying on the ground, and he saw the engine passing over him. He knew of the rail being loose, having seen some boys playing on the engine before the accident.

To the jury—Clark was going towards his home, as the train was coming towards him he was stepping on the end. I did not hear what he said but I heard him cry. I did not see any person around; there was a boy around there before the engine came up.

MR. WHITE.  
Mrs. Matilda White, who resides at 79 Union street, near the scene of the accident, was called and said: "When the accident happened I was sitting in my house looking out of the window. I saw Mr. Douglas Clark get on the engine. I went from the window to the kitchen, then into the woodhouse and looked out the door and saw him on the engine still. He was standing on the footboard of the tender. He had his dinner bucket in his right hand and all at once he seemed to turn and fall off, pitching forward as if in a swoon. I screamed and ran down through the yard. The tender then bumped up and down and I crossed the track, thinking that he might not be killed. Then I saw the body under the wheels and I left for my home; it was such a horrible sight. The engine was backing up the track slowly, pulling a long string of cars. The body was lying under the rear wheel of the tender. He came up the Shore Line track and crossed over the C. P. R. and when the engine came to him he stepped on the foot-

CATARRH OF THE STOMACH.



Is your flesh soft and flabby? Do you suffer with headaches? Do you feel bloated after eating? Have you rumbling in your bowels? Have you palpitation of the heart? Do you feel languid in the morning? Do you have pain just after eating? Have you pain in pit of stomach? Do you have chilly and then hot flashes? Do you have a desire for improper food? Is there a sour or sweet taste in the mouth? Is there a gnawing sensation in stomach? Do you feel as if you had lead in stomach? Do you feel faint when stomach is empty? Do you see specks floating before your eyes? Have you a feeling of emptiness in morning? Have you a burning in back part of throat, called heartburn? If you have some of the above symptoms and want to get cured, mark yes or no after each, out out, and send to Dr. Sprule, he will then thoroughly diagnose your case, and if curable tell you how much his treatment would cost.

Write to Dr. Sprule, B.A., (formerly Surgeon British Naval Service), English Specialist in Catarrh and Chronic Diseases. Address 7 Doane street, Boston.

C. P. R. The number of my engine is 580. I know Douglas Clark. I first saw him this morning about 9:15 o'clock standard time. He was then on Shore Line track, just above the Sand Point switch and near where the accident happened. He was walking towards his own home. I was driving 680 and was going towards him. I was going about four miles an hour. We were slowly catching on to Mr. Clark and we got pretty near to him on the curve. The switchmen are on top of the cars. I looked to see if the track was clear. It was clear. Clark was on the Shore Line track. I then looked towards the yardmen to see if there were any signals from them. I just looked for a moment, and as I looked around again, I heard a scream. I did not see him leave the Shore Line track or get on the engine. It was only a few moments that I was looking for and stopped the engine just as soon as I could. When I heard the scream I looked out and saw Clark under the wheels on my side of the engine which was next to the Shore Line track. I had no idea that he was on the engine. I got out of the engine and saw what had happened and called the yardmen to my assistance. I supposed Clark was dead when I first saw him under the engine. I don't know what caused him to fall off the tender and couldn't say he was on the tender. The back track of the tender went off the track. I suppose that it went off the track when it ran over the man, the wheels left the rails when I heard the screams, not before. I looked at the tender afterwards. There was a hand rail that was broken off. The rails were all right, there being no cause of the wheels leaving the track other than that going over him. It is the engineer's duty to look after the engine; to see that it is in good repair. I examine the tender every time I take charge of her, also when I oil her. I oil her three or four times a day. I noticed the hand rail when I went around the engine this morning when I took charge. It was all right for the work we were doing, as the man work mostly on the other end. I noticed there was a break in it on one end and intended to have it fixed on my next trip to Fairville, where all the physics are done. I noticed the break yesterday afternoon about 5:30 o'clock, had not been to Fairville from the first time I noticed the break until after the accident. I did not consider break dangerous to any of the employes working round the engine.

THE VERDICT.  
The coroner then charged the jury who were out over an hour and returned the following verdict:—We, the jury empaneled to inquire into the death of Howard Douglas Clark, find that the said Howard Douglas Clark came to his death on the 6th day of March, on the rails of the C. P. R. on or near Union street, St. John, and that his death was caused by a broken or defective handrail on the back of the tender of the C. P. R. engine, No. 580, which said handrail caused him to fall onto the rails and the said tender passed over him.

A Cure for Pneumonia.  
LONDON, March 6.—The announcement comes from Berlin that Professor Wassermann, one of Professor Koch's ablest pupils, believes he has discovered a serum for the cure of pneumonia.

Experiments with animals have been successful and he is now operating upon human beings.

FRIENDS PREVAILED

A Nervous Toronto Woman Walked the Floor During the Night for Hours at a Time—She Makes a Statement.  
TORONTO, ONT.—"I was troubled with nervousness. It was impossible for me to keep still and all the spells came over me during the night I had to get up and walk the floor for hours at a time. My blood was very poor and I was subject to bilious attacks. My feet would swell and I was not able to do my own housework. I treated with two of the best physicians here but only received slight relief for a time. I became discouraged. One day a friend called and advised me to try Hood's Sarsaparilla. I bought at the advice but I was pre-occupied and protracted one bottle. Before I used it all I began to feel better. I took several bottles and also several boxes of Hood's Pills. Now I can eat and drink heartily and sleep soundly. Hood's Sarsaparilla has entirely cured me and also strengthened me so that I now do all my own work. I cheerfully recommend Hood's Sarsaparilla to all sufferers from nervousness, weakness or general debility." Mrs. H. F. FARM, Degraaf Street.

Hood's Pills are, to operate, certain.

JOHN NICHOL.

John Nichol, sworn, said he was a railroad employee and knew the deceased, Douglas Clark. I last saw him alive about 9:55 o'clock last time this morning. He was perfectly sober at the time. I saw him in the tank house, Sand Point. I was standing on the footboard of the tender. It was not over five minutes from the time I saw him alive until I heard of the accident. My duties on the railway are to look after the switch lights, and tending the tank-house.

To the jury—The handrail is for the use of switchmen; it should be looked after. I heard no talk around about it being loose.

To Mr. Wetmore—Clark was walking when I last saw him, which was about 15 yards from the tank-house.

JOHN LEE.  
John Lee, sworn, said he lived in the West End, and was an engineer on the