THE PAPER The Times THE PEOPLE READ

# The Evening Times.

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THE WEATHER.

Toronto, Aug. 20.—Maritime: Northwest to west winds, fresh to strong, during the day, fine and comparatively cool today and on Friday.

## CONGO AFFAIRS CAUSE OF A CRISIS

### Belgian Cabinet and Chamber of Deputies are at Odds Over the Issue of Bonds.

Brussels, Aug. 20.—It is stated that a crisis in the Belgian cabinet is inevitable as the result of a deadlock between the majority in the chamber of deputies and the government on the subject of the responsibility of Belgium for interest in the Congo independent bonds.

The Chamber voted an article in the colonial bill in its second reading, as adopted at the first meeting, which declares Belgium is not responsible for this international loan until a special law is passed, and rejected the government bill empowering Belgium to assist to the Congo independent state.

At a meeting of the cabinet this morning this was discussed, but no decision was reached. One of the ministers, however, is reported as saying that the matter would be reconsidered.

## ROYAL TEMPLARS FOR PROHIBITION

### Today's News From Fredericton --The Scottish Farmers--Yacht in Port.

Fredericton, N. B., Aug. 20 (Special).—Members of the Scottish Agricultural Commission left this morning for Woodstock in two Pullmans attached to the Gibson train. They were pleasantly entertained while here and were much pleased with what they saw. Deputy Commissioner of Agriculture Peters joined the party here and will accompany them as far as McAdam.

The schooner yacht Windward, with T. E. Powers and party of friends on board, arrived from St. John last evening and will remain here until to-morrow.

At the meeting of the Grand Council of Royal Templars yesterday a resolution was passed urging a temperance federation to wait upon the local government and urge the enactment of a prohibitory law. Fraternal greetings were exchanged with the Grand Council of Manitoba now in session in Winnipeg. Work in connection with the sick and funeral benefit fund is not satisfactory and may be dropped.

The annual kirk picnic is being held today at Douglas.

The discount period on city taxes expires this evening. It is expected that the discount of five per cent. will be allowed on about forty thousand dollars.

## TENNIS TOURNAMENT

At the tennis tournament this morning the following matches were played:

Mrs. Thomson and McAvity defeated Miss Babbitt and Winslow, 6-2, 6-1.

Miss M. Fairweather and Tilley defeated Miss Sears and Fisher, 6-4, 6-4.

Mrs. Holmes and Taylor beat Miss McLaren and McLean, 8-10, 7-5, 6-4.

Miss K. Hazen and Stewart defeated Miss McAvity and Fairweather, 6-3, 6-0.

Mrs. Thomson and Mrs. Harrison defeated Misses Hall and McAvity, 6-1, 6-4.

MEN'S DOUBLES.

W. Wood and Landry won from Scott and Turnbull, 6-4, 6-4.

Angus and Stewart won from Harrison and Alward by default.

Fairweather and Taylor defeated McDonald and Fisher, 6-1, 6-0.

LADIES' SINGLES.

Mrs. Babbitt won from Madge Robertson, 6-1, 3-6, 6-2.

Muriel Robertson won from Miss M. Barnaby, 6-0, 6-1.

Miss S. Robertson won from Miss G. Robertson, 6-0, 6-1.

Muriel Robertson defeated Miss W. Barnaby, 6-0, 6-2.

MEN'S SINGLES:

McAvity won from Landry, 3-6, 6-4, 6-3. Peters defeated Price, 6-3, 7-5.

## TO HONOR REDMOND

New York, Aug. 20.—A reception is now being arranged by a committee of the United Irish league of America in honor of John E. Redmond, chairman of the Irish parliamentary party, and Joseph Devlin, M.P., who are expected to arrive in this city from England about Sept. 16. They are coming to this country as representatives of Ireland to the convention of the United Irish League of America to be held in Boston.

## HARVESTING IS GENERALLY ACTIVE

### Farmers May be Tempted by the High Prices to Rush Their Grain to an Early Market.

Winnipeg, Man., Aug. 20 (Special).—Cutting is general in South Manitoba, and at a few other points on the main line, and the northern branches of Canadian Pacific Railway. According to a report issued by the company, it will be general over the entire province by the end of the week. Slight frosts have been general, but very little damage is reported. The increased price of flour is occasioning much comment in the West, and causing many farmers to talk of rushing to market their wheat, which they usually hold back for an easier movement. If the present price of wheat and flour continue, it is believed elevators throughout the prairie province will be cleaned out by a rush to market.

## THE DREYFUS OF PYTHIANS

### Exonerated and Restored to Knighthood After Seven Years.

Chicago, Aug 20.—John A. Hinsey, the "Capt. Dreyfus of the Knights of Pythias," after suffering from seven years' expulsion from his lodge and a charge of embezzling $500,000 has been exonerated and re-instated.

Hinsey, who is head of the claim department of the Chicago, Milwaukee & St. Paul railway, and one time a political power in Milwaukee, was restored at the recent biennial convention of the Pythians in Boston. The official action of the order was announced here Tuesday night.

The charges against Mr. Hinsey were made by Ogden H. Fethers of Janesville, Wis., when Fethers was supreme chancellor. Hinsey was indicted and charges preferred against him in his lodge. He fought the indictments and they were quashed and all the subsequent civil suits which were dismissed. Throughout it all he had one friend, John C. Burns, also of the Chicago, Milwaukee & St. Paul R. R. Mr. Burns worked constantly to have the whole affair investigated. The end came at the Bostoin convention on a final roll call which resulted 99 to 80 in Hinsey's favor. On a viva voce vote following, Hinsey, after a seven year fight against degradation was restored to all the rights and privileges and his former good standing as a true Knight of Pythias.

## JUST LIKE THE HARVESTERS

### United States Soldiers Enroute to the Philippines Make Trouble on the Train.

Atlanta, Ga., Aug. 19.—Late today police reserves were called to the terminal station to quell a riot that broke out among United States regulars en route from Chicago to the Philippines.

When the local police officers were unable to curb the soldiers a call was made upon Fort McPherson for troops, and Captain Bankhead, with a company of regulars, responded hurriedly.

The trouble started in the afternoon, when a number of the soldiers en route to the Far East broke out of their cars on the side track at the terminal station, and, it is said, began annoying passengers entering trains. Officer Hill, of the local police force, knocked one of the soldiers down, and then the trouble began generally.

During the fighting a soldier named Frank Smith was seriously stabbed. Another soldier was placed under arrest. At 6.30 the men were under control and under guard in their cars.

## MONTREAL STOCKS

Montreal, Aug. 20 (Special).—In a dull stock market this morning prices had a downward tendency. The sole exctption was Mexican, selling at 73. Other sales were Soo at 118 1-4, Twin City 89, Havana 31 3-4, Rio 59 1-2, Dom. Steel Bonds 77 1-4, Power 95 7-8.

# HON. DR. PUGSLEY PRESENT AND TAKES PART IN THE CENTRAL RAILWAY CASE

### An Interesting Session and Some Sparring Between Counsel--Senator King on the Stand--Difference of Opinion About an Item of $13,000--The Question of What Transpired Prior to 1901.

The enquiry into the affairs of the Central Railway which was resumed this morning by the royal commission proved to be a very interesting session.

Hon. William Pugsley, minister of public works, was present for the first time since the enquiry opened and took a hand in the examination of the witnesses. Dr. Pugsley said he appeared for himself as a member of the late government against which the enquiry was directed. There were several spirited passages between the minister and Mr. Powell, counsel for the commission. Mr. Powell charged that an item of $13,000 in the provincial government subsidies had been paid twice and Dr. Pugsley denied the accusation and it has yet to be proven.

Dr. Pugsley raised the point as to whether the commission had power to probe matters previous to the year 1901, which was the time stated in the act under which they were appointed. The minister said he desired a thorough enquiry but wanted it understood whether or not the enquiry would go back of this date. The commission will discuss the question and give an answer as soon as possible.

The only witnesses examined were S. Leonard Shannan of Moncton, comptroller of the I. C. R. and Senator G. G. King, of Chipman.

The former gave evidence about an investigation he had made in 1904 of the cost of construction of the 15 miles from Chipman to Minto and the latter told of what had been done, within his recollection, during his term as a commissioner of the road for the provincial government.

The enquiry opened at 10.15 o'clock, those present being the commissioners: Judge Landry, Fulton McDougall and A. I. Teed, and F. B. Carvell, A. P. Barnhill, K.C., Senator King, S. A. Corbett and S. L. Shannon.

S. Leonard Shannon of Moncton 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 him as he had ash fr fd yllnil7u2w 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.

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, $245,887.75, from which he deducted the cost of coal branches, $3,433.33, 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, $3,967.69 (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.

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. Cornell, 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 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.

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. Heinter 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.

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.

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.

(Continued on page 8).

## THE C.P.R. DENIES AN ABSURD REPORT

### Have not Said They Would not Take Back Old Hands-Eighty Signed on Today.

Montreal, Aug 20—(Special).—A Toronto story to the effect that the C. P. R. had issued an ultimatum, stating that should their old employes not return to work by noon today they will not be taken back under any circumstances, is authoritatively denied by the main officials of the railway. They state that they are ready and willing to take their old men back at any time, and are only too glad to get them. At Windsor street offices the C. P. R. is a list of 38 agencies that are offering men to replace strikers. These agencies are located in different sections of Canada and the United States. To Canadian agencies the officials are writing, accepting the offer of men, but to United States agencies answer is going forth that under the Alien Labor Act they cannot accept. At Donagana street labor agency of the C.P.R. eighty men were signed today, and these are being distributed to points requiring them most. Two of the old men lately on strike are, the company claim, among the eighty mentioned.

The company state that they are gaining ground gradually, and that it is only a matter of days when they will have all the skilled labor required.

## BALLOON CRUISED OVER BERLIN TODAY

Berlin, Aug. 20.—The Parsevalle and the Grosse steerable balloons cruised today for two hours over Berlin. They performed various evolutions with great success and were close to each other for the entire flight. They sailed the length of the Unter den Linden. The Duke of Sachschen Altenberg was again at the helm of the Parseval. Both balloons will make daily ascensions for the purpose of training new men in their management.

## TWO VICTIMS OF A PISTOL FIGHT

Robinsonville, Miss., Aug. 20.—H. B. Suber and J. H. Gilmore, rival merchants fought a duel with pistols in front of the former's store last night. Suber was shot in the breast. His pistol failed to explode, but he retreated to his store, and seizing a shot gun, emptied the contents into Gilmore's back as the latter was leaving the scene. The wounded men were conveyed to Memphis hospital aboard a special train. Both will die.

## FIRE IN TORONTO

Toronto, Aug. 20 (Special).—At 1 o'clock this morning fire broke out in the Rice Lewis wholesale and retail hardware establishment, one of the largest of its kind in Ontario. Building and contents were badly damaged. The brigade got fire under control about 8 o'clock. Loss will be about $300,000, partly covered by insurance.

## QUEBEC'S GOVERNOR

Toronto, Ont., Aug. 20 (Special).—A Globe special from Quebec says: "Sir Alphonse Pelletier, formerly organizer of the Liberal party, and now judge of the Superior Court, will shortly be sworn in as Lieutenant-Governor of Quebec. Sir Alphonse was twice speaker of the senate."

## MARITIME BOARD

Halifax, N. S., Aug. 20 (Special).—The Maritime Board of Trade held a session this morning at which several resolutions were adopted which were not of special interest. This afternoon the most important session will be held, when officers will be elected.

WALL STREET.

New York, Aug. 20.—Wall Street—Speculation was slightly irregular at the opening, but although the tendency was downward, losses were trivial except in the Hill stocks, which lost a point.

COTTON.

New York, Aug. 20.—Cotton futures opened easy. Aug., 10.06; Sept., 9.23; Oct., 9.15 to 9.05; Nov., 8.78; Dec., 8.83; Jan., 8.81; March, 8.85.

## UNDERSTANDING BETWEEN RIVALS

### King Edward and Emperor William Believed to Have Arrived at Basis of Permanent Friendship.

Board of Works 3rdec08

London, Aug. 20.—The Daily Telegraph's Berlin correspondent reaches the highest importance to the communication which has appeared in the Vossiche Zeitung, describing what occurred at the meeting between Emperor William and King Edward at Kronberg. He declares that there can be no doubt that the communication was inspired by the foreign office and that it eminated from Baron Von Jenisch, who was present at the meeting as the representative of the German foreign office. The communication, it is believed is intended to prepare public opinion in Germany for a definite settlement of the Anglo-German estrangement on the only possible basis. According to the Vossiche Zeitung, the emperor and Sir Charles Hardinge discussed the naval question with the utmost frankness and laid the basis for a complete understanding on the subject.

The Daily Telegraph in an editorial says: "The communication will be read with sincere gratification throughout the country, and, if all goes well, the Kronberg meeting will take as one of the great political events of our time."

## WELCOMED BY AUSTRALIA

### Premier Deakin Eloquently Invokes "the Crimson Thread of Kinship."

Sydney, N. S. W., Aug. 19.—Alfred Deakin, the prime minister of Australia, has forwarded a message of welcome to the American fleet, in which he says:—

"The crimson thread of kinship, our chief bond of union within the empire extends throughout the great republic whose sailors we are about to welcome as guests, and the honored representatives of this mighty nation are thrice welcome as blood relatives."

Continuing, the prime minister says that for months past the hearts of the people of New South Wales have throbbed with pleasurable anticipation of this visit. The whole Commonwealth was honored when President Roosevelt consented to the proposal that the battleship fleet visit Australian shores, and he expresses the hope that the visit will be fraught with the blessings of peace and tend to the indissoluble union of the English-speaking race.

Sydney, N. S. W., Aug. 20—8:30 p.m.—The first day of the sojourn of the American battleships at Sydney has passed, and while there has been comparatively few official functions, tomorrow being set aside for the public reception and the official landing, the spirit of cordiality and whole hearted welcome which fills the people of this city has found open expression in several minor ways.

This afternoon, the admirals of the fleet and the captains of the various battleships came ashore and called officially upon Lord Northcote, Governor General of Australia, and Sir Harry Rawson, Governor of New South Wales. Later the Governor returned this official call.

This evening Lord Northcote gave diner in honor of the officers.

## MOVING A HOUSE

The moving of a house from one street to another is not a common sight now-a-days and consequently the operation now in progress of taking a dwelling from Spring to Summer street is creating considerable interest. The structure which is two story with peaked roof, was on the Johnston property, Spring street, purchased by the school board for the annex to Winter street school, and was purchased by J. S. Coughlan who is having it taken to the Hazen lot, Summer street. It is necessary to take the house around an entire block.

RATES OF EXCHANGE TO-DAY.

Demand, 486.30 a 35; 60 days, 484.90 a 485.

# PYTHIANS DECORATE GRAVES OF COMRADES

### An Imposing Parade to Fernhill This Afternoon ---Rev. Ralph J. Houghton of Massachusetts Brigade Takes Part in the Services.

The annual decoration of the graves of departed brethren by the Knights of Pythias is taking place this afternoon. The parade this afternoon was an imposing one. The Pythians turned out in force, and the marching was excellent, the uniform companies showing up especially well. The parade was in command of Col. Alfred Dodge, of the 1st Regiment, Maritime Provinces, and he was accompanied by Col. F. A. Godsoe, Col. James Moulson and Lieut. Col. LeB. Wilson. Following them came the Artillery Band, then the subordinate lodges, commanded as follows:—New Brunswick, No. 1, R. H. Irwin, Chancellor Commander; Union No. 2, E. Milton Smith; St. John, No. 30, Oscar Price; Uniform Rank Companies; Victoria, No. 1, Lieut. Harrison Kinnear; Cygnet, No. 5, Capt. R. T. Patchell.

The parade left Castle Hall, Germain street, at 2 o'clock, the route of march being Germain, Queen and Charlotte streets to the Queen's Rink, where two barouches loaded with flowers were taken in line at the head of the parade. Resuming, the march was by Charlotte, Union and out Waterloo. The first stop was made at the Church of England cemetery, where a short service was held, also in the Methodist cemetery opposite, and the graves of comrades were decorated.

The march to Fernhill was then resumed, and the usual services held there, Rev. Ralph J. Houghton, chaplain of the Massachusetts Brigade, reading scripture and leading in prayer.

The service was followed by the reading of the annual address by Col. James Moulson. Previous to the decorations and at their termination, hymns were sung with band accompaniment. The return will be by Marsh Road, and the city will be reached about 6 o'clock.

There were three deaths in the ranks during the past year, viz., E. W. Allingham, Geo. E. Price and S. H. Riley. About sixty graves will be decorated.

## THE TIMES NEW REPORTER

ABOUT BLUEBERRIES.

There was a hot dispute on King street this morning between Mr. Hiram Hornbeam and Harry Woods of Welsford over the size of the blueberries grown in their respective districts. Mr. Woods started it by inviting Hiram to the blueberry picnic. Hiram replied that there was only one place in New Brunswick where the blueberry grew to perfection, and that was Hornbeam Settlement. Mr. Woods asserted that he had seen four men with

a team of horses and stone drag hauling one blueberry in to Welsford station, to be loaded with four others on a car—this being the capacity of the car. Hiram proudly answered that he had seen a family scoop out a home for themselves in a Hornbeam Settlement blueberry one fall, and live there all winter—on blueberry dumplings dug out of the walls of their house. At this juncture Mr. Woods said that he would have to attend a political meeting or two before he would be prepared to deal with Hiram's statement as it deserved. The two were then pulled apart and traffic was resumed.

# TWENTY-FIVE NEGROES LYNCHED IN SIXTY DAYS

### How Long, Asks Booker T. Washington, can our Christian Civilization Stand This?--A Powerful Arraignment of American Injustice.

New York, N. Y., Aug. 20.—The World today prints a signed statement from Booker T. Washington, made at Baltimore today, in which the negro educator comments at length upon the recent lynchings in various parts of the country. In his statement Mr. Washington says:

"Within the past sixty days twenty-five negroes have been lynched in different parts of the United States. Of this number only four of the twenty-five were even charged with criminal assault upon women. How long can our Christian civilization stand this? I am making no special plea for the negro, innocent or guilty, but I am calling attention to the danger that threatens our civilization.

"For the negro criminal and especially for the negro loafer, gambler and drunkard, I have nothing but the severest condemnation, and no legal punishment is too severe for the brute that assaults a woman.

"No doubt the people who engage in lynchings, and excuse them, believe that they will have the effect of striking terror to the guilty. But who shall say whether the persons lynched are guilty? That is what courts are for. Those who have examined into the facts know only too well that in the wild justice of the mob it is frequently the innocent man who is executed.

"Mob justice undermines the very foundation upon which our civilization rests, viz.:: Respect for the law and confidence of its security. There are, in my opinion, two remedies—first of all, let us unite in a determined effort everywhere to see that the law is enforced, that all people at all times and all places see that the man charged with crime is given a fair trial.

"Secondly, let all good citizens unite in an effort to rid the communities, especially the large cities, of the idle, vicious and gambling element. And in this connection I would not be just and would not be frank unless I stated that the betters of the black race could use their influence, especially in the cities, to see that the idle element that lives by its wits without permanent or reliable occupation or place of abode is either reformed or gotten rid of in some manner. In most cases, it is this element that furnishes the powder for these explosions."