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**SUN PRINTING COMPANY,**  
 ALFRED MARKHAM,  
 Manager.  
**THE WEEKLY SUN.**  
 ST. JOHN, N. B., APRIL 16, 1898.

**MR. MILLS RESPONSIBLE.**  
 Douglas Stuart, the inspector of penitentiaries, has submitted to his minister a report in which he referred to the bad results of political management of prisons. The inspector traces the troubles that have occurred largely to the misuse of patronage for local politicians. He recommends penitentiary control by a non-political board of management, and speaks rather slightly of the services of investigation commissions, which he thinks will not be useful so long as prison officers are appointed by the machine. The report reflects as much on the late government as on the present ministry, but the reference to the commissions is offensive to the good party men now in power. Mr. Tarte especially is highly indignant and the paper that Mr. Green-shields bought for him comes out with an emphatic demand for Mr. Stuart's dismissal. This is not surprising. At a time when about half the grit lawyers in Canada and about a third of the laymen are, or have been, or expect to be, commissioners to investigate something, a reflection on the commissions is nothing less than an insult to the whole party.

But it is a little surprising that the government organs should proclaim it abroad that this report was printed in the blue book and given to the world without the knowledge of the minister of justice. The report is addressed to Mr. Mills, and must have reached his desk. If he did not take the trouble to read the only report which is issued in his name he must be a remarkably negligent minister. It would occupy about fifteen minutes of his valuable time to read the report in the proof sheets, without the statistics. Mr. Mills has time to prepare and deliver lectures and do many other things outside of his official work, and it may therefore be assumed that he reads his own report. The truth is that he must have read and endorsed it, and that therefore it contains an insult to Mr. Blair, Mr. Tarte, Sir Oliver Mowat and the other employers of commissioners. Mr. Mills is the gull's man.

**BRITAIN IN THE EAST.**  
 It was announced some weeks ago that the British admiralty had sent out orders to its agents to buy up all the Welsh steaming ports available at all British coaling ports east of Colombo. A letter from Hong Kong to the London Telegraph tells what an object lesson this simple order was to other powers. The Russian cruiser Rosetta, en route to Vladivostok, and two German war ships could not continue their voyage from Singapore but for the courtesy of the British authorities in permitting that to take a coal supply. All the ports of the first class in those waters are British, and the result of the admiralty order was the instant transference to British control of nearly the whole coal reserve, so vital to the effectiveness of a fleet. With Gibraltar, Malta, Perim, Aden, Colombo, Singapore, Hong Kong, and now Wel-Hait-Wei under her control, Great Britain is practically mistress of the situation, an fact calling stations are concerned. The Telegraph's correspondent justly remarks that their possession doubles the value of the British fleet. Not only in coaling stations, but in the coal itself, Great Britain has the advantage, for the Welsh coal is sought after by all navies. The Telegraph's correspondent tells the reason. He says:

The fact is that Great Britain possesses in South Wales a monopoly of the finest fuel in the world. Its steam raising power is unrivalled. The other day we took on board at Singapore a quantity of the best Indian coal, and I learned from the chief engineer that the ship burnt forty tons per day of her Cardiff supplies. It required seventy-five of the Indian to do the same work. This meant killing work for the poor sailors, and nearly doubling the bunker space. For a ship of war coal is as important as gunpowder. It is her motive power, and how much of this stored-up energy she can carry determines how long she can remain out at sea. On the coming day when more electric power shall be placed up in some form that now exists as a tale of last in a pound of coal. When that day arrives there will be no need of boilers and funnels, and the ship of war must carry her reserve of motive power in the present form, and with Cardiff coal they can carry almost twice as much as any other to be had in these parts, not excepting the best Japanese to be had at Kobe or Nagasaki. Besides, the South Wales variety is nearly smokeless, and that is a great matter in naval tactics.

It must not be assumed that Russia would have no available coal supply in the event of hostilities, for she has a considerable quantity stored at Port Arthur. Germany of course would have a supply stored at the leased port of Kiau Chau. But with Hong Kong and Wel-Hait-Wei as bases of supplies of superior coal, the advantage of Britain would be manifest.

One other fact is worth noting by those who may have been led to believe that Britain's influence in the far east is in serious danger. It is

that her fleet in Chinese waters is far superior to any other. She has three battle-ships, three armored cruisers, seven unarmored cruisers (with speed of 19 to 22 knots), four sloops, and ten gunboats. The Russian fleet in Chinese waters comprises three battle-ships, six armored cruisers, one unarmored cruiser, two sloops and one gunboat. Britain has the further advantage that her fleet could be re-inforced from other stations more quickly than that of any other nation.

It is therefore clear that Britain is in a position to maintain her prestige in the far east, and there is no ground for belief that her interests will be sacrificed. The London Telegraph puts the case clearly in a leader devoted to those who express apprehension that imperial interests will be betrayed or sacrificed. It says:

Neither the antecedents of individual members of the cabinet nor any conceivable parliamentary motive to leave the claims of patriotism and duty for the moment out of sight—justify such apprehension. There is not in Lord Salisbury's administration a single adherent of the "Little England" party. It is made up of the flower of the old liberal party and all the leaders of the conservative and Liberal Unionist parties. Every motive of self-interest, therefore, as well as the dictates of patriotism, constrains the government to guard against encroachments upon our imperial rights. This mere array of very obvious facts and considerations ought to give the croakers cause.

**ON TO KHARTOUM.**  
 General Kitchener's decisive defeat of the Dervishes despatched by the Khalifa to wrest Berber from the Anglo-Egyptian army, will in all probability be followed by a rapid advance on Khartoum and the end of Dervish supremacy in the Sudan. The campaign has been slow, but sure, and Sir Herbert Kitchener has proved himself a capable commander and a credit to the British army. There has been no mistake in his tactics from the day in 1896 when he was entrusted with the task of taking Dongola from the Dervishes, and thus ensuring the safety of Egypt from attack. Last year a successful advance was made to Abu Hamed, and that was followed by the fall of Berber.

When the Dervish forces advanced from Metemneh, by Shendi, a few weeks ago, down to the Atbara, they found General Kitchener thoroughly prepared to accept battle, so much so that they took refuge in the thickest bush and did not venture into the open. It was then that Sir Herbert prepared for them an unpleasant surprise. He sent Major Hickman with a battalion of Soudanese and some friendly natives up stream in gunboats and captured Shendi, their base of supplies. Mahmoud and his 15,000 men were thus caught in a trap, retreat southward being barred by the presence of the Egyptian troops and gunboats at Shendi, while escape along the Atbara was almost impossible owing to the capture of their provisions and the extreme difficulty of procuring food along that route. It was this force that General Kitchener attacked in its entrenched camp, killing 2,000 and taking Mahmoud, his best and bravest general, prisoner.

Sir Herbert Kitchener has had a good deal of experience in Soudanese warfare. He served with the Nile expedition in 1894-95 as deputy assistant adjutant and quartermaster-general, and for his services was mentioned in the despatches, given the brevet of a lieutenant-colonel in the Royal Engineers, a medal with a clasp, second class of the Medjidie, and the Khedive's star. He served in the operations near Suakin in December, 1895, and was present at the engagement at Gemalzah, in command of a brigade of the Egyptian army, for which he was again mentioned in the despatches and given the clasp. He also took part in the operations on the Soudan frontier in the following year, and was present at the engagement at Tokki, being again mentioned in despatches, granted a third clasp, and being made a C. B. In 1896 he commanded the combined British and Egyptian force, known as the Dongola Expeditionary Force, the object of which was to re-take from the Dervishes the lost province of Dongola. In this he was completely successful after several brilliant engagements had been fought. His reward was a K. C. B., promotion to the rank of major-general for distinguished service in the field, and the first class of the Osmanieh.

**THE THREATENED WAR.**  
 In the last decade of the fifteenth century Spanish ships bore Columbus on a voyage that resulted in the discovery of America. In the last decade of the nineteenth century her ships are gathering for a fateful struggle, the close of which may witness the extinction of Spanish rule on this side of the ocean. Had the genius of her people been like that of the Anglo-Saxon, Spain might today have been the centre of a powerful confederacy, including Cuba and other islands, Mexico and the South American communities, that have thrown off her yoke. But she was non-progressive, and has apparently learned nothing

from experience. The old idea, long since discarded in British statesmanship, that the chief purpose of the existence of a colony is to produce wealth for the mother country and official positions for her sons, is still embraced with famous obstinacy by the Spanish government. No British subject in any British colony, realizing the perfect freedom which he enjoys, can for a moment have any sympathy with the methods of government adopted by Spain in Cuba. There may be, and there doubtless is, in many minds a degree of sympathy for the ancient kingdom in this struggle, not because Cuba has been well governed, but because she is the weaker party in the present conflict, and because there is a suspicion that it is not love of freedom merely which inspires the eloquence of her enemies in the United States congress. A free Cuba will not be a tranquil Cuba. The elements of discord and strife are in the blood of her people, and it will probably be many a year before peace shall reign within her borders—unless it be the peace of exhaustion. But tremendous issues hang upon the events of the next few days. It is hardly conceivable that a speedy victory, in the event of war, would crown the American arms. Of their ultimate victory in a contest single handed with Spain, there can be no doubt, but there seems good reason to fear heavy loss will be inflicted on both sides before the end is reached. Should an American army invade Cuba at this season, the climate might prove as deadly a foe as the Spaniard. It is easy to talk in congress of Cuban horrors and of the duty of the nation, and the applause of the galleries may be very sweet to weakling gentlemen who will probably not smell powder, but when we turn to the gallant fellows whose blood must flow, and to the hearthstones despoiled by the storm of war—that is another story.

## ON THE SENATE.

(Continued from First Page.)  
 far sighted statesmen in Spain understand perfectly the declarations of their own government and that of President McKinley do not by any means make impossible a peaceful and conciliatory solution, if circumstances permit. Besides they fancy that the European powers, particularly Austria, France and Russia, may yet have something to say and do, and they have no intention of allowing, when once he has entire control of the negotiations and the development of American policy in his own hands.

"In this strain of considerations I understand the Spanish court and several members of the cabinet do not despair of sharing the pessimistic impressions prevalent in the press and in political circles."

"The military newspapers talk very wildly today, demanding war and considering further concessions impossible. The other papers are mostly conservative organs. Like the chief, Senor Silveira, are guarded and reserved, with the evident inclination to believe that Spanish, American and European diplomacy, as well as the action of the Madrid and Washington governments, may yet avert war, without exacting a surrender of the nation the humiliation of a surrender of its rights and territory."

**HANTSPOUT SHIPPING NOTES.**  
 (Hantsport Advance.)  
 Capt. R. Pratt of Cheverie is building a steamship. She is timbered out and will be pushed along to completion as fast as possible. Her machinery and boiler are building at Yarmouth. We hear this boat will be planned for a passenger and tow boat combined, will run regularly two days each week from Cheverie to Windsor, one trip per week to St. John, and the captain's own towing in his large shipping business.

The bark Lizelle Curry having been thoroughly repaired, caulked all over, painted and generally put in order for sea, was towed to Goat wharf, Windsor, on Monday, where she loads lumber for Buenos Ayres. We learn that Capt. Hector Pratt will take command for this voyage. The vessel will return from Buenos Ayres to Windsor with cargo.

The sch. Lily, having completed repairs, was towed up to Wentworth on Saturday, to load plaster for New York. Capt. Bentley tells us he is well satisfied with his bargain in the purchase of this vessel, and more than pleased with the despatch in rigging her over from a brigantine to a three-masted schooner.

**HALIFAX.**

An I. C. R. Train off the Track Near Stellerton. The Steamer Alpha.

HALIFAX, N. S., April 14.—The train from Stellerton left the rails a half mile from Stellerton this afternoon. The derailed train proceeded some distance and the passenger coaches turned over on their sides. The passengers were badly shaken and bruised but no serious injury was sustained. Among those hurt most severely was J. J. Bower, barrister, of this city.

The Lake Huron arrived at 10 o'clock from St. John. She sailed for Liverpool shortly afterwards.

The statement is made that the steamer Alpha, now on the voyage from this port to Vancouver, netted for her owners no less than thirty per cent. annually since 1880, when she was bought by Halifax men from the Cunard line. The Cunards were paid \$30,000 for the Alpha and she was subsidised by the government. For the past two years the steamer has been owned by a joint stock company known as the Halifax and West Indian S. S. Co.

## SUNDAY SCHOOL.

THE INTERNATIONAL LESSON.

**LESSON IV.**—April 24.  
**GOLDEN TEXT.**—Forgive, and ye shall be forgiven.—Luke 6: 37.

**PLACE IN THE LIFE OF CHRIST.**  
 The last part of the third year of His ministry, near the close of the great Galilean ministry.

**HISTORICAL SETTING.**—Autumn of A. D. 29. After the Feast of Tabernacles, which that year occurred October 11.—Andrews. Others place it just before that feast. Place—Capernaum, near the Sea of Galilee. Jesus nearly 33 years old, five months before His crucifixion.

The section includes chap. 13: 7-35, and a view of all the instruction of Christ concerning forgiveness.

**LESSON ON FORGIVENESS.**—Matthew 18: 21-35.

Read Chapter 13.  
 Commit Verses 21, 22.

21. Then came Peter to Him, and said, Lord, how oft shall my brother sin against me, and I forgive him? Till seven times?

22. Jesus saith unto him, I say unto thee, Until seven times; but, until seventy times seven.

23. Therefore is the kingdom of heaven likened unto a certain king which would (a) take account of his servants.

24. And when he had begun to reckon, one was brought unto him, which owed him ten thousand talents.

25. But forasmuch as he had not to pay, his lord commanded him to be sold, and his wife and children, and all that he had, and payment to be made.

26. The servant therefore fell down, and worshipped him, saying, Lord, have patience with me, and I will pay thee all.

27. Then the lord of that servant was moved with compassion, and (b) loosed him, and forgave him the debt.

28. But the same servant went out, and found one of his fellow servants, which owed him hundred pence; and he laid hands on him, and took him by the throat, saying, Pay me that thou owest.

29. And his servant fell down at his feet and besought him, saying, Have patience with me, and I will pay thee all.

30. And he would not, but went and cast him into prison, till he should pay (c) the debt.

31. So when his fellow-servants saw what was done, they were very sorry, and came and told unto their lord all that was done.

32. Then his lord, after that he had called him, said unto him, O wicked servant, I forgave thee all that debt, because thou (d) didst me.

33. Shouldst not thou also have had compassion on thy fellow servant, even as I had pity on thee?

34. And his lord was wroth, and delivered him to the tormentors, till he should pay all that was due unto him.

35. So (e) likewise shall ye heavenly Father do (g) also unto you, if ye from your hearts forgive not every one his brother (h) their trespasses.

**REVISION CHANGES.**  
 Ver. 23. (a) Make a reckoning with.  
 Ver. 27. (b) Released him.  
 Ver. 30. (c) That which was due.  
 Ver. 32. (d) Besought me.  
 Ver. 33. (e) Mercy.  
 Ver. 35. (f) So shall also. (g) Omit also. (h) Omit their trespasses.

**LIGHT ON THE TEXT.**  
 21. Then came Peter—After thinking over what Jesus had said in vs. 15-17. Till seven times—The Jewish rabbis taught to forgive three times.

22. Jesus said to Peter—40 times; 7, as often and as long as he can forgive (Luke 17: 3, 4). Further instruction can be found in Matthew 18: 15-17; Rom. 12: 13-21.

23. King—Representing God. Servants—Officers; governors placed over provinces by the emperor, instructed with collecting the revenue.

24. Ten thousand talents—A Greek talent was 6,000 denarii, or pence, each worth fifteen to seventeen cents. The whole amount was nine or ten millions of dollars. This represents the greatness of our sins against God.

25. Him to be sold—His wife, children, etc.—According to eastern custom, this represents that for his sins man deserves the greatest punishment.

26. A hundred pence—Fifteen to seventeen dollars; one sixteenth part as much as he had been forgiven.

27. His lord was wroth—God's anger is not passion, but a terrible indignation against sin and wrong. Our hearts grow hot over the wrongs, oppressions and cruelties in the world, but God's indignation is hotter than ours. The better a being is, the greater must be his hatred of all sin and wrong.

28. A God, who was careless about sin, that was not offended by impurity, that did not resent cruelty and injustice, that did not loathe and abhor filthiness and lying, could you govern men?—Delivered him to the tormentors—In those days debtors of ten hid money that these days debtors of ten hid money that they were tortured to make them tell where it was. This represents the pains of conscience and hell.

29. So likewise, etc.—Because those who will be forgiven are not truly repentant.

**GUIDING QUESTIONS.**  
 Subject: Forgiving and Being Forgiven.  
 To what part of Christ's life does this lesson belong? What was the occasion of Peter's question?

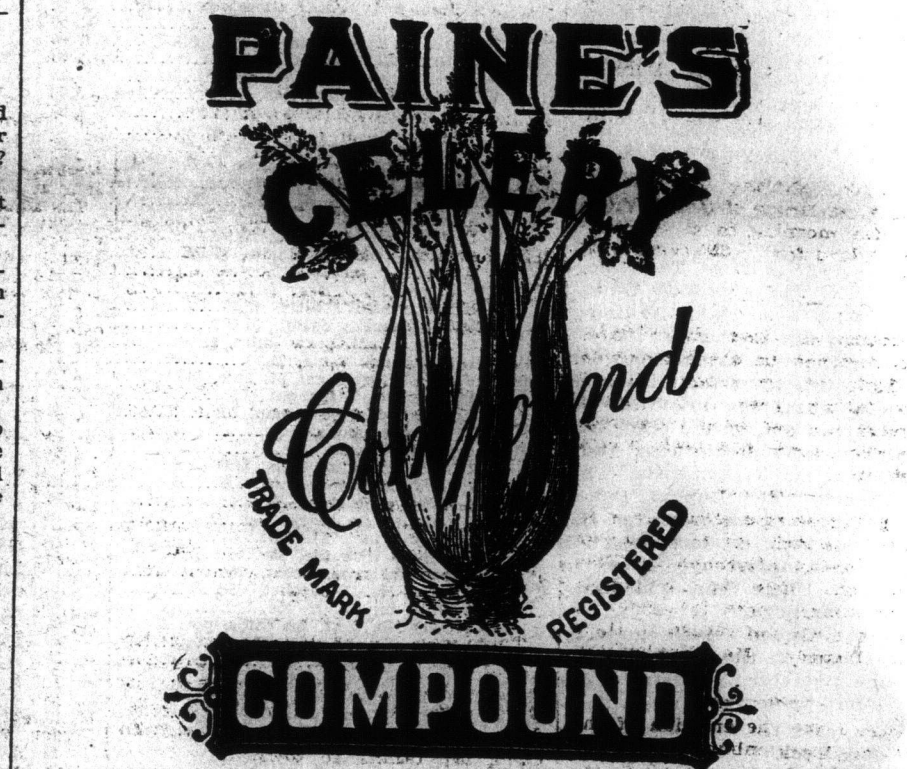
2. The Law of Forgiveness for Personal Offences (vs. 21, 22).—What question did Peter ask Jesus? What was Jesus' reply? What does this mean?

Are we to forgive when the injured does not wish to be forgiven? (Luke 17: 3, 4) What are we to do to lead him to seek forgiveness? (Matt. 18: 15-17). What are we still to do even if he will not be reconciled? (Rom. 12: 10; Matt. 5: 44). What is included in forgiveness? Is it hard to forgive? What injury do we do to ourselves by not forgiving? What injury to others? What example was set us by Christ? (Luke 23: 24). What by Stephen?

## IT WORKED LIKE A CHARM.

**Paine's Celery Compound, the World-famed Spring Medicine, Gives Mr. Ducharme a New Lease of Life.**

**This is the Trade Mark of the Kind That Cures—Look for the Name "PAINE'S" and the Stalk of Celery—Refuse All Substitutes and Imitations.**



Gentlemen:—For a long time I was subject to spells of weakness that rendered me quite unfit for work. At such times my nervous condition was very alarming, and I felt as if my life was coming to an end. My sufferings were increased owing to violent attacks of rheumatism, and altogether I was as helpless as a child. Friends strongly advised me to use Paine's Celery Compound, as they had seen such grand results from its use. I used the

Compound, and the results were astonishing and happy. Paine's Celery Compound has done for me what the doctors failed to do. It has made me active and strong, able to work every day, and has given me a new lease of life. Every sick, weak and broken down man and woman should use Paine's Celery Compound; there is nothing like it in the world.

Yours truly,  
 ALFRED DUCHARME,  
 317 Beaudry St., Montreal.

(Acts 7: 60.) Does forgiveness prevent all efforts to punish crime? How does this law of forgiveness tend to lessen the sin in the world?

Scene I.—Relate the story in vs. 23-27. Who is represented by the king? By the servant or officer? How much money is 10,000 talents? Does this represent our sins towards God? In what respects is sin a debt? Can we pay the debt? How does God show His compassion to us (John 3: 16)? For whose sake does God forgive us? Why can he not forgive without the atonement of Christ? Repeat some texts about God's forgiving love. (Psa. 103: 11-13; Psa. 130: 18; Isa. 55: 7; Rom. 3: 25, 26; Eph. 4: 32.)

Scene II.—What did the officer do when he was released? How much is 100 pence? What is the difference between this and the amount the officer had been forgiven? How does this represent the wrongs men do to us?

Scene III.—Who told the king about the indebted servant? What did the king do? Why? Was this just? Why cannot God forgive those who refuse to forgive others? Where else is this truth taught. (Matt. 6: 13, 14, 15; Mark 11: 25.) Can one who does not forgive dare to repeat the Lord's Prayer?

**NOVA SCOTIA NEWS.**  
 HALIFAX, April 13.—A delegation left for Ottawa this morning representing the city council and the business community, to lobby the railway department and government the construction of improved terminal facilities for the Intercolonial at Halifax. A grand elevator and new wharf and freight shed are the principal requirements.

The steamer boat Lake Superior arrived this morning from Liverpool via Montreal after the roughest passage she has ever known. The captain reports that after leaving Liverpool on the 2nd inst. heavy westerly winds were met with, which greatly retarded the progress of the steamer. The banks were crossed in 43.30, but no loss was met with at that point. In the morning, however, icebergs were seen, one of which was very large. It is seldom that these gigantic masses of ice come so far east. On Monday the steamer was passed by a large icebergs. The steamer had 170 passengers and 100 crew, and 100 tons of cargo. There were three Klondykers on board, Messrs. Brenton, Marden and Melham. They go through by way of Vancouver, and will push through as rapidly as possible. There is evidently a falling off in the Klondike travel, as all recent boats have shown a decrease. The steamer discharged about two hundred tons of cargo and dropped her mails. She left at 10 o'clock for St. John.

Superintendent Brown has severed his connection with the electric tramway company to accept the position of assistant manager of the Metropolitan cable road, New York. Mr. Brown left by the early train for New York today.

Lieut. Joly de Lotbiniere, son of the Canadian minister of the interior, was a passenger from Liverpool by the Lake Superior today. He is returning from India, where he was engaged in active service, and is going to his home in Quebec to rest.

The steamer Pastnet left for Vancouver at 12 o'clock. Capt. Butler hopes to make Montreal before stopping for coal. The members of the crew all well equipped to withstand the cold weather at Cape Horn.

The steamer Harlow is back from the sealing grounds. Her catch was only eight hundred.

DIGBY, N. S., April 13.—The total value of lobsters shipped by local dealers during the month of March to the Boston market amounted to \$3,600, a big decline as compared with the same month last year.

The captain of a Grand Manan schooner in port said yesterday that the total value of fish shipments from that island to the American markets amounted to \$36,000 for the months

of January, February and March. The schooner Geo. J. Torr, Captain John S. Hayden, is taking in another cargo of wood pulp to be shipped to England by the next Furness line boat from St. John.

Dr. W. C. Carey and Wm. C. Purney, Dr. W. C. Carey and Wm. C. Purney, of Yarmouth, are at the Duke of Cornwall Hotel, St. John, by the train on Monday. They left by the Prince Rupert en route to Vancouver. From there they go to the Klondyke.

The stock lists for the new pork packing industry at Middleton are being circulated for signature from Windsor to Yarmouth. Public meetings are to be held at all the places, including Digby. About \$5,000 has already been subscribed.

Capt. Surrat of the Meteghan schr. Lavinia, at Gloucester from Tusket, writes home that when off Seal Island he encountered a heavy breeze, in which part of the deckload was lost. DIGBY, N. S., April 14.—Capt. Geo. Fox has purchased the schooner West Wind from Syds & Cousins on private terms and intends selling her to the British Columbia and St. John. His first outward cargo from this port will be a load of wood pulp to be shipped by the Prince Rupert line to England. Captain Fox is thoroughly acquainted with the lumber business here, and has been having sailed different vessels in that business.

Barth Ethel Clark, from New York for this port in ballast, was compelled to put into Bristol Island last night for a harbor, the storm was quite severe in the bay. The tug Maria will likely leave here to bring her to port.

M. L. Ogilvie of Toronto was in town yesterday engaging quarters for his family, who will spend the summer months in Digby. The Bear River Agricultural society has imported a thoroughbred Shorthorn bull. The animal is less than a year old and girifies five feet.

The schr. Geo. J. Tarr cleared today for St. John with 1,000 bales wood pulp for the English market, to go by the Furness line. G. A. Velle from St. John, British Columbia, where he has obtained a lucrative position.

A large American schooner, called boat with two hundred fathoms of seine, was shipped by the Prince Rupert yesterday. It was purchased from the schooner by Frank Ingersoll of Grand Manan, who will take it to the Magdalen Islands in tow of a vessel to be used in sealing heretofore. The schooner was built at St. John, and is a fine specimen of the kind. The latter will get the export rate on four tons of seal, but for his trade here he must pay more. To say the least, the four for Windsor, despite the fact that it must pay a rate to the D. A. R. as well as to both the city and the schooner have lost and stand to lose business because Mr. Blair chooses to carry goods a longer distance for less money and give the D. A. R. a little business.

**BRITAIN'S INSOLENCE.**  
 Ever rising before us is the impregnable Europe in having allowed England, already in possession of one of the gates of the Mediterranean at Gibraltar, to seize the other at Port Said. Today England holds both, and she has the insolence to declare that she will open them to her friends and shut them in the face of her enemies.—Le Journal Egyptien (Cairo).

Recent Events Around

Together With from Correspondents

When ordering the NAME of the paper that of the office it sent. Remember! The Office must be ensured prompt request.

Manager Harri who was driving from Hillsboro to

Christopher, so Piquet East, P. of rheumatic fever.

Capt. Daniel town, and A. A. leave Monday morning for Klond Guardian.

The remains of who was drowned stream, York Co. 27th, by falling bridge, have not although the sea well kept up.

Frank E. Barn Lewis was man parsonage Monday J. D. Freeman, propose remaining month, when the home at Bang Gleaner.

The contract buildings on Mrs. R. Cruikshank today to A. A. sub-contractors Sproule, mason painting; Wm. J. McDevitt, James McDougall.

J. H. Hughall, the Furness Steamer is about to take Montreal to his business at this sent staff of the Halifax was that city—Montreal.

John Kilburna town from Quebec, after seeing seven millions lost. He says there was snow in the weather was quite prospects for stream ty good.

A telegram received Mrs. Wm. Fleming anealing the day J. Flemming, at Some years ago the Northwest many friends of man in this city regret of his dead and one child.

By the death daughter of Jam lotte street, which Centenary church loses a devoted work was deeply mourned. He was ed to be in her Miss Brogan was He's Bible class and her death w by all her acquaint

C. Ashworth, ney, J. T. Bethu have retired from the Victoria-busi Mining, Trading oration. Geo. of Inspector Stri over Mount. P manager of the capital, with acting in an adv gentlemen first townette interest

C. A. Palmer Messrs. Gilbert, D. Henson, presi tural Association decided not to fu bration award, cept payment of the association p ment took place at the Methodist covegory.

I. C. R. DISCRIMINATION. By giving an export rate on carloads of goods from the west to Windsor Junction the I. C. R. management is discriminating against St. John and the schooners in the bay trade. They have given a rate from Ontario points to Windsor which is only two cents higher than the Boston rate. The D. A. R. takes the freight to Windsor and other points to which formerly St. John merchants shipped by water. The result will be of course that St. John will lose this trade to a large extent. The unfairness of the thing is most apparent in the fact that a Windsor merchant can now get flour, oats, feed, etc., at a cheaper rate than the St. John merchant can. The latter only gets the export rate on flour sent on to some other port. For his trade here he must pay more. To say the least, the four for Windsor, despite the fact that it must pay a rate to the D. A. R. as well as to both the city and the schooner have lost and stand to lose business because Mr. Blair chooses to carry goods a longer distance for less money and give the D. A. R. a little business.

The prospects of business are bright says the Gleaner, as that the town does not receive from prospective lists and sportsman Fred Chestnut request from the U for a number of list committee's b the intimidation party from that visiting the Celest mer.

An old physician, having had placed India missionary the vegetable remedy of moment cure of O Catarth, Asthma, affections, also a p for Nervous debility, after having curative powers in felt it his duty to suffering fellow. A and a desire to rel with send free of ch this recipe in G fish, with full direc west. Sent by pa stamp, naming th \$20 Powers' Black,

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