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ST. JOHN WEEKLY SUN.

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HAVE YOU SEEN IT?
HAVE YOU HEARD OF IT?

If Not, You will Soon!

Union Blend Tea

IN LEAD PACKETS.

The public have been defrauded by unscrupulous dealers selling inferior teas for UNION BLEND. To protect the consumer every pound of Union Blend will be packed in lead foil and bear our name:

GEO. S. DE FOREST & SONS.

Proprietors and Sole Distributors.

THE C. P. R.

Annual Meeting of the Company at Montreal.

President Van Horne's Speech in Moving the Adoption of the Report.

Montreal, April 7.—The annual meeting of the Canadian Pacific Railway company was held today. The proceedings were unanimous throughout. The president, in moving the adoption of the report, referred to the supposed discovery by a certain London financial journal that the outstanding interest liabilities at January first, shown in the balance sheet, was understated by something like a million dollars, the second half year's interest debenture stock not being shown as due, pointed out that the debenture stock interest was always paid by cheque in June and December, while the coupons representing the bond interest due on 1st July and 1st January are paid on presentation, consequently the balance sheet at the 1st of January must treat the debenture interest as paid and the bond interest as payable, and no change has been made in the method of dealing with these matters in the balance sheet from the beginning. The president further pointed out the current account payable was offset by the station balances and current accounts receivable, and that the surplus earnings account is represented by nearly three million dollars cash in the bank above the charges due and accrued, and the remainder of this account was represented by the large excess of first mortgage bonds of the Montreal and Atlantic, and Duluth, Superior and Western railways, held against advances.

The president referred to the excellent condition of the property, pointed to the very large savings in the maintenance of way and cost of transportation, resulting from improvements made the last nine years, and expressed the opinion that the company had never invested money which brought more satisfactory returns, and that the amounts still required for improvements will produce equally good returns.

In reference to the recent decision of the United States supreme court seeming to hold all associations for the regulation of rates illegal, the president expressed regret, because the conserving influence of these associations, both in the interest of the public and railways, could not be doubted, but he thought the good sense of the American railway managers could be trusted to find a lawful means of protecting the interests in their charge, and pointed out that at the worst the Canadian Pacific had comparatively little interest in the traffic within the scope of the several associations, and had got along very well for many years and until within a year outside of them.

The past four years' panic, disaster and depression on this side of the Atlantic have been so full of unpleasant surprises one may well hesitate about expression opinion as to the future, but I fully share the belief expressed in the report that a turn for the better is at hand. The small wheat crop of last year realized to the farmers a much better price than the heavy crop of the year before, and the shortage was felt by the carriers alone; therefore our late losses on earnings should not be taken as indicating unfavorable conditions in the business of the country. On the contrary, while the shrinkage of our earnings from the carriage of wheat from the last crop, compared with that of the year before, will reach at least a million and a quarter of dollars, this, as stated in the report, has largely been made up by the increase in the general business.

One of the most encouraging features of our situation is the wide attention the mines of British Columbia are attracting and the great activity which prevails there. The effect of the mining developments in that province last year is manifest in an increase of 21 per cent. in the freight and passenger earnings of the Pacific division, which embraces the lines between Columbia river and the Pacific coast. The new traffic contributed besides to the earnings of the rest of the system. But the mining developments are not confined to British Columbia. In the hitherto unproductive section between Lake Superior and the Lake of the Woods, and especially about the Lake of the Woods, rich discoveries have been reported in great number, and mining operations are actively going on. For these and other reasons the outlook seems to me promising, and we are blessed with average crops, and I think we may fairly expect a prosperous year.

The several proposals in the report relating to capital expenditure, to the arrangement for working the Qu'Appelle, Long Lake and Saskatchewan railway, and to the purchase of the Montreal and Western railway, were approved.

The old board was re-elected, and at a subsequent meeting of the directors the old officers were re-elected.

A ROUGH VOYAGE.

The Allan Liner Caspian Has a Hard Experience on the Atlantic.

St. Johns, Nfld., April 8.—The British steamer Caspian, of the Allan line, Captain Pickering, reached here today after a sixteen days' voyage from Glasgow. She had an awful passage, with a succession of fierce gales. Mountainous seas swept her repeatedly, carrying away all her deck gear. On the sixth day out an immense wave swept over her stern, smashing the wheel house into splinters, killing the quartermaster and injuring two seamen seriously. It was feared the ship would founder, as she was quite unmanageable until the new steering gear had been rigged.

"Of course," said the jeweller, "you meant well, but don't do that again." "What do you mean?" inquired the man in charge of the repair department. "You changed that last man so much that instead of having his old watch fixed he bought a new one that I had marked down to cost as an advertisement."—Washington Star.

WE WILL SELL

Fifty Jubilee Bicycles

THAT LIST AT $85.00 FOR $50.00 EACH.

These are first class machines. If you want one send your order quick, as we cannot get any more at such a price.

W. H. THORNE & CO., - - - - LIMITED.

MARKET SQUARE, ST. JOHN, N. B.

LOSS OF S.S. WARWICK

Capt. Smith, R. N. R., Delivers Judgment in the Case.

Inefficiency of Gannet Rock Light the Main Cause—Currents Also Assisted.

Officers Not to Blame—Charges of Drunkenness Were Foul Aspersions—A Set of Pirates—Some Recommendations.

In the equity court room Thursday afternoon, Capt. Smith, R. N. R., delivered his judgment in the case of the Donaldson line steamship Warwick, wrecked on the Yellow Murr Ledges, near the south coast of Grand Manan, Bay of Fundy, on the night of Dec. 30th, 1896.

Capt. Smith made a review of the evidence taken at the investigation in this case. The vessel made a very correct course to Sable Island and thence to Blonde Rock buoy. The deviation of the compass was correctly found on the morning of Dec. 30th, and again in the afternoon, a wise precaution. Seal Island was passed on an absolutely accurate course. The master made due and proper allowance for tide and deviation upon the N. N. W. course. The lead was cast from time to time. At 7 p. m. it was estimated that the vessed was abreast of the Lurcher Shoal, and at 8 p. m., after sounding and the position of the ship being pricked off on the chart, the course was altered to N.39 E., in a direction to pass between Brier Island and Grand Manan Bank, to make the usual channel course, and sight the Brier Island light. At this time it was expected the ebb tide was setting down and due allowance was made. The master was looking for Brier Island light, and a little before 9.30 p. m. sighted a light on the starboard bow. From the character of the light as seen through his marine glasses, he believed it was Brier Island light. Four persons who were on the deck at the time took it for a fixed light. Being very nearly in the direction it was expected to be found, and sighting it agreeing fairly with the courses made, and as it continued to appear as a steady. fixed light, the master was forced to the conclusion that it was Brier Island light and no other. "It is impossible," observed Capt. Smith, "to attribute carelessness or indifference to all those who were looking at the light, and there can be no possible ground to suspect the master of negligence in the matter, for a man cannot be condemned for too readily believing what he sees with his own eyes, especially when the facts as to the peculiarity of the light which was displayed that night are known to have been of such a character as to deceive so many." In this connection the commissioner quotes the evidence of lighthouse keeper W. P. McLaughlin of South West Head, O. A. Kent of Gannet Rock light, and other witnesses to show that the Gannet Rock light was frequently mistaken for a fixed light.

After having thus reviewed the evidence, Capt. Smith delivered his judgment as follows:

The court having carefully enquired into all the circumstances attending the stranding of the British steamer Warwick, upon the Yellow Murr ledges, near the coast of Grand Manan Island, at the entrance of the Bay of Fundy, on the night of the 30th December, 1896, and duly considered the evidence adduced at the enquiry, has come to the conclusion that the casualty is primarily and mainly to be attributed to the beacon light on Gannet Rock, situated and lying about 7 miles to the south of the mainland of Grand Manan Island, being taken by the master of the Warwick for the light on Brier Island, coast of Nova Scotia, in consequence of the characteristic features of the light not being displayed that night, and its appearing always as a fixed light from 9.30 p. m. of the 30th of December, the time it was first sighted, until 10.40 p. m. of the same date, when the evidence shows the vessel was stranded.

The inefficiency of the light was the result of some influence, either of frost or vapor, acting upon the lantern glass of the lighthouse, in such a manner as to prevent the two short eclipses of 5¼ seconds and the flash of 4 1-3 seconds, from being visible to the officers or crew of the steamer, which they never were at any time before the disaster.

The court is also of opinion that the steamer was influenced by a surface current, not known or anticipated by the master, probably promoted by a strong wind and assisted by a S. W. wind which was encountered that night.

The current acting in a northerly direction, augmented the strength of the flood tide, which must have been running for a considerable time after high water, or the hour when slack tide was expected.

No doubt this would have been found out and rectified if the Gannet Rock light had shown its distinctive features.

The master therefore had two unfortunate circumstances to contend with, which can scarcely be said to have been under his control.

As there is no proof in evidence that the casualty was caused by any wrongful act or default of the master of the ship or any of the certificated officers, and it has been shown that the said master was navigating his vessel with the utmost care, being at his post of duty on the bridge for a considerable time previous to and at the actual time of the disaster, and he has produced testimonials from his owners and agents speaking of him as a man of ability and a competent, careful official, being strictly sober and attentive to his duties, the court refrains from dealing with the said master's certificate.

Capt. Smith next took up the charges that had been made against the officers and crew of the Warwick and scored the accusers in the following vigorous manner:

Grave imputations were cast upon the master and officers of the ship as to their conduct during a portion of the voyage, namely, from the 24th of December up to the time of the stranding of the vessel.

These charges were principally embodied in a telegram which was forwarded by Lighthouse Inspector Kelly of the New Brunswick district to F. Harding, agent of the marine and fisheries, St. John, and referred to certain rumors which were said to have been circulated on the island of Grand Manan, near where the ship was lost, to the effect that "The men on board the Warwick state that until the 24th of December all was well. The officers broke cargo that date and distributed liquor all round, and all were drinking until the ship struck."

No charge had been made against the master or officers at the commencement of the enquiry. It was therefore proper that they should be informed that such were going to be brought forward, to enable them to have time to produce witnesses in their own defence.

The agent, in his official capacity, had brought these facts to the notice of the commissioner. He had also mentioned the matter to the nautical assessors, who desired the commissioner to take them into consideration, being of so serious a character.

Mr. Kelly, the inspector, appeared in court the following day and at his own request was examined.

His statement appears in evidence. He also produced a number of affidavits from different people in support of the statements which he caused to be taken at Grand Manan, tendering them to the court as evidence.

Counsel for the captain objected to them being received as evidence and the court sustained him in his objection, and Mr. Kelly was requested to produce his witnesses, who would be permitted to give evidence orally in the court and be cross-examined if necessary by the interested parties, but none of the men were brought to St. John for that purpose.

Regarding these foul aspersions on the fame of the officers of the Warwick, apparently based upon the scandalous reports of four irresponsible cattlemen, there is abundant proof to show that these and other allegations, emanating from hearsay evidence and street conversation, have not the slightest foundation, and in view of the whole of the parole evidence adduced at this enquiry, the nautical assessors and myself are confirmed in our opinion that the statements in connection with this report are unreliable and worthless, as the majority of the crew, having been examined separately, affirm on oath in the most positive manner that no such occurrence as is charged against the officers took place during the voyage. Not a particle of evidence has been produced to lead to such a conclusion, and no one had the manly courage to produce witnesses who could give evidence respecting this matter.

Drunkenness is frequently a charge brought against officers of steamers who have met with disaster, and inasmuch as it may be the means of indicating a plausible cause to lead to such an occurrence, unfortunately a portion of the public readily accepts the accusation. It is not generous to listen to such idle rumors.

In the case of the wreck of the Ulunda, the Belgravia and this last steamer Warwick, the masters were able to refute such abominable accusations by the overwhelming evidence of the witnesses.

There is therefore not the slightest stain upon the character of the officers of the Warwick.

With regard to Capt. Clark, master of the Ulunda, it was well known by a large portion of the people of St. John that he was a total abstainer and a gentleman of the highest character, and so much confidence did the owners have in his ability, that he was reinstated to his position in another ship at the termination of the supension of his certificate, and was afterwards specially selected by them to proceed to South America to act for the firm in some important matters.

The allegations which have been brought forward against the other officers were proved to be utterly false and unfounded, and in the case of the Warwick appear to have been promoted by certain parties who had an interest in the schooners which were anchored round about the steamer the following day and whose dories were alongside the ship, the crews of the schooners having gone on board, and the evidence goes to prove that a number of these men did broach the cargo and were working at it when the captain and officers returned to the ship, and found that they had broken open and rifled the officers' cabins, as the master states: "I left the papers in the ship, and when I went to the ship next day I found my desk and boxes broken open by someone and all my papers gone." "Some people had gone to the steamer while I was at Seal Cove and stole the papers." "Four or five schooners were alongside the vessel, and their dories were passing to and fro."

J. W. Wooster, storekeeper at Seal Cove, also states: "When I went to the vessel next morning, I saw five or six boats lying off, and their dories were alongside the stranded ship." "I saw some people on board and recognized them as belonging to Grand Harbor and White Head." "I noticed parties discharging cargo, and I heard complaints of things having been stolen." "The officers were talking about it." "I think a valise and a set of drawers were broken open." "One man showed me a box which had been in a valise or trunk, and the trunk could not be found." "I saw some of our men drinking, but did not see the master or officers of the Warwick doing so." "The men were using the bottles freely and were drinking, but were not incapable of doing their work."

It can therefore be seen that if any of these men signed the affidavits which were written out at the telegraph office at Grand Manan, they had a motive in doing so.

In this connection Capt. Smith observed that he had felt it his duty to direct the attention of the minister to the fact that those concerned in bringing forward these charges and producing the affidavits were officials of the government, whose duty it was to look after the lighthouses, etc., in the Bay of Fundy. He added that the receiver of wrecks, who got men to endeavor to protect the cargo of the Warwick, states it was practically impossible to do so, as the persons who came around there had no regard for law or order. Such conduct amounted to piracy, and if possible those people should be traced and the stolen goods recovered.

Capt. Smith alluded to some differences of opinion between himself and the nautical assessors. Capts. Thomas and Hayes.

In conclusion he said he had suggested to the department, in view of the evidence in this investigation, that a thorough enquiry should be made concerning the light at Gannet Rock. There was no fault to be found with the keeper of the light, who was shown to have attended properly to his duty.

In view also of the ever increasing trade and importance of St. John as a shipping port, he had suggested that there should be a series of practical observations by competent officers in connection with the tides and currents setting in around Gannet Rock and that vicinity.

CONSERVATIVE VICTORY.

Tarte Receives a Knock-out Blow by the Election of Dr. Marcotte.

Three Rivers, April 7.—Tarte's minions have been defeated and Dr. Marcotte is the elect of Champlain by a good majority. With all the returns in except from Rat River, which gave the conservative a majority of 16 in June, and St. Marie, which gave four to the same party, Dr. Marcotte leads by 153, which, considering the tremendous efforts made by Hon. Mr. Tarte and his friends, is a splendid victory. Dr. Marcotte's majority in June last was 376, but the liberals went in to win, had lots of money, and their want of success has left them quite crestfallen tonight. The greatest credit is due Sir A. P. Caron, Hon. L. C. Tellion and others who supported Dr. Marcotte.

And then he laughed.—"I shall kiss you good-by when I go," he said. "Leave me instantly!" she replied.—Harvard Lampoon.

TEMPERANCE COLUMN.

By the Women's Christian Temperance Union of St. John.

Trust the people—the wise and the ignorant, the good and the bad—with the gravest questions, and in the end you educate the race.

April 2nd, 1897.

Dear White Ribbon Sisters:

This is to be a joint letter from your president and corresponding secretary, and there are several matters of which we desire to speak.

1st. Have you all provided yourselves with our last provincial report, so that you may know just what our society is doing throughout the province, and thus be able to meet with facts those who through ignorance say the W. C. T. U. is doing nothing?

2nd. Are you doing your best to help double our membership? On the principle that twice one are two will you not promise individually to endeavor to bring at least one more to join your union—the very first meeting you are able to attend after reading this letter?

3rd. Are you paying any attention to the communications from the provincial superintendents of departments—are you answering those communications—are you trying to carry out their wishes—and so helping the work along.

Superintendents of departments and county superintendents:

Are you striving to measure up the duties of your office? Our provincial convention will meet in St. Stephen in June. What can you report done?

We wish to bring the matter of having Rev. E. O. Taylor visit our province very definitely to your attention. Your corresponding secretary has been greatly disappointed and placed in a very awkward position by so many of the unions taking no notice of the communication sent them in re this gentleman. In asking him to wait until we could hear from our local unions we fear we have caused him to lose engagements at midsummer gatherings, Chautauqua assemblies, etc. The governor general's speech at the opening of parliament foreshadowed the "plebiscite"—and as we will need to bring the subject before the people, and of course will require speakers to do so—it seems to us that Mr. Taylor's terms are the easiest of any whom we can get, as by them we do not assume any financial responsibility, nor does the local union engaging him, except to provide entertainment, a free place in which to hold his lectures, and local advertising. He takes the collections, whether large or small. With other speakers we have had to guarantee a certain sum, which often made it very burdensome. Mr. Taylor will be glad to supply for pastors at supply prices. Your corresponding secretary has received letters from prominent ministers in Boston recommending him highly. He is doing valiant service in Ontario.

Our convention meeting in June instead of October will of course necessitate an earlier payment of the provincial dues. Let us see that this is done at once, as the provincial treasury is empty.

There are also a few matters which the dominion union requests us to bring to your notice. First of all has every union bought at least one dominion report, that its members may have a still wider knowledge of what is accomplished, and also get from its pages helpful suggestions as to carrying on the various departments of work? You will also please remember the request that every member be asked to contribute 10 cents towards the indebtedness of the Woman's Journal, our dominion organ, which indebtedness was incurred (as stated before) in bringing the work of the dominion W. C. T. U. properly before the public at the World's Fair.

On page 33 of the annual dominion report you will find a resolution to the effect that every local union in the dominion be asked to contribute one dollar to assist Toronto union in entertaining the dominion convention. Toronto union is under very heavy expense in entertaining not only the dominion two years in succession, but the world's W. C. T. union as well. As the latter is really the guest of Canadian unions it is thought proper that the local unions should share in the expense in the above named way. If a possible thing let every union donate $1 to this object.

We would say just here that it is always understood that we send all our money through our provincial treasurer, so please send the money intended for various objects to Miss Jane Lockhart, 36 Mecklenburg street, St. John, N. B. Kindly forward the India famine fund immediately.

Now, dear sisters let us "do with our might what our hands find to do" from now until convention, looking unto our great Leader for the necessary time and strength.

Yours in His service,
DIADAMA McLEOD, President.
EMMA R. ATKINSON, Cor. Sec.,
New Brunswick W. C. T. U.

SUPPORT FOR CLEAN NEWSPAPERS.

Castile, N. Y., March 19.—Miss Francis Willard is in communication with the leading women engaged in works of philanthropy and reform, asking whether there cannot be a combination of influence whereby women throughout the country will agree to give their patronage only to the "cleaner newspapers," especially avoiding those that furnish extended accounts of prize fights. She also asks that a protest be made by the womanhood of the country, on the ground that the arbitration treaty and the "Navada bruising ring" present in combination the most incongruous spectacle furnished by modern journalism.

The above is taken from the New York Evening Post, one of this city's most popular papers, and one most noted for its high tone on all the leading topics of the time. A 12 page paper that has never had the slightest allusion to the disgraceful "prize fights" in all its columns, nor does it publish reports of cases that should be confined to the police court, cases that are calculated to corrupt the youthful mind and to suggest the intelligent reader. Efforts are being made to suppress the impure literature that is being introduced and too widely circulated, not only in the school, but in the unguarded home, but one feels helpless when such is introduced in the daily newspapers. For instance, the reports of raids made by the police in the houses of depraved women and men, can such things aid in the education of our children? Can they elevate the mind of any reader? Or has the public taste become so depraved that it is demanded? We cannot believe this; we want to think better of our people. If it is necessary to have a combination of influence for the "cleaner newspaper,' let the W. C. T. U. combine with every other society of women, and with every Christian woman in the land to plead for Purity in the Press, and let only clean newspapers have our support.

J. C. T.

ST. MARTINS.

The Golden Wedding of Mr. and Mrs. Samuel MacCormac—A bit of Ancient History.

St. Martins, N. B., April 7.—The numerous friends of Mr. and Mrs. Samuel MacCormac met at their residence this evening, the occasion being the fiftieth anniversary of their marriage.

A very pleasant evening was spent in relating reminiscenses of by-gone days. The ladies, always thoughtful on such occasions, came proveded with baskets containing refreshments. M. Kelly, the mental calculator, being present, organized a spelling match, in which a number took part, and contributed largely to the evening's enjoyment. After all had partaken of a sumptuous repast, the bride and groom of fifty summers were requested to come to the front, when the following address and presentation was tendered them by W. H. Moran on behalf of their numerous friends.

To Mr. and Mrs. MacCormac—This is indeed a grand occasion and one which, while it brings joy to our hearts, bears with it one of the most beautiful lessons of life. Our respected and venerable friends have reach the golden age of maturity. Hand in hand they have ascended the hill of life, hand in hand are they descending into the valley, a valley lighted by the undying lamp of devotion.

What a privilege for us to be here, to witness this beautiful sight, to see the bride and bridegroom of today, in heart and soul, the bride and bridegroom of half a century ago. Time has crowned their brows with grey hairs, time has but mellowed their affections, which, like good wine, has but improved with age.

We have come here to congratulate them upon the fiftieth anniversary of their marriage, to wish them many a long year yet before they snap the golden link that binds them together.

That their bark may sail upon a golden sea, and that their sunset may be golden is our united sentiment.

After the address had been read and presented to Mr. MacCormac, a purse containing $26 in gold was presented to Mrs. MacCormac. The groom was very much affected by the address and presentation, and replied in a short and feeling manner.

A short sketch of Mr. MacCormac's life might be interesting. He was born in Pugwash, Nova Scotia, in 1821, making him now 76 years of age, well and hearty, rarely missing a day's work. He married in 1847 Emma Walker, daughter of Samuel Walker. Mr. Walker came from Cape Breton when Mrs. MacCormac was born. He left Pugwash in 1849 in the steamer Earl, Capt. Robertson, for St. John. The steamer was owned by Captain Whitney and carried freight and passengers from up the bay ports to St. John. On arriving in St. John he put up at James E. McDonald's hotel, King street, and left next morning for St. Martins, in the stage coach driven by William Ryan. On his arrival in St. Martins he took up his abode with his brother-in-law, John Walker, where he stopped and worked in the ship yard with him for one year. His next employers were Messrs. D. & T. Vaughan, who were then building the brig Asia, Captain William Calhoun. He next went to work in the ship yard of William Vail, who was then building the ship Rovers' Bride, and worked in this yard until the ship Tribune was launched. His next employers were James H. Moran and Robert G. Moran of Liverpool, in whose employ he worked for 30 years, part of the time on shore, helping to build the ships, and part of the time sailing in them as carpenter. He sailed on the following ships: Beau Monde, and Merrie Monarch, Captain Geo. W. Marsters; Prince Rupert, Capt. Benjamin Wishart; Prince George, Captain Hawkins. In this ship he visited Sydney, Australia. The last ship he sailed in was the Crown Prince, Captain W. H. Moran, and left the sea in 1872 to become a permanent resident on shore at St. Martins.

There is probably not a house in St. Martins that is not indebted to Mr. Mac MacCormac's thoughtfulness and kindness when sickness or death invades the house, It matters not how contagious the disease, or what exposure to himself Uncle Sam (as he is familiarly called) is always ready and willing to render any assistance he can, neither asking nor expecting any reward for his ervices. Mr. MacCormac deserves the thanks of the whole community, and judging by the expressions of good will at his golden wedding, it is safe to say, he has it.

During his life time at St. Martins, beginning in 1849, to the present time, April 7th, 1897, Mr. MacCormac has assisted at the burial of 784 persons, having kept a record of every funeral he attended.