

OTTAWA LETTER.

Speeches By Ganong of Charlotte and Fowler of Kings.

The Former Put in a Strong Word for Our Sturdy Fishermen—The Latter Would Have the Transportation Question Dealt With on His Merits.

Tarte Took Two Bad Falls Out of Blair.

OTTAWA, April 18.—Mr. Bickerdike of the St. Lawrence division, Montreal, who is one of the harbor commissioners of that city, introduced the transportation question into the house yesterday for the second time this session. The speeches which followed were all of considerable merit, but one of the weaknesses of western men was that they seemed to consider that the Canadian transportation question has resolved itself into a question as to whether Montreal or Quebec should be the national port of this country. They seemed to forget that in the maritime provinces there are ports which need not the ice breaking machinery by which Mr. Dobell proposes to make a winter port at Quebec, nor the extensive light house and signal service which must necessarily be provided in order to prepare the St. Lawrence route for the coming of any large fleets of modern steamers. But there were those present who did not forget that New Brunswick and Nova Scotia had claims in this direction, and the interests of the lower provinces were well looked after.

The leading point brought out in the debate was the necessity of immediate action on the part of the government in order to save Canada from the threatening advances made by the American railways and the large steamship lines which call at American ports. Mr. Monk, who is always practical, made an excellent speech. He first considered Canada's relative position in the commercial race, and claimed that in the antipodes methods were employed which were far in advance of those available to shippers in Canada. A few days ago the minister of agriculture, who is unable to classify the tomato, told the house in connection with his estimates for cold storage, that dead beef could be stored in a temperature of from 29 to 30 degrees above zero, and that it could be thus landed in Great Britain in a marketable condition.

Now one of the complaints made yesterday afternoon was in regard to the facilities afforded Canadian beef shippers at Montreal. Mr. Monk took occasion to make enquiries into this traffic. He found that in New Zealand dead beef is shipped in a temperature about zero. Accordingly he is not surprised that Mr. Fisher has not been successful as a minister of agriculture when he knows so little about the affairs of his department. The minister of agriculture informed the house no later than Monday that everything in regard to cold storage was in a satisfactory condition and that the government had practically solved the transportation question in that direction at least. But the speakers on both sides of the house yesterday showed how far this statement departed from the truth, and as a matter of fact everything has yet to be done, and almost nothing has been accomplished.

Mr. Monk suggests that the time has arrived when Canada must take action if she wishes to preserve the small amount of trade that has been left her by the ports of the United States. In order to do that he holds that the government should take practical steps immediately. It is necessary that the canal system of Canada should be made as free as possible, and the country should be prepared to make large sacrifices in order to enjoy the advantages of their own trade and to capture that of the western states. Every year large sums of money were voted for public buildings and other works of construction in various parts of the dominion. In many cases it was doubtful whether this expenditure was wise. It was certain that beyond the mere cost of the buildings were of almost no importance from a national standpoint. He urged that it would be well for the government to consider the advisability of calling a halt in the expenditure of money on such works, so that the best men in the country might be free to devote their talents to the development of the natural resources of Canadian ports.

Mr. Monk complained, too, that although the government had done much for the Grand Trunk railway, that concern had abandoned Canadian ports in favor of those in the United States. However, he did not feel that much blame attached to the Grand Trunk, inasmuch as the government had failed to supply long promised facilities at Montreal. Accordingly the Grand Trunk Railway Co. were forced to look elsewhere for an outlet, and so they had gone to Portland. The responsibility of this condition of affairs rested upon the complicated system inaugurated by the government in connection with the solution of the transportation problem. On the St. Lawrence route it is found necessary to deal with the minister of public works, the minister of marine and fisheries, the minister of customs, the minister of railways, and Mr. Dobell, the minister of agriculture. All these gentlemen had their own ideas as to the best way of meeting difficulties which arise from time to time, and the result had been that too many cooks have spoiled the broth. Mr. Monk believed that if Mr. Tarte had been left to himself, Montreal would today be the national port of Canada. But the minister of public works was blocked on every hand by his colleagues, and so Canada suffered. Mr. Monk asked Mr. Tarte if this was correct, and the minister of public works admitted that it was. Montreal would today be the national port of Canada if it were not for the fact that the government had failed to supply long promised facilities at Montreal.

OTTAWA, April 19.—There was no demonstration on Parliament Hill yesterday when Mr. Tarte won a most complete victory over Mr. Blair in the matter of the Crow's Nest Pass Railway Company's charter. There was no firing of guns, no applause or any demonstration which might be taken as commemorative of a great substan-

elsewhere in order to ship their goods. Mr. Monk claims that relief lies in the direction of earnest endeavors on the part of the government to fit Canada in the race with the United States, and he suggests that the only way to attain this end is to dip deep into the treasury and overcome the obstacles which may be met with. Sacrifices must be made, and made at once, if Canada is to enjoy the trade which justly belongs to her.

The disgraceful condition of the hydrographic chart of Canada, brought up by Dr. Roddick, and Mr. Monk suggested that it was time that some improvement was made in this direction also. In 1830, Admiral Bayfield surveyed the coastal waters of Canada, and since that time nothing has been done to provide more accurate statistics in regard to the approach to our harbors and rivers. It was shown that in the Gulf of St. Lawrence currents of the knots per hour existed, and that no record of them had been placed on any map provided for the use of navigators. The British authorities have repeatedly condemned the charts of Canadian waters, and money should be spent in improving them.

Mr. Ganong of Charlotte suggested a remedy, which was received with considerable applause on both sides of the house. He thinks it would be well for Canada to take a hand in the naval operations of the empire, and at the same time provide three vessels which might be used in connection with the hydrographic survey of the eastern and western coasts of the dominion. He regrets that there is no encouragement for our sturdy fishermen to remain in Canada, and that they are really forming a navy reserve for the American navy. In time of war Canada would only be prepared to take part to the extent of providing men who could ride a horse or shoot a trout. This is not the class of men who, while they cannot do either of these things, can get over a spar as quickly as any men in the world, and Mr. Ganong suggests that these men, coming from the ranks of the fishermen of the maritime provinces, should be given a chance.

Another one of New Brunswick's representatives who was heard to advantage was Mr. Fowler. This young politician is now a front bench, having been taken from the back row and given a seat alongside of Mr. Taylor, the chief conservative whip. Mr. Fowler argued that the transportation question was being considered on altogether too narrow lines. He contended that it is not a matter which should be treated of short hauls and cheap ports, but that it should be talked of from a Canadian standpoint. If Canada had certain natural disadvantages to contend with, he maintained that it was the duty of the government to overcome them. It had been said that it was a long haul to the maritime provinces, but even if this were the case, the government should make provision to place the intercolonial in a position to handle all the Canadian trade. While he could not agree with the minister of railways as to the price paid for the Drummond County road, he believed that the extension of the intercolonial to Montreal was a wise move. But he utterly condemned the policy adopted by Mr. Blair, which had resulted in the C. P. R. being driven from St. John. Under existing conditions if Canada disagreed with the United States, the trade of this country would be completely tied up. This is a condition of affairs which should not be allowed to exist. Canada had been called upon in the past to face many difficulties and to surmount them, and she should be prepared to do this in the case as she had in others. While Montreal and Quebec may be considered summer ports, it is utterly absurd to talk of them as winter ports. The practical results to be attained by the ice breaking machinery suggested by Mr. Dobell was a matter of mere speculation, and the question of time to talk of Quebec as a winter port of Canada. Some port in the maritime provinces must be selected as the outlet for Canadian produce during the winter months, and the sooner the government moved in this matter the better. It was a question that brooded no delay, and it was a case of now or never. Not only had the government to consider the canal system of the country, but they must look for an outlet for the produce which came down by the canal, and this was to be found at the tidal waters of the Atlantic.

Mr. Gourley and Mr. Ross of Victoria also had a say in the interests of the maritime provinces, and they both favor a better service on the intercolonial. Mr. Gourley advocates the double track, the intercolonial, and Mr. Ross's contentions are for anything in the way of cheap rates and a reduction in freight charges to people of the west. Mr. Ross says that the railway department is not advancing as fast as it should in this respect, and he asks for more consideration in regard to the claims of the maritime provinces.

One point on which most of the speakers agreed was in regard to the proposal to establish a transportation commission which would have full powers to make provision for the betterment of the trade of this country, subject to the approval of the government. It was suggested that this board should consist of gentlemen appointed apart from political considerations, and that the best men in the country should be selected for the positions. They could devote their entire time to questions of this nature, and would thus be able to grapple more effectively with adverse situations which might arise. Their establishment in office would do away with the necessity of appealing to so many different departments of the government, and there would be a unity in action which could not fail to be advantageous to the country at large.

OTTAWA, April 19.—There was no demonstration on Parliament Hill yesterday when Mr. Tarte won a most complete victory over Mr. Blair in the matter of the Crow's Nest Pass Railway Company's charter. There was no firing of guns, no applause or any demonstration which might be taken as commemorative of a great substan-

Shawinigan Falls, P.Q. ELECTRICAL CITY OF CANADA. Shawinigan Falls is situated on the St. Maurice River, 21 miles from Three Rivers, on the Canadian Pacific and Great Northern Railroads. Unrivaled opportunities for persons seeking EMPLOYMENT AND HOMES, in the most rapidly growing manufacturing town in Canada. The town has all modern improvements, including Two Churches, Schools, Post Office, Good Stores, Express Office, Police Service, Telegraph, Bell Telephone, Electric Light, Fire System, Steamboat, Bank of Ottawa and Quebec Bank. ELECTRIC TROLLEY CAR SYSTEM. FINEST HOTEL in any town in the Province of Quebec. All within 15 minutes of the magnificent Shawinigan Falls, the Niagara of the East. CHOICE HOUSE LOTS, situated in the centre of the town. FOR SALE ON EASY TERMS. Since Spring of 1900, lots have advanced in value over 50 per cent. The construction of factories and other various industries now locating in the town will insure a constant demand for labor to able bodied men. For plans and particulars apply to SHAWINIGAN WATER & POWER COMPANY, Shawinigan Falls, Que.

Mal triumph for the minister of public works. The fight which had been so bitter during the previous weeks ended by Mr. Blair's success. The withdrawal of opposition to the proposals of Mr. Tarte. The minister of public works insisted that if the Crow's Nest Railway Company was to be given a charter or a railway to the border, it must be with the express understanding that the line would be able to buy coal from the Crow's Nest Coal Company as cheaply as Americans. Mr. Blair, knowing that this was in the interests of the Canadian Pacific railway, promptly favored the passing of the bill as it was originally presented to the committee, and recommended as minister of railways that it should be passed. But Mr. Tarte quietly met these advances by a solid opposition which meant that Mr. Blair would have to come down, and Mr. Blair is down. No coal can be sold in quantity against the Canadian interests except under penalty of three dollars per ton, which may be imposed at the discretion of the government on all coal so disposed of.

The transportation question was up in the house again yesterday afternoon and evening, and it was somewhat disappointing. It was announced on the previous day that Sir Louis Davies would have an important announcement to make in regard to the St. Lawrence. Unfortunately his important statement to the house, the minister of agriculture on cold storage, had been heard by the house on a previous occasion, and so there was little interest in it. At different times since he has been minister of marine and fisheries Sir Louis has had the pleasure of meeting many sea captains who are engaged in sailing trans-Atlantic liners on the St. Lawrence route. From them he has gathered considerable information in regard to the lighting and buoying of that route from the Straits of Belle Isle to Montreal. Out of his list of marine acquaintances he has selected four captains of the Allan and Dominion lines as authorities for the statement that he has perfected the appliances for safeguarding the interests of shipping from the mouth of the St. Lawrence to Montreal. For the third time yesterday he reviewed his opinions in regard to the canal and house in rebuttal of the statements made by Mr. Monk, Mr. Bickerdike and others.

Sir Louis is most emphatic in his claims that nothing that his department can furnish is wanting in the St. Lawrence route. His objections in this direction, however, do not commend themselves to many on his own side of the house and in the opposition ranks. Reports were brought to a notice of the minister of marine and fisheries showing that in many respects the lighthouse service and system of buoying the channel of the St. Lawrence were defective. But Sir Louis, having claimed that they are perfect, cannot admit that anything further must be done, and so it is probable that the St. Lawrence route will be in about the same condition as it is at present, until there is a change in the directing head of the marine and fisheries department. In fact Sir Louis is so tender on this subject that he took the house by the ears and asserted that his department was not in any way defective. He objects to anything derogatory to the Canadian waterway system being uttered in parliament, inasmuch as it will provide United States ports with information which can be used to the advantage of the United States. This is high sounding and patriotic, but when it is remembered that Sir Louis is rather touchy when criticized by his opponents his true motives will not commend themselves so strongly to those to whose notice they are submitted.

But although he again gave to parliament the story of the four sea captains, he did not enlighten them as to what the government's intentions are in regard to the solution of the most important question of the day—the transportation of Canadian produce by Canadian routes. Hon. Chas. Fitzpatrick, solicitor general, who spoke after Sir Louis Davies, disagreed entirely with the minister of marine and fisheries in regard to the satisfactory condition of the St. Lawrence system. Fitzpatrick contended that it is all nonsense to talk of inducing business men of this country to ship their goods by way of Montreal, when they can reach the sea so much more easily and more quickly by the lines to Portland, Boston and New York. Again, he submitted the advantages Mr. Tarte hopes to meet the competition of the ports of Boston, New York and Portland.

The principal feature of Mr. Tarte's address was that during which he spoke from a national standpoint. He said that even if the Government of Canada is not Montreal and Quebec and told the house that if they were

The heavy insurance rates were proving disastrous to Canadian interests, and he thought there was reason for it.

When Mr. Fitzpatrick took the stand that it was unwise to enter upon the expenditure of large sums of money in connection with the St. Lawrence route, he bumped fairly and squarely against Mr. Tarte. The solicitor general claimed that it was nonsense to talk of deepening the channel between Quebec and Montreal sufficiently to enable large steamers to reach the latter port. In this day of improvement ships are being constantly increased in size, until vessels of 20,000 tons are not considered too large for the trans-Atlantic trade. Keeping in mind this rapid growth in tonnage, Mr. Fitzpatrick contends that not only would a 27 ft. 6 in. depth of channel be necessary on the St. Lawrence, but it would have to be nearer 33 feet and to maintain this depth at low water, he asserts is an impossibility. With natural harbors such as the ports of Portland, Boston and New York have, capable of accommodating vessels of any size, it is beyond hope that the owners of steamship lines will look to Montreal as a port of entry.

Now, if there is one thing that Mr. Tarte is tender about, it is his ship channel on the St. Lawrence. When Mr. Fitzpatrick told the house that there were times in the year when the water in the St. Lawrence was not over 25 ft. 6 in. deep, the minister of public works rose in his wrath and took a hand in the discussion. Mr. Fitzpatrick stated that he had secured his information from the department of public works and that Mr. Tarte should also be in possession of these facts. He twitted the minister of public works with his ignorance in this respect, until finally Mr. Tarte became impatient and rather annoyed. He promptly told the solicitor general that he did not believe his statement, and Mr. Fitzpatrick was just warming up when Mr. Tarte rose to his feet and explained that he did not question the accuracy of the statement made by the solicitor general, beyond the fact that the latter's informant had misheard Mr. Fitzpatrick's statement, and he was thoroughly aroused at this time, and he started in to show that much of the money already spent, particularly that invested in public works at Quebec, had been wasted. The only use to which the basin at Quebec could be put was to store coal and lumber. Mr. Fitzpatrick did not know what had been done with the money and suggested that Mr. Tarte should tell the house about it. He thought that Mr. Tarte had started in to consider the transportation question from a national standpoint, and not as a question that concerned Quebec. Personally, he was surprised that Mr. Tarte should have forgotten Quebec's claims in this important matter, and Mr. Tarte asserted that he had not done so. The solicitor general and the minister of public works kept sparring for an open hour, until both were warmed up, and then Mr. Fitzpatrick asked Mr. Tarte to keep quiet, assuring him that when he (Tarte) spoke he would not be interrupted. It was a settler for the minister of public works, and Mr. Fitzpatrick finished his denunciation of the St. Lawrence route scheme without further questioning.

After dinner Mr. Tarte took up the question of the Crow's Nest Pass Railway. He seems to be the only minister of the government who is able to grapple with such a scheme, and he again gave parliament the benefit of his views as to what the railway policy of this country should be. Mr. Tarte started out by wrapping the solicitor general and John Charlton over the knuckles. He assured the house that the former knew nothing at all about freighting or transportation, and that his experience as a lawyer did not justify him in attempting to talk about things of which he knew nothing. Of Mr. Charlton he had little to say beyond the fact that a gentleman might know something about logging, but that his knowledge of dredging was nil. Mr. Tarte, going over the same ground as he did earlier in the session when he first spoke on the transportation question, showed that with an expenditure of \$8,000,000 on the French river route the distance from Chicago to Montreal would be reduced to 1,348 miles, while the distance from Chicago to New York is 1,470 miles. The distance from Montreal to New York to Liverpool, and with the advantages Mr. Tarte offers, would meet the competition of the ports of Boston, New York and Portland.

Mr. Tarte's address was that during which he spoke from a national standpoint. He said that even if the Government of Canada is not Montreal and Quebec and told the house that if they were

to think seriously of arranging for the carrying of Canadian produce through Canadian ports they must provide a Canadian winter port as an outlet for these goods. And it was at this stage that Mr. Tarte drove two or three solid blows home at the policy of the Hon. Andrew G. Blair. Although Mr. Tarte does not mention the minister's name it was easy to see that he was after Mr. Blair. He complained that during his absence in Paris \$250,000 with which he intended to erect elevators had been struck out, but he was willing to let bygones be bygones in that direction. Turning to the Intercolonial railway he submitted that never yet has this piece of government property been a paying investment, and that it should be used for the development of the western resources of this country. Mr. Tarte condemned anything which tends to hinder the C. P. R. from reaching the sea, and he insisted that that railway should be encouraged and given running powers over the Intercolonial. He considers it a blow to the interests of Canada that the Canadian Pacific should be shut out of St. John, and he urges that unless the great highway of this country is given a freer hand in its endeavor to reach the Canadian seaboard the dominion will not prosper as it should. Evidently the minister of public works is not after Mr. Blair, for in telling the country that the \$120,000 surplus on the Intercolonial had no existence, except in the mind of the minister of railways, he is unmasking some of the methods employed by Mr. Blair to deceive the electors.

J. D. McKenna.

What Would They Give? It seems a waste of time to warn people against neglecting coughs and colds, but what would victims of consumption and pneumonia give if their disease were only in its beginning, if it were only a cough or cold? Deadly diseases begin with colds that could certainly be cured by Dr. Chase's Syrup of Linseed and Turpentine, the great prescriber, which not merely relieves but thoroughly cures cough and cold together.

ST. MARTINS.

The funeral of Joseph Carson, collector of customs, took place Monday afternoon from his late residence. A very large concourse of people assembled to pay the last tribute of respect to the departed. His family, with the exception of one son in the United States, were all present. Mr. Carson for a long period had been a sufferer from rheumatism, and for nearly twenty years had been unable to walk. This would have crushed the ordinary man that he would have been laid to rest in a coffin, but Mr. Carson's heroic nature rose above these difficulties, and his presence was conspicuous upon the streets as he drove about to accomplish his business. He was an elder in the Presbyterian church, and was among the large contributors towards the building of their new and handsome church. There being no pastor over this church at present, the funeral services were conducted by Rev. Mr. McDonald, Methodist, assisted by Rev. Mr. Cornwall, Baptist. The interment was in the family burying ground at West Quaco. The handsome floral gifts consisted of a beautiful wreath from Sheriff Archibald and family of Halifax, a crescent from James Collins; Easter lilies from the King's Daughters' Guild of St. John; sheaf of wheat from a friend; carnations and roses from the Christian Endeavor of Presbyterian church; wreath from immediate friends of the family; bouquet from Mrs. Dr. Gillmore; cut flowers from friends of the deceased. Mr. Carson will be much missed in the village, but especially in his home. He was a kind husband, an indulgent father, and respected by all who knew him. Much sympathy is tendered to his wife, who is known for her sterling qualities, and to his family.

Children Cry for CASTORIA.

CHATHAM. Ex-Ald. Robinson Lying Hopelessly Ill—Struck Water at Last. The Sun's Chatham correspondent telegraphed yesterday: Ex-Ald. Robinson was stricken with paralysis on Friday night and has been unconscious ever since. This is his second or third attack. Mr. Robinson has been a successful carriage builder. Water was struck by the parties boring the wells for the waterworks at a depth of about seventy feet, and a fine stream is now flowing. This well is not on the ground lately purchased, but on the adjoining land of Mr. Fisher, and a trade of one piece for another is in progress. A large ocean steamer is expected here today to load for Mr. Richards. The plates is now discharging cargo at Sydney preparatory to coming here to load. The ferry steamers are on their routes again, and some more of the small craft are ready for the water. Easterly wind has prevailed for nearly four weeks, and as it is generally accompanied by rain the weather is very disagreeable.

JOPLIN, Mo., April 23.—Oleose Sweaty was killed and Oleose Branson was fatally wounded today while attempting to arrest five tramps in a box car. In the confusion following the shooting, which was done by one of the prisoners, four of the tramps escaped.

VICTORIA, B. C., April 24.—A government bill introduced in the legislature authorizes the loan of five millions for the purpose of aiding and constructing railways in the province. The bill provides that the government have absolute control over the rates of subsidized railways.

FREE PATENT. Take Laxative Broom Quinine Tablets. All cases of constipation, biliousness, headache, etc., cured. See W. W. Groves' signature on each box. The persons who stole the money letters from the Moncton post office are still at large. The police are carefully investigating the matter. W. C. Whittaker, of the postal department, was in Moncton yesterday in connection with the affair.



Ask the girl who has tested it. Ask any one who has used Surprise Soap if it is not a pure hard soap; the most satisfactory soap and most economical. Those who try Surprise always continue to use it. SURPRISE is a pure hard Soap.

ST. GEORGE'S SOCIETY. Annual Dinner at Royal Hotel a Great Success.

If the patron saint of merrie England—St. George of ever glorious memory—found time last night to look down from the Olympic council board upon his devotees gathered in festal state to do him honor, he must have been right joyfully assured that in the capacity of trencher-men, at least, the English of today are nobly fitted to uphold the ancient traditions of their race. Raymond, the knight of the red cross, excelled themselves as hosts, and that their efforts were successful the zeal and execution of the fifty odd guests gave ample proof. The dining hall was handsomely draped in the national colors with St. George's flag, with the British and the Canadian ensigns in artistic prominence. From above the head of the table a portrait of His Majesty, flanked by English and Canadian flags, gazed approvingly upon the festive scene. The table with its snowy linen, shining silver and glittering lights, gleamed under the shaded lights of colored tapers and profuse decorations of red and white roses set off by smilax and ferns completed its beauty. The menu cards under the coat of arms and the motto of the society bore the picture of St. George's combat with the dragon and contained the following bill of fare:

- Oysters on the Half Shell. Queen Olives. Coupe de Foil Gras. Green Sea Turbot. Consomme Printanier Royal. Boiled St. John Harbor Salmon. Canadian Potatoes. Braised Sweetbread, a la Reine. Bannan Fritters, au Kirsch. Boiled Turkey, Orade, Dressing. Boiled Ham, Sauce a la Sauciere. Roast Spring Lamb, Mint Sauce. Roast Endive, Dressing. Fudding. Roast Wild Duck Currant Jelly. Roman Punch. Lobster Sauce of Macaroni. Lettuce. Mashed Potatoes. Green Peas. Artichokes, a la Cream. English Plum Pudding. Apple Pie, Hard and Brandy Sauces. Fort Wylie Jelly. Lemon Sponge Pie. Fruit. Velvet Cream. Bananna Jelly. Crackers and Confectionery. Tea. Coffee.

During the impartial discussion of these viands Harrison's orchestra provided a welcome programme of music and after the material part of the entertainment was concluded the appropriate toast list had its turn. At the request of the president, Secretary Bowyer Smith read telegrams of greeting appropriate to the day from the societies in Montreal and Ottawa, and a letter of regret from his worship the mayor.

The president then rose to propose the toast of The King, the first time the toast had been proposed at a dinner of the society for sixty-four years. The health of our late lady Queen had been so often honored that it was deemed as if no change could be made. But she had gone, followed by such mourning as had pertained to no other monarch through all the ages. The Queen was dead, and now the cry must be God save the King, and to this he asked those present to pledge themselves with the fervor that always greeted the former toast. Gentlemen, His Imperial Majesty the King, and upon their feet with raised glasses the guests enthusiastically honored the toast.

The Governor General was next proposed by the president in a brief and appropriate tribute to the present holder of the office accompanied by the wish that they of the lower province might have an opportunity to make his personal acquaintance in the near future. Toasts were also proposed to the Lieutenant-Governor, President McKinley, President St. George's Society, St. Andrew's and St. Patrick's Societies, Mayor of St. John, Board of Trade and the Ladies.

During the evening songs and speeches were made by Rev. A. G. H. Dicker, Rev. J. A. Richardson, W. M. Jarvis, S. Smith, Ralph Mackenzie, W. E. Skilton, W. Watson Allen, Deputy Mayor Maxwell, G. Wetmore Merritt, B. Armstrong, Sheriff Burdick, Hon. Mr. Dunn, Hon. H. A. McKenna and others. After the regular toast list had been duly honored the members gave themselves over to a half hour of songs, speeches and informal health drinking during which the health of the ex-president of St. George's Society, J. deWolf Spurr, was proposed and gratefully responded to in a speech pleasantly reminiscent of the history of the society. The president next responded to a toast in honor proposed in a congratulatory speech by G. Sidney Smith, and the function closed with hearty singing of "God Save the King."

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ORANGE G.

Fifty-eighth Annual Dinner at Royal Hotel a Great Success.

ing Open... bel... A Large Nu... bers from... Province... the C...

The Address... Douglas McArt... Reports of th... tary and... Treasury...

CAMPBELLTON. The Grand Orange Brunswick assembly meeting at the afternoon, over of being present. A members are exp evening and in th... At two o'clock... las McArthur, the... order, and after... ceremonies and... standing commit... following address, to a committee:

CAMPBELLTON. To the Officers and W. Grand Lodge Brethren—The session of the R. now upon us, and convened in Grand look over the past future, and gener cessary have trod best methods to a ciples of our loyal times in which we... It gives me pleasure to present address as your gring so, brethren, if that for fifty-eight I have confidence in your ability to carry out the best methods to a ciples of our loyal times in which we... I am glad to see a sentation present... It speaks louder love and loyalty... Orange principles, all a most earnest come.

I am particular honored to have this meeting as a time in this highly favored town of Campbellton. You will remember that was to have tie over a year ago to by the memb Lodge, and how o pinionment when co prevented the mem side to all that di now is that I am bidding you welc my predecessor. I had long felt a visit to Campbell widespread as a mer resort, and I concluded the where dull cars of four winds with m other place in Ne I congratulate North Shore on a happy surrounding our order, in which any interest has years, may cont their midst. During the year our dominion has peety; I have been and vouched to us among no body of been more enjoye members of our order. This is not because a people patriotic to the tious and self-re their reward whe around. The Orange y Lodge just past many changes to ers who have in the heart and are busied in their to a higher spher prominent of the Roxborough, P. G. er Robert Willis, of St. John. Bro a mass of more ti much individualit lished a love for few. He was for member of this good counsel, his and sound judgm every brother who brought in contr has lost in his de cles, and a bro Grand Lodge it w cult to fill.

Brother Robert was spoken of by G expected grants of years. His st man, a Christian abstinence, and our order, exemp all these in his spoken of the h he espoused. If the world would tained more of a