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 ALFRED MARKEHAM,  
 Manager.

**THE SEMI-WEEKLY SUN**

ST. JOHN, N. B., JUNE 8, 1898.

**THE TIME FOR ACTION.**

It seems certain that the present intention of Mr. Emmerson and his colleagues is to dissolve the house and appeal to the people within a few weeks. Something may happen to interfere with this purpose, but it is not good policy to count on this disturbance of the plan. Three times since 1886 the assembly has been dissolved before the fourth session. Three times the ministers have been making their election bargains and their political combinations, while the public were kept in ignorance of the fact that a campaign was impending. Our information is that Mr. Emmerson has already begun the process of bargaining for the election of 1898. Mr. Blair, who controls the provincial ministry as fully as ever he did, has assisted with the preliminary arrangements, and is to be back from England to help with further details at a later stage.

It must not be forgotten that the government requires less time than the opposition for open campaign work. The discussion of the questions involved in the provincial contest is no great part of the government's scheme of a campaign. The less that the ministers have the better for them. In the meantime they are able to go about the province, nominally on departmental business, but actually on the work of political organization. They have at their disposal the public contracts and the provincial offices, which is a great help in finding candidates. Their time is paid for by the country and their travelling expenses are paid half a dozen times over. Moreover, they have not many candidates to find. Of the present members more than three-fourths are government supporters, such as they are, and the necessity for new combinations only applies to constituencies which are now held by the opposition and to those others where the old combination cannot be worked over again.

On the side of the people who oppose the government, or who desire to attend to the selection of candidates for themselves there is more to do. Candidates must be selected for thirty-five seats now held by members who have been supporting the government. The opposition workers require local organization, wherein they differ from the government, which does not favor any association that would place the choice of candidates, or the management of the campaign in the hands of the people.

In these circumstances the policy of the leader of the government is to make as much preparation as he can, and then to spring the election suddenly on the shortest possible notice. The obvious policy of the opposition and of the people at large, is to go openly and expeditiously about the selection of candidates and to enter at once upon the public discussion of provincial affairs. The effect of this course may possibly be the postponement of the election, but the failure to take action will be certain to result in a sudden dissolution, with short notice before nomination, and the people will until the writs are issued and nomination is at hand, they will wake up to discover that the intruder has been among them, that new alliances have been made or attempted in all directions, that promises of support or of inaction have been secured by all manner of false pretences, and that the freedom of public choice and action has been seriously hampered.

If as the result of the preparation for a fair and even contest should be the postponement of the election no harm will be done. One year before the election is not too early for a candidate to be chosen.

The last Ontario contest afforded a sample of what organization can effect. Mr. Whitney is a man admitted to be of less ability than his predecessor, Mr. Meredith. He had the federal and provincial governments working against him, and was without either party patronage or a campaign fund. But he believed that the people were with him if he could give them a fair chance, and he got to work so early and effectively that the opposition candidates were almost everywhere the first in the field. Had he been able to inspire the other party leaders with a share of his own enthusiasm and hopefulness he would have beaten the government by a large majority. As it was he reduced the majority of nearly forty to a majority of five or six. It is not yet determined whether the ministry can survive, but two of the heads of departments are, after four months holding on to their office without seats in the house, and the fate of the government remains to be determined by the election courts, and the by-elections. Still better results may be obtained by an equally aggressive and expeditious opposition campaign in this province.

**POLITICAL INFLUENCE ON THE I. C. R.**  
 Mr. Harris says that his departure from the Intercolonial service and the closing of the office of which he was the head "was consequent on the difficulties experienced in administering the traffic department of the railway on a commercial basis, it being apparent from the nature of things that

it was impossible to divest the line of political influence."  
 Mr. Blair took an odd way to "divest the line of political influence." He began by dismissing capable officers and replacing them with such political cronies of his own as Mr. A. E. Killam. He sent partisans like commissioners Wilson, Atkinson, Ross and Palmer, to hold alleged investigations. He made political payments for cows killed by the carelessness of their owner. Instead of divesting the line of political influence Mr. Blair made it more a political railway than ever. Political influence led him to take over the Bale de Chaleurs road on the eve of an election and to abandon it when the election was over, the earnings in the meantime being thirty cents for each dollar of expenditure. Political influence led him to suspend Superintendent Macdonald, to pay him his full salary while under suspension, and then to restore him to his place. When we add to the political influence the Grand Trunk and Green-shield influence, we find many things explained that are not good business.

What Mr. Harris really means is that he found it impossible to divest the railway of its public character. His plan was to "commercialize" the line in the sense that the great trunk lines of America are commercialized. This means simply to get all out of the traffic that it will pay. The business methods current on railways which have the power is to make low rates to competitive points, and to reach the last cent where there is no competition. It is not a fair or just system, but it is an arbitrary use of the powers of a monopoly. Applied to the Intercolonial, which has a large non-competitive traffic, it could be made to bring in much revenue. By exacting high rates on local traffic the through rate could be made as low as that of the shorter lines reaching the same points. The farmers, lumbermen, fishermen and small traders along the line could be compelled to pay for this more ambitious but losing business. Such was the commercial scheme which Mr. Blair and Mr. Harris set about to establish. They found that while the people are obliged to submit to such unfair impositions at the hands of the great company railways they do not propose to have such discrimination imposed on a railway owned by the people themselves. So Mr. Harris has been made the scape-goat and the patient business process has been spoiled.

**THE SUSSEX CRITIC.**  
 The Sussex Record, while condemning the government for not carrying out the pledges of its members in respect to economy, puts in a saving clause in favor of the "general policy" of the ministry. The Sun, which desires to give light to all, took the liberty of asking the Record what the general policy of the government was. The explanation how offered is not very full. Mr. Robinson states that the late government subsidized the Portland service, built the short line through Maine, and at one time contemplated a line across country to Salsbury, while this government has stopped the Portland subsidy and has promised improvement in the I. C. R. This is what the Record calls the general policy. The addition of five millions a year to the debt, four millions a year to the expenditure, several millions to the taxes, and the violation of tariff pledges, are mere matters of detail, trifling local issues.

But there is some mistake about what the Record regards as the general policy. It was the late government which stopped the Portland subsidies. All that the Laurier ministry did was to restore and continue the subsidies for one year. As for the other things that are promised, would it not be well for the Record to wait and see whether these pledges are better than the tariff pledges or the promise of economy? Even the Record has been compelled to say that the management of the Intercolonial during these two years has not been a howling success.

**A SERIOUS STRUGGLE.**

(From Daily Sun July 4th.)  
 The first important action in the siege of Santiago took place on Friday. General Miles does not claim for the United States forces more than a drawn battle, and at the time of writing it does not appear that the object of the assault has been effected. The despatches are as usual somewhat contradictory, but the official statement goes to show that the invading forces have withdrawn from the advanced positions occupied, and that the United States officers admit a loss of 1,000 men in killed and wounded. General Shafter's army of occupation is nearly double the strength of the Spanish force in Santiago, and is supported by Garcia's army of Cubans. But the Spanish force under Pando, which is moving to the relief of the beleaguered garrison and was at latest accounts only a few miles away, brings the two armies to something nearer a numerical equality.

The Spaniards have the advantage of occupying a strong position. The strength of this post has become more apparent to General Shafter than it was on Thursday. He then telegraphed the assurance that he could carry the place when he got ready for action. If he had not been sanguine he would probably have deferred his attack until the arrival of the reinforcements now on the way, even though the delay should increase the chances of a junction of General Pando's force with that of Gen. Linera. Within a few days the United States forces investing Santiago will number 30,000 men. The Spanish General Linera has probably not more than 12,000 of all arms in the town and the force of General Pando is not supposed to exceed 7,000. It seems certain that another call for troops

will be made at once from Washington, and that further levies will be sent forward before Santiago is again attacked. The engagement of Friday indicates that the Spanish soldiers can fight a little. Their firing must have been much more effective than was expected from previous exhibitions of marksmanship. At the time of writing the accounts of the fighting are meagre and wanting in detail, and the manner of the Spanish fighting is not disclosed. Its effectiveness is, however, admitted in the official despatches to Washington. While the fighting quality of the United States forces is beyond question. The events last week create the suspicion that the officers in control of the campaign have under estimated either the fighting qualities of the enemy, or the strength of the Spanish position. The reverse, if it should prove to be the case, would not be considered serious in the American war of thirty-five years ago, but coming at the beginning of an invasion that at first appeared to be a picnic excursion, it is calculated to bring home to the younger generation in the United States a sense of the horrors of war, even against poor, decrepit Spain.

In another way the effects of war are impressed on the people of the United States. Three weeks ago the war taxes on tea, tobacco and beer went into effect. The tax on tea is ten cents per pound. Matt liquor pays two dollars per barrel extra. Tobacco bears an extra tax of twelve cents per pound, with cigars and cigarettes in proportion.

On the day that the battle of Santiago was fought the stamp and license taxes went into force. These are many and various. There is a direct tax of \$2 on every \$1,000 of bank capital and surplus, a license tax of \$10 to \$50 for brokers, \$100 for theatres and circuses, with lower rates for smaller places of amusement, and from \$2 to \$24 for each manufacturer or trader in tobacco. Stock and bond certificates pay five cents on each \$100, with two cents for subsequent transfers. Merchandise sold on exchanges for future delivery pays one cent on each \$100. Bank checks and drafts and bills of exchange pay two cents for \$100, except when the bills are foreign, when the rate is doubled. The war taxes on trade and shipping are of more than national interest. For instance, every bill of lading or receipt for goods exported is taxed ten cents, every port wardens certificate twenty-five cents, every charter party three dollars for ships under 300 tons, five dollars on ships of 300 to 600 tons, and ten dollars on larger ships. Custom house entries are taxed from 25 cents to one dollar, according to the amount, and manifests from one to five dollars. An insurance or lease mortgage, warehouse receipt, contract, trusty bonds, protests of notes, etc., all require war stamps. There is also a legacy war tax, which is graded from 75 cents per \$100 on small estates left to lineal descendants, to \$15 on each \$100 on the largest estates left to other than relatives.

**ALBERT CO. COURT.**  
 The present circuit court, which is presided over by Judge Yanwart, will be one of the longest held in the country for many years. The first case, that of Price v. Wright, an action for personal injuries inflicted on plaintiff by defendant's dog, was concluded this evening. Some nineteen questions were submitted to the jury to answer. This consumed some four hours, and the answers were such that for some time there was considerable discussion as to how the verdict should be entered for the defendant, or for a nonsuit, or a new trial. The verdict in this way was entered for plaintiff, with the damages assessed at \$900.

For the plaintiff, White, Allison & King; for the defendant, A. A. Stockton, Q. C., H. A. Powell, Q. C., and W. H. Hewson.

There are yet two cases of trespass to be tried, for which special juries are called, and one of replevin, the trial of which will probably occupy the attention of the court some ten or twelve days.

The counsel engaged in these cases are Dr. A. A. Stockton, Q. C., M. G. Teed, J. Howe Dickson, C. A. Peck and W. B. Jonah.

The desk of the reporter is being filled by W. H. Fry.

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**BOSTON LETTER.**

**Annual Hot Weather Exodus Eastward Well Under Way.**

**Witnesses in the Bram Murder Trial Still Confined in Jail, but are Paid a Dollar a Day.**

**Recent Visitors from the Provinces—Deaths of Former Provincialists—The Lumber Trade is Very Dull and the Fish Trade Very Quiet.**

(From our own correspondent.)

**BOSTON, July 2.**—The annual hot weather exodus is well under way just now, and the various transportation lines running eastward are rushed with outward traffic. Most of the steamers carry away 300 and over at each trip, and the number is increasing daily. The maritime provinces are getting a fair share of the travel. The witnesses in the Thomas M. Bram murder case are still confined in the Charles street jail pending a hearing before the United States court on a petition for a writ of habeas corpus. They are anxious to regain their freedom, and it is believed they will be released soon providing they will stay in or near Boston. The men are being paid \$1 for their time in jail, and are not receiving much benefit physically, although they are allowed frequent outings in charge of a deputy United States marshal. Bram has not been sentenced to life imprisonment yet, as he will soon be taken in court again on his appeal.

The receiver of the defunct A. P. A. Sigbee, the Boston Daily Standard, has been removed by the court because he paid himself large sums without legal sanction. He was obliged to pay back all the money he received.

Dr. Ellisworth Williams of New York and Miss Clara M. Denison, granddaughter of Dr. Samuel Johnson, R. N. of Newport, N. E., were united in marriage at Hyde Park June 23. Dr. and Mrs. Williams sailed on a two months' tour of the provinces.

The following were among recent visitors from the provinces: J. E. Keyes, William Mayhew, Courtney B. Fales, David S. McFarland and Mrs. McFarland, T. J. Reed, St. John; Dr. H. W. Murray and Mrs. Murray; Sheldahl; J. A. Chipman, St. Stephen; Mrs. MacVicar, St. George; Andrew Neale and Mrs. Neale, New Glasgow; Woodstock; S. Potter, Cape Breton; A. B. Booth, Charles H. Cahana, A. F. Boak, Halifax; J. Underwood, New Glasgow; Dr. F. O'Neill, Sydney, C. B.; J. A. Litchfield, Lunenburg.

George Hooper, a New Brunswick boy of 24 years, old, was drowned at Madelon, N. S., on June 27.

The following deaths of former provincialists in Boston and vicinity are announced: In South Boston, June 27, Mary W. McDonald, aged 13 years, daughter of Hugh McDonald of Antigonish, N. S.; in Reading, June 27, Elizabeth, per str. Florence, of Cumberland county, N. S.; in Roxbury, June 27, Millidge H. Wright, aged 37, of St. John; in South Boston, June 28, Mrs. John Mearen, aged 25 years, formerly of Halifax.

Lord Aberdeen, who received a deputation from Harrow, was in the city Wednesday.

It is said Hon. L. E. Baker of Yorkmouth and a number of New York capitalists are endeavoring to form a syndicate for the purpose of developing parts of Nova Scotia as summer resorts. Mr. Baker was in New York this week.

Prof. "Joe" Robinson, who was in St. John recently, was knocked out in three rounds by John E. Butler of Lynn one night recently at the rooms of the City Point Athletic Club, South Boston.

Exports of flour, meal, etc., by water to the provinces this week were as follows: 150 bbls flour, 400 sacks middlings, to Bear River, N. S., per str. H. Norris; 6,500 bushels corn, to Charlottetown, per str. Mary E. McDougal; 150 bags flour, 250 bags oats, to Shelburne, per str. Florence; 150 bbls flour, 50 bags mill feed, 300 bags oats, to Yarmouth, per str. Yarmouth; 1,333 bbls flour, 145 bbls cornmeal, 200 bags corn, 400 boxes bread, to Halifax; Baddeck, etc., per str. Pro Patria; 150 bbls flour, 150 bbls corn, 100 bbls straw, per str. H. R. Emmerson; 100 bbls flour, to Pubnico, N. S., per str. Lennox; 400 sacks flour, to Yarmouth, per str. Prince Edward; 450 bbls flour, to Charlottetown, per str. Halifax.

The lumber trade here continues a severe sufferer as a consequence. Spruces and slow sales have made mill men and shippers hesitate about sending lumber here, and even with a light movement from the mills, the stocks are ample for the trade. Building is very dull, and the spruce trade is a severe sufferer as a consequence. Hemlock lumber is in about the same state. Random cargo spruce is quoted nominally at \$16.50 to \$17.50; ten inch car frames, \$12.50 to \$13; 12 inch frames, \$13.50 to \$14; 14 inch frames, and up, \$14.50 to \$15.50; and yard randoms, \$11 to \$12; boards, planed one side, \$10 to \$12; and air dried floorings, \$13 to \$15. Eastern hemlock is quoted at \$9.50 to \$10; extra cedar shingles at \$2.65 to \$2.70; clear, \$2.25 to \$2.55; second clear, \$1.75 to \$2; 1 inch, \$2.14 to \$2.5; and \$1.50 to \$1.95 for 1-1/2 inch. Extra spruce shingles are worth \$3 to \$4, and clear \$2.50 to \$3.

Fish dealers and commission men report the fish trade quiet. Mackerel are somewhat scarce, and continue firm, at \$12 to \$12.50 for early No. 3, \$10 to \$11 for medium No. 2, and \$14 to \$15.50 for new large No. 2. Codfish remain quiet and unchanged. Barrel herring are steady at \$6 to \$6.25 for N. S. split. Box herring are in small supply and firmer at \$12 to \$15. Wholesale for medium sized, and 10 to 12c. for No. 1. Shadines are very firm and prices are higher of the strength of the recently formed trust. Quarter oils are quoted at \$3 to \$3.50, and

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 A Preparation put up by qualified Veterinary Surgeons and composed of the purest drugs and the most powerful and useful medicinal ingredients. It is a most valuable and reliable remedy for all cases of Debility, Indigestion, Stomachic Disorders, General Weakness, Loss of Appetite, and all cases of Nervous Prostration, and is especially adapted for the treatment of the young and the aged. It is a most valuable and reliable remedy for all cases of Debility, Indigestion, Stomachic Disorders, General Weakness, Loss of Appetite, and all cases of Nervous Prostration, and is especially adapted for the treatment of the young and the aged.

**IN P. E. ISLAND.**

**Two Men Killed by Lightning—Damage Caused by the Storm.**

**CHARLOTTETOWN, July 4.**—During a lightning storm yesterday the house of William Duffy at Kelley's Cross was struck and shattered. Two men, Thomas Monaghan and Owen Trainer, who were in the house at the time were visiting Mr. Duffy, were killed outright. The lightning entered the house through the chimney, tearing down an upstairs partition, and thence went down to the lower floor. Mr. Monaghan and Mr. Trainer were sitting in the dining room, chatting. Between the two was Mr. Duffy, who was in the house at the time, and escaped without injury. Miss Duffy, who was in the house at the time, also received a shock from which she fortunately recovered. The sudden loss has caused much excitement at Kelley's Cross. The storm in that section of the island, as well as at Emerald and in that vicinity, is reported to have been terribly severe. The switch in the telegraph office was badly damaged during the progress of the storm.

About ten o'clock last night Superintendent James entered the office and found the switch and the woodwork about the same in flames. He at once extinguished the fire and thus prevented what might have been a serious conflagration.

The barn of James Mutch, lot 45, was struck and destroyed. Two calves and other contents of the barn were lost. Martin's lobster factory at Cavendish was destroyed.

A barn belonging to Capt. D. Sutherland at the same place was struck but not destroyed.

The house of Allan A. McDonald, Peake's station, was also struck and the chimney and other parts damaged. A woman who was in the house at the time was struck on the foot.

The house of Christopher Birt, Carigan, was struck and Mr. Birt and two boys injured, but not serious.

A dwelling house near Grant's mills, Mount Stewart, was also struck.

Houston's hotel at Brackley point was also damaged.

**MANY LIVES LOST.**

**A Small Excursion Steamer Running from Salem Willows to Beverly, Mass., Capsized.**

**BEVERLY, Mass., July 4.**—The small excursion steamer, Sun City, with about sixty passengers on board, while half way over from Salem Willows to her wharf here, a distance of about two miles, was struck by a sudden squall about 5 o'clock tonight and capsized. Of those on board a large majority are believed to have been rescued by boats from both the Salem and Beverly shores, but no less than seven bodies have been recovered at dusk, and as it is known that many rushed into the cabin before the squall, it is thought that twice as many are still confined there. As one or two of those taken ashore are in a critical condition, it appears likely that the list of dead may reach a score.

The following bodies were recovered from the wreck: Mrs. Catherine D. Weber, 25 years old, of Beverly; Miss Grace Snell, 13 years old, daughter of Arthur Snell, of Beverly; three year old son of John Kempey of Beverly; Miss Myra E. Fegan, Miss Lillie J. Conant of Danvers, and her 5 year old brother, Herbert B. Conant. The body of Miss Nellie Crosey was recovered.

Of those rescued Miss Bertha Lovett of North Beverly, Miss Emerson of Danvers and an unknown two year old girl are still in a critical condition. Miss Sarah's, the fireman, was also badly scalded.

The Sun City is a small screw steamer with two decks, and has been making short trips in Massachusetts Bay for a number of years. This year she was put on the Baker Island line, making but a dozen trips a day from this city, stopping on each one at Salem Willows. She came up from Baker's Island about five o'clock and left Salem Willows at 6.05.

Captain Dellos, her commander, says she was struck as she left the pier, and that she was capsized before she had reached the Beverly wharf when the storm struck the boat, and at the same time a lightning bolt struck the beacon at the end of the bar.

**HALIFAX.**

**A Very Warm Day—A Capsized Schooner Towed Into Port.**

**HALIFAX, N. S., July 4.**—Edward Morine of Port Medway, doing business under the name of Asa Morine & Son, has designed; Abilities 15-188. N. estimate of the assets from the thermometer registered 83 in the shade today, which the weather observers say, is the highest on record.

The strawberry receipts today were seven hundred and fifty-one crates, and the wholesale price dropped to eight cents a box.

The Spanish bark San Ignacio de Loyola still remains in the harbor. It was reported she would be sold and transferred to the British flag at this port, but this has been prevented by the customs duty on foreign built vessels of 10 per cent. on the hull and 25 per cent. on machinery, etc., which would amount to nearly eight thousand dollars. She might go to Newfoundland and be entered at a much less cost, free or at much less cost than here, but there would be danger on route.

Steam tugs today towed in the capsized three masted schooner that has been drifting off Liscomb some days. Her identity has not yet been discovered. She was loaded with fish, probably in four hundred tons gross, probably built at Tucker in 1878 and was bound for a port of St. Lawrence port. No news of her crew.

**ROYAL SCOTS IN PORTLAND.**

**PORTLAND, Me., July 3.**—The Royal Scots of Montreal arrived in this city this morning, and will take part in the dual celebration tomorrow—America's national holiday and the fiftieth anniversary of the building of the Grand Trunk railway. The Scots are guests of the city, and elaborate plans for their entertainment have been made. They attended church in a body this morning, went on a sail down the bay this afternoon, and this evening were taken to Riverton, where the electric lights will be featured in the grand parade tomorrow, and are assured of an ovation all along the route.

**PORTLAND, Me., July 4.**—Portland has had one of the most successful celebrations in its history, the interesting programme being commemorating the fiftieth anniversary of the building of the Grand Trunk railway as well as of the "glorious fourth." The visiting Royal Scots of Montreal were the special object of interest, and a continuous ovation was given. The fine Canadian regiment, along the long route of the afternoon procession, were met with a most enthusiastic reception.

**CITY Recent Aroun Together from Co.**  
 When order WEEKLY SU which the NAMR of which the pe that of the d if sent. Remember Ome must ensure prompt request.

**THE SUN**  
 Issuing weekly WEEKLY SU lation of all Martians please make Samuel Bu aged ninete Sunday morn

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