tion of documents. a bill amending high-Hon. Mr. Emmerson ent simply consisted proper returns from rs. If any members mendments made to he would be glad to with him and they orated in this bill. mmitted a bill in-Rothesay trust and pany, Mr. Porter in to with amend-

mmitted a bill to ineorge's society of St. in the chair.—Agreed

nitted a bill to connend the law relating ts Mr. Killam in the nder consideration at

progress was reportto sit again. notice of motion for nditure in connection f \$722, under the head-Printer, on page 4 of report.-Adjourned.

ST PLUG HAT. be no doubt that the on in London of the he plug hat was chrono-The police court recity for January 16th, ton Herald, state that vious John Hetheringer, of the Strand, was the lord mayor on a of the peace and inand was required to sum of £500. It was Mr. Hetherington apblic highway wearing what he called a silk cture having a shiney whated to frighten timid icers of the crown statwomen fainted at the while children scream-, and a young man ing from a chandler's vn down by the crowd cted, and had his right or these reasons the seized by the guards

Englishman ERATON'S WILL.

he late A. B. Sheraton C. S. Harrington and are appointed executors

re the lord mayor. In

is crime the defendant

had not violated any

lom, but was merel

ht to appear in a head-

n design-a right not

dated at Halifax. Dec. as follows:

shall collect all monany source whatever. m or sums which may virtue of any policy or insurance, and after of, or so much therepayable to me or any ntations for their sole s, my lawful debts and

d the balance of said ast to pay to my wife d profits of my said eserest and profits to my number, until they or m shall attain the age shall marry, and upon said children attaining or marrying, provide en after the death of it is my will that my trustees hereintofore all apportion to such ning said age or marryh part of the distribu-

WEAR SNOWSHOES. Fond of Sliding and Put et to Have the Shoes

working at the Placer mine, w of the Pilot Peak, Plumas ia, wear snowshoes. The place is about 5,500 feet and ties of snow fall there in infrequently reaching to infrequently reaching to wenty feet, says the San

the disadayantages of the the disadavantages of the us to carry on our product Mr. Bowman, one of the nine, "we put snowshoes on doing this we are able to ples of groceries, meats, dother things, and to transt of our mines. All our giant powder and similar to be taken about in winin this way. in this way.

a-bred horses are used. It
these are the best, and, if
et mountain horses—those
I at high altitudes. The
along in the snow. They
fast walk, but sometimes

accustomed to the snow-don't stumble or fall at all, hem so well that they don't ithout them. They will put have the snowshoes put on oden shoes at first and they ill, but now we have some-leal better. It consists of a eight inches in diameter, are holes for the corks of noes. The plate is fastened ng to the lower part of the is a nut on it so it can be t with a wrench.

is a nut on it so it can be twith a wrench.

om of this steel plate is a a rubber, and this, by the improvement in horse snows the shoe free entirely of formerly snow used to clog the plate. This would cause slip and founder around horses are fitted out with the first time they rarely, of course, they are usually till they get the hang of careful not to select nervous yt want a horse that's too.

careful not to select nervous at want a horse that's too ve rather prefer those that to teastly perturbed.

snowshoe horses go anyer how precipitous the mounhow deep the snow is. We making snowshoes out of the horses. The metal was as thought for a time that it he thing. But we found that unlike steel, would bend, so new white metal and stucking a thick rubber coating for

" said a creditor to a just filed his petition in "you aren't going to do an, now?" "No, no!" "I mean to pay ten shilnud if I have to pay it wn pocket !"-Household

the strong room of one private banks in London tity of jewels, plate and which were deposited tody by French refugees the outbreak of the reAT OTTAWA.

What a London Correspondent ed in the Northwest mounted police, and had afterwards turned up as a notary public in Butte, Montana, U. S. When the Rossland gold boom

He Met Two Office Seekers, One from Rossland, B. C., the Other from Fredericton, N. B.,

And Had a Talk With the Mercurial Tarte on the Manitoba School Question and Other Things.

(London Mail, June 15.)

Ottawa is an unwashed lumbering town, which is just getting over its surprise at being made a capital. It has already trod many steps towards refinement, and it shows great anxiety to tread more.

But take away the great pile of parliament buildings, the thoroughfare called Sparks street, and a handful out of the hogsheadful of politicians who swarm the capital in session, and out of session, and lo! the unkempt, lop-eared, shaggy son of the forest stands revealed in the capital

of the great dominion. Ottawa, like Washington, was chosen arbitrarily. Montreal and Toronto fought valiantly for the honor, and Ottawa was personally selected by her majesty as a compromise., Compromises are never very satisfactory to begin with; but time and art can work wonders, and at the period when Canada shall have a population of 10,000,000 Ottawa may have her marble facades, her noble parks, avenues, and institutions, and Rideau Hall will have been pulled down.

But I fear Ottawa's will always be a tempered elegance. Lumber is a clean, outspoken, wholesome product —but it is not beautiful—and lumber is here the dominant note. Her politicians may strike up what tune they will, and as loudly as they will, but the song Ottawa will continue to chant most strenuously to the nations for many a long year to come is the song of the woodman and his axe.

THE BEST VIEW OF THE CITY is obtained from the opposite side of the Ottawa river-at a place called Hull is famous throughout Canada as the spot where the vile sulphur matches-still, alas! in general use throughout the dominion-are manufactured. Hull is, by the wittily vulgar, appropriately enough pro-nounced as if its vowel were the second instead of the fifth, and its chief product I, for my part, pronounce an adequate foretaste of that calamitous

From Hull the bluff upon which the parliament buildings stand is really picturesque, and the buildings themselves seem noble and impressive. Indeed, the only fault I have to find with this series of structures is the with this series of structures is the messiness—if I may be allowed the expression—of its material and detail. It is only too clear that the architect was also a geologist. Each building is constructed of at least twenty different varieties of small grey, pink, and yellow stones, which have much the appearance of shells.

Rideau hall is utterly unworthy of being the seat of the governor-general of Canada-or, indeed, of the Leeward Islands-and some day a wealthy governor-general may be found who will present a new Rideau Hall to the community. At present each viceroy in turn contents himself with tinkering at the hopeless edifice -adding a wing here and there if he be really munificent, or perhaps only a bay window or a Queen Anne chim ney-but in no wise improving the general character of the place.
Albeit Lord and Lady Aberdeen spend most of their time at their

Northwest estate at Calgary, in which they are wise. Ottawa, like Montreal, has solved the problem of rapid transit. By the electric tramway system you can be whisked from place to place with tre-

mendous rapidity. Along Bank street

the pace exceds twenty miles an hour, which is splendid for the Ottawas who

TO CATCH A TRAIN or attend a wedding; but which would not work in London. Some of the environs of Ottawa, and many of the natural features of the city itself, are really very attractive; but when they are so it is at the expense of lumber. When huge rafts and piles of lumber are about, everything—even to the river and the famous Rideau canal— is dammed. The Rideau and Chaudiere falls are really superb, but when I say that the water power of the latter is used by countless saw mills, and that there are usually 125,000,000 feet of lumber on the Chaudiere "piling grounds," one can perceive that these charming spots have given hostages

If the hotels of Ottawa are not all that can be desired, I know few places that would so enchain the fancy of an Englishman, especially one unused to politics. Here at the Russell hotel, during the parliamentary re-cess, is centred that vast political energy which is characteristic, but

not at all creditable, to Canada. Since the new Laurier ministry has come into power there is a cry from a certain section of the liberal party, from Cape Breton to Esquimault, to "turn the rascals out," to apply the "axe" to the employes of the civil ser-vice; a cry for offices and "boodle"; lend weight to their demands the office-seekers have themselves come to Ottawa to see the ministry. Here they are—at the Russell—or here they foregather at some time in the twenty-four hours; men of every type, fat, thin, shabby, and well-dre but all with that steely glitter in the eye which betokens a covetousness of living at Bar Harbor, Me.

Under such circumstances and maintaining such permicious traditions as that "to the victors belong the spoils," it is, as one of the ministers assured me, desperate hard work to keep the machinery of the civil service running smoothly and efficiently,

SATISFY THE PARTY FOLLOW-At the hotel I got talking to a giant

of a man-he must have stood 6 ft. 6 in. in his boots, at least-who had come across the continent from Ross-land, British Columbia. He had serv-

struck over the border, the refluent tide brought bcak our ex-polic He had come to request of Mr. Lau-rier a judgeship. I hope he may get it-for in spite of his faults of expectoration and grammar he is not really a bad fellow, and would manifestly

be a terror to evil-doers. In violent contrast to this gentleman was a fiery little Irishman from Fredericton, New Brunswick, who wished to become a train conductor on the government railway.

"I've been to Pottinger, and bedad Pottinger sent me to Schreiber, and Schreiber sent me to Blair, and Blair sends me to Laurier, and he—he won't see me at all. So I suppose," he added ruefully, "I'll have to go in for the postmastership of Fredericton; and if I don't get that me and my three sons'll turn round and vote tory till

verlasting kingdom come." The liberal ministers, to give them every credit, although new at the business, seems determined on governing wisely and on holding their cohorts well in hand. They are all of them enthusiasts, however, and in this respect bear a strong analogy to the last British liberal ministry at the outset of its career. But, thanks to a few wiseheads—thanks, perhaps, to the prime minister himself-the Canadian liberals have not fallen into the error of committing their proposed reforms to paper in the shape of

A NEWCASTLE PROGRAMME. They may, indeed, have "bitten off nore than they can chew," but nobody knows the extent of that mouthful. They have begun with excellent good luck. The Manitoba school question has been settled in a wise, just and equitable manner, and Mr. Tarte, who is everywhere attacked by the French-Canadian press as a traitor and a knave, for having set the interests of all Canada above those of a few clerical and racial bigots, I found to be a singularly amiable and cultur-

"It is said that we cannot have the clergy meddling in politics," he said "Well, perhaps, the sooner this practice is discontinued the better for Canada. At the same time, speaking for myself alone, I have no objection. If the Catholic hierarchy approve of a priest's descending into the political arena-very good. The priest is a man -a citizen. Only I expect him to come out of the sanctuary. The church is a place of peace, of meditation, where people go to pray in common, and is built in the honor of the Deity. We have erected other buildings to discuss worldly affairs. In Manitoba there are hundreds of French children deprived of the benefits of instruction because of their bigoted pastors. These children are of my race, and it is my duty as a public man to put at their dis-posal every influence I may possess."

Each holder of a portfolio with whom I conversed seems similiarly bent on reform and the general good of the ed by the petty spirit of their jour-nalistic and would-be official cohorts, I am prepared to say that, on the great subject of imperialism, the Laurier government is as sound as-well,

the soundest imperialist among us. B. WILLSON.

OUR LONDON LETTER.

(From Harper's Bazar.) Few people know that the author of Trilby died of abscess of the heart. It is an extremely uncommon disease, which is contracted only in the autumn, and is produced by taking a septic germ into the system. It seems as if persons never experience what they dread most. All his life Du Maurier dreaded total blindness, yet he died before the blow could fall. What splendid work he did with only one eye! One wonders if it could have been better had he been blessed with perfect vision.

I said to him one day, "How is it that your daughters have both mar-ried regular Du Maurier men— the kind you have always drawn?" "Oh," he said, with a whimsical

smile, "I brought them up to think that was the only kind of man they could marry." "That's all very well," said I, "but

how do you explain the fact that your grandchildren are the very image of the children we all love so in your "I taught my girls," said he, "that those were the only kind of children they could have!" It occurred to me

that this was a triumph of mind over matter well worth considering.

Du Maurier once told me something which seemed to me very interesting.

He said that in describing "Trilby" he had in mind Miss Ellen Terry as she was twenty years ago.

DIED AT BAR HARBOR.

George Johnston, twenty-three years of age, died at Bar Harbor on 17th inst. quite suddenly. Mr. Johnston resided with his father, John Johnston, who formerly lived in this city, and who has many friends here. Mr. Johnston has been in poor health. His son's funeral took place on the same day and the surrounding friends who attended the obsequies received a severe shock when they returned to the house after the funeral and found John Johnston dying. A few minutes after he passed peacefully away. John Johnston leaves a wife and four children to mourn their sad loss. One of his sons is Joseph A. Johnston of this city. Another son, Wm. Johnston, lives

Now that the pensioners of the war of 1812 have become reduced to 12 in number, and those 12 are nearly ready to die, having all reached the age of 90, and one or two the age of 104, the government is to advence their pen-sions from \$12 to \$30 a month. It will

Subscribe for THE WEEKLY SUN.

OUR MILITIA.

Lt. Col. Maunsell Before the Historical Society.

Numerous Officers in Attendance and an Interesting Discussion Held.

The Past Has Been Most Creditable, the Future Gives Even Greater Promise.

Militia officers, active and retired, were out in force on 23rd ult., at the lecture room of the Historical society, to hear Lieut. Col. Maunsell's paper on the Militia of Canada, past and present, as known to him during thirty years. There were half a dozen colonels, and numerous majors, captains and lieutenants in the audience, in addition to civilian members of the Historical society.

Geo. A. Henderson, president, in a graceful opening address, welcomed the military men and introduced the

speaker of the evening. Lieut. Col. Maunsell, in opening, alluded to the fact that we took the British army as our model, and expressed the hope that the ties that bind the various portions of the empire may be more closely drawn. He paid a very high tribute to the loyalists, and especially to their services in establishing our military force. The means of travel and transport thirty years ago were contrasted with those of today.

Beginning with the organization by himself of a battalion at Kingston in 1864, and his appointment as adjutant general in 1865, Col. Maunsell described the N. B. militia force of that day and contrasted it with that of today, and in connection with the latter took occasion to pay very high compliments to the various corps in St. John, Kings, Carleton and other counties. The camps of instruction prior to confederation were referred to, and that of May, 1865, recalled the name of Lt. Col. Baird, whose death had but yesterday occurred. The speaker testified to Col. Baird's great services to the militia, and expressed his own deep sense of personal loss at Col.

Baird's death. The various militia events and changes of the years from 1865 till the passing of the Militia Act of 1868 were noted in order, including a reference to the rifle shooting of that time as compared with the present; the Fenian raid, and the eagerness displayed by the militia at that time to respond to the call of duty. The record of the years down to 1884, and since that date, including the Egypt and Soudan affair, the Northwest rebellion, the local changes and improvements in the force, etc., was dealt with in a very interesting manner. The story was relieved and brightened by the relation of occasional incidents of reform and the general good of the country; and every Canadian, irrespective of party, may well wish more power to their elbow.

At present on the general good of the country; and every Canadian, irrespective of party, may well wish more power to their elbow. At present there are many things which stand in need of redress and revision; and although often hampered by the petty spirit of their feet of the red by the petty spirit of their feet of the red by the petty spirit of their feet of their f Lester Peters, Jago, S. K. Foster, M. H. Peters, Geo. Seely, Geo. F. Smith and others. He also complimented Major Sturdee and Capt. Baxter on their historical work in connection with their respective corps and spoke of the efficiency of the present force

and of the Rifle association. As to the outlook, he said that at no time was it more bright. The milities department had a minister of experience, the staff at headquarters was up to date and in touch with the force, the general commanding is very able and skilled officer, and the material from which the militia is drawn is the best on earth. He ex pressed his thanks to commanding officers and all other officers and the people for their loyal support, and oaid a high tribute to the press for its services in keeping up the military spirit of the people.

Col. Maunsell was heartily applaud ed, and on motion of W. P. Dole, sec onded by Jonas Howe, a vote of thanks was tendered him. Mr. Hen derson and Mr. Howe spoke in warr appreciation of the value of the pa per as a contribution to provincial

Col. McShane being called on, paid a personal tribute to Col. Maunsell, whose tact as a commanding officer he had not seen surpassed anywhere. Col. Armstrong spoke of his pleasure in listening to the paper and also poke of his high appreciation of Col. Maunsell, as indeed did every officer who spoke. Col Armstrong said he wished there were a place where ac-tive and retired officers could meet

often as they had met together last Col. Tucker, M. P., made a vigorous plea for a better arming of the militla. Col. Domville, M. P., spoke of the record of the militia and of the value of such papers as the one just read. Col. McShane observed that he had prepared a paper on similar lines and would be glad to give the society a

copy of it. Mr. Dole suggested that the colonel should himself read his paper before another meeting such as this, and re-marked that Col. Domville should be marked that Col. Domville should be tled up here." He added that on his able in Kings county to gather a lot way east he had run across E. J. Henof very valuable data concerning the early militia in that county. Col. Domville replied that he would

along that line. Mayor Robertson expressed the great pleasure he had enjoyed in being present, and paid a very graceful com-pliment to the New Brunswick militia, with which he had once been himself connected as an officer The loyalists in Brooklyn, while two daughters, and their descendents were impued Mrs. Young and Mrs. Sherman, are living at Bar Harbor, Me. any portion of the empire should the

call for military aid arise. Major Armstrong told of his personal experience and high appreciation of Col. Maunsell's tact, as shown to himself when a young officer 26 years ago. Major Maher alluded to a predecessor of Col. Maunsell, who was not renot be a very expensive mark of ap- markable for tact, and added his personal tribute to the worth of the pres-

ent D. O. C.
S. D. Scott spoke of the value of

the paper as a contribution to local history. In whatever direction one turns in historical research in the province he comes into contact with the military element. The militia were fortunate in having in Col. Maunsell one who, like Julius Caesar, was a writer as well as a fighter.

Capt. E. A. Smith, whose Rifles had come in for high praise, related several humorous incidents of camp and complimented Col Maunsell highly on his valuable paper. There were calls for Major Hall, but

as he slipped out the door at that moment there was opportunity for the remark that he was a "retired Surgeon J. W. Daniel spoke in ad-

boys, and of its value. Capt. White spoke as an ardent militiaman, proud of his connection with the force. He complimented Col. Tucker on his remarks about the need of better arms, and hoped the colone would be heartily supported in his endeavor to bring about the desired

Major Armstrong observed that 1,000 new rifles were expected here on the S. S. St. John City, now due here. Col. Tucker feared they would sent on through to the west. This brought the interesting discussion to a close, and on motion of Rev. Canadian named Joe Maurice, who

MINING NOTES

W O. Raymond the meeting adjourn-

Following are the Rossland Miner's latest quotations of British Columbia mining stocks. The prices are the wholesale rates, at which large blocks of stock are sold in Rossland. They are therefore frequently lower rates than stock can be purchased for in

	small quantities:	be purch	ased 1		dicate a few weeks ago. This rise to	
		No. of	Par		fortune brought up the case of a shoe- maker at Spokane. During a conver-	C
	Companies. Alberta Big Chief Big Three Co Bruce Butte Brit. Can. G'd Flds Caledonia Con California	shares.	value.	Price.	sation the other day respecting the	Y
	Big Chief	1,000,000	\$1 00 1 00	\$0 15 0 15	great LeRoi mine up north, the shoe-	
	Big Three Co	3,000,000	1 00	0 121/2	maker became interested and inno-	
	Butte	1,000,000	1 00	0 10 0 041/2	cently remarked that he thought he	
	Brit. Can. G'd Flds	2,500,000	1 00	0 40	had a few shares of that concern.	
	Caledonia Con	2 500 000	1 00	0 15	The boys laughed at him and this	
	Dalifornia C. and C* Centre Star* Colonna Colum. and Ont Commander	500,000	1 00		made the cobbler all the more serious,	W
	Centre Star*	. 500,000	1 00	0 271/2		
	Colum. and Ont	750,000	1 00	••••	a search and from some old, musty papers he drew forth a certificate for	
	Commander Crown Point	. 500,000	1 00	0 15 0 53	500 shares of LeRoi stock, which he	
	Deer Park	. 1,000,000	1 00	0 21		I
	Delacola	. 1,000,000	1 00	0 04	worth shucks. He had bought the	11
	Enterprise	. 1,000,000	1 00	0 121/2	stock some years ago for \$25, or at the	
	Eric	. 1,000,000	1 00	0 04	rate of five cents per share, and to his	100
	Evening Star Georgia Gertrude Giant	1.000,000	1 00	0 12½ 0 16	Brown burprise at mas non moral vila	189 da:
•	Gertrude	. 500,000	1 00	0 081/2	per snare, or a total sum of \$3,750.	
•	Great Western	. 2,500,000	1 00	0 15 0 131/2	Stock of the Gold Hills Exploration company and of the Smuggler group	
•	Great Western Hattie Brown	. 1,000,000	1 00	0 10	are among those offered by brokers in	
			1 00 1 00	0 05½ 0 17	하는 아노는 사람이 있어요? 전환하는 하다는 것이 하나 하셨다면 중인도를 되었습니다. 그는 사람들은 전기에 가는 사람들은 사람들이 다른 사람들이 되었다.	Ex
	Idaho*	. 500,000	1 00		Gold Hills had been sold in St. John	
	Independent	1,000,000	1 00	0 06 0 20	a few days ago.	Ex
	Iron Mask	. 500,000	1 00	0 451/2		E
	I X L	1,000,000	1 00		LONGEST RUN WITHOUT STOP.	
	High Ire Homestake Idaho* Independent Iron Horse Iron Mask I X L. Josie Jumbo Kootenay-London	600,000	1 00	0 51 0 65	The Cornwall Express Travels From Lon-	
9	Jumbo	1,000,000	1 00	0 10	don to Exeter Without a Pause.	M
1	Lily May	500,000	1 00 5 00	0 20 7 50	The longest regular daily run made with-	M
ì,	Mayflower Monarch	1,000,000	1 00	0 131/2	out a stop by any railway train in the world	100
7			1 00	0 24	has just been placed on the schedule of the	
е	Monto Cristo	1 000 000	1 00	0 1314	It is made between Paddington station in	-
f	Morning Star Nest Egg Northern Belle Novelty O. K	500,000	1 00	0 071/2	London and Exeter, a distance of 194 miles,	E
	Northern Belle	1.000,000	1 00	0 15	what is known as the Cornwall express. It	D
e e	Novelty	1,000,000	1 00	0 07	is remarkable not so much owing to the	E
d	Palo Alto	1,000,000	1 00	0 29	has just been placed on the schedule of the Great Western railway of England. It is made between Paddington station in London and Exeter, a distance of 194 miles, in three hours and thirty-six minutes, by what is known as the Cornwall express. It is remarkable not so much owing to the time, as for the fact that not a stop is made from one end of the run to the other. There have been longer runs made without a stop, but they have been made by special and not regular trains. The average speed attained by the Cornwall express when making this run is 51.7 miles an hour, although owing to a peculiar construction of	E
ā	Phoenix	500,000	1 00	0 071/2	have been longer runs made without a	图
	Poor Man	2 000,000	1 00	0 08½ 0 07¼ 0 06 0 15 0 10	stop, but they have been made by special	A
	Red Mount View.	1,000,000	1 00 1 00	0 10	attained by the Cornwall express when	Œ
	Rochester	900,000	1 00 1 00	0 25	making this run is 51.7 miles an hour, al-	
[.	Rossland Star	500,000	1 00	0 15	though owing to a peculiar construction of the road at Bristol, 118 miles from London,	a
h	St. Elmo	1,000,000	1 00	0 081/2	the train is obliged to slow down to a	V
d	Silverine	500,000	1 00	0 08	speed of ten miles an hour. The train is composed of six long coaches,	T
n	Sou Cross & W.Co	n. 500,000	1 00	0 20	a tender and engine. An American would	
n e	O. K. Palo Alto Phoenix Poor Man R. E. Lee. Red Mount View. Rossland Red Mt. Rossland Star St. Elmo St. Paul Silverine Sou Cross & W.Co Sultana Trail Mining Co* Union*	1,000,000	1 00 100 00	0 10	call it a vestibule train, but the English prefer to call the cars "bogie clerestoried corridor coaches," bogie being a term ap-	R
e	Union*	600,000	1 00		corridor coaches," bogie being a term ap-	
	Virginia War Eagle	500,000	1 00	0 17 1 13	plied to the trucks. They are fully as heavy	
0	West Le Roi*	500,000	1 00	0 16	as an ordinary drawing room car, each one weighing about forty-seven thousand pounds, while the train without the engine and ten-	
a	West Le Roi* White Bear Wonderful Young Brit, Am'ı AINSWORTH.	2,000,000	1 00	ò ii	while the train without the engine and ten-	
i-	Young Brit. Am'r	1,000,000	1 00	0 06	der weighs one hundred and forty tons. The weight of the engine and tender is eighty-one tons, making the total weight of the train, as it rushes along on its long	風
s	AINSWORTH.	750 000	1 00	0.15	eighty-one tons, making the total weight of	
ie	BOUNDARY	100,000	1 00	0 15	run, two hundred and twenty-one tons.	
a	Old Ironsides	1,000,000	1 00	0 09	run, two hundred and twenty-one tons. During the run it is necessary to take water for the engine twice. This, however,	1
ie is	CP. M'KINNEY.	800,000	1 00	0 48	does not necessitate any stop, as it is taken	
(-	NELSON.				does not necessitate any stop, as it is taken up from a trench beside the track as the	
g	Exchequer Hall Mines	1,000,000	1 00 £1 00		train speeds along at nearly a mile a min- ute.	
ie	NORTHP'T DIS.				The engine which draws this essentially	
d	Red Top	1,000,000	1 00	0 10-	"through train" is a curious looking, pon- derous affair, quite unlike any locomotive	
ts	Orphan Boy	700,000	1 00	0 07	seen on American roads. It has on either	
У	SLOCAN.				side a single huge driving wheel, seven feet eight inches in diameter, while what must by comparison be called the small wheels	
	Alamo*	500,000			by comparison be called the small wheels	36
1 -	Crow Magle	750 00r	TORRESCOOL DOC 1'1		of the engine, six in number, known as trailers, are four feet six inches in diameter. The water tank of the engine holds thirty thousand gallons, and when running at full	
c-	Idler	1,000,000	100 00		The water tank of the engine holds thirty	
of	Idler	1,000,000	1 00		thousand gallons, and when running at full	
n-					speed there is a steam pressure of 160 pounds to the square inch, while there is a heating	50.G
m	Rambler Con	7 000 000	TOROTONICS STEEL	1 35	surface of 1.561 square feet.	3000
a-	Slocan Star Sunshine	1,000,000	0 50	2 62	Each day the run is made, the train leaving Paddington station at 10.25 o'clock in	
al	Sunshine Washington	50,000	10 00		the morning, and it never fails to roll into	FE 32
id	Wonderful	1,000,000	100		St .David's station in Exeter exactly on time. The time allowed by the schedule for	
11,	* No stock on th	e local ma	rket.		this run makes no allowance for delays of	
er	** Dividends pai	d to date	are as	10llows:	this run makes no allowance for delays of sny kind. Even the time lost in going over the loop around Bristol and the necessary slowing down when going through Bath is	
e.	Le Roi, \$300,000; boo, \$140,000; Sloc consolidated, \$20,0	an Star, \$3	00,000;	Rambler,	slowing down when going through Bath is	展
ıs-					not allowed for.	1
lso					and the second s	
ol.	perty on which	i they a	e Ioi	and has	MIR. DEALS RELIEBMENT.	100

perty on which they are found has been fully paid for and the title per-

THE PRICE OF LE ROI.

James F. Wardner is at the Windsor, says the Montreal Gazette, but amongst the miners of Rossland and the west it is "Jim" Wardner pure and simple. He is best known in Montreal as the man who put through the oig Colonna and real estate deal for Charles Hosmer and several other Montreal capitalists.

'Yes, I am direct from Trail.' was Wardner's greeting to a Gazette representative last evening, "and I want to get back to Rossland just as and a director of other institutions.

* * * * John Flett, one of Torsoon as I can get a little business set ley, one of the owners of the big LeRoi mine, and that gentleman seemed to think that if the English syndicate be very glad if he could do anything did not make up their minds to close at once the option of \$5,000,000 would be withdrawn. It appears that Rufus H. Pope, M. P. for Compton, and who cabled on behalf of a big English syndicate an offer of \$4,000,000 for the famous Rossland mine and that the reply was to the effect that nothing less than \$5,000,000 would bring down LeRoi. Mr. Wardner believes Englishmen would make a splendid hit if they could get LeRoi for \$5,000,000, and he added, with a provoking wink, "the mine is worth \$10,000,000 if it is worth a cent." He then proceeded to say that if not sold, the next move on the part of the present owners will be to establish its own smelter, the proposed site being on the Columbia riv-er, about one and a half miles to the south of Rossland. LeRoi was discovered by a French

JOME COMFORT

ROLL OF HONOR. THREE COLD HIGHEST AWARDS Nebraska State Board of Agriculture, 1887.

DIPLOMA Alabama State Agr'l Society at Montgomery, 1889 & AWARD Chattahoochle Valley Expo., Columbus, Ga., 1888 St. Louis Agricultural and Mechanical Asso'n, 1889

vocacy of the military training of SIX HIGHEST AWARDS World's Columbian Exposition. Chicago, 1893. HIGHEST AWARDS
Western Fair Association, London, Can., 1893.

Midwinter Jir, San Francisco, Cal., 1894.

Made of Malleable Iron and Wrought Steel, and will last a lifetime with ordinary care. SILVER MEDAL
Toronto Exposition, Toronto, Canada, 1895.
ABOVE HONORS WERE RECEIVED BY

Over 321,597 Sold to January 1st, 1836. WROUGHT IRON RANGE CO., 70 to 76 PEARL STREET, TORONTO, ONTARIO. FOUNDED 1864. PAID UP CAPITAL, \$1,000,000.

Of the retirement of William Bell

from the presidency of the Globe Loan and Savings Co., of which F. S. Sharpe

of this city is general agent for this province, the well known publication, Business, of Toronto, says: "Very much regret will be felt that owing

to failing health, accentuated by a re-cent accident, Wm. Bell of Guelph,

president of the Globe Savings and

Loan Co., has found it necessary, acting on the advice of his physicians, to resign his position. The same step

has been made necessary with Mr. Bell as president of the Traders' Bank

onto's leading merchants, and a pro-minent figure in financial circles, who

has been one of the directorate of the

company for many years, was unani-

mously chosen president of the Globe

Loan Co. in succession to Mr. Bell,

while E. W. Day, manager and sec-retary, was made managing director. Of the continued prosperity of this thoroughly successful and substantial

company, under Mr. Flett and Mr.

long way to demonstrate the sound-ness of mutual building and loan

that have sometimes kept people from placing investments in this direction

DR. J. H. MORRISON

PRACTICE LIMITED TO

Rve. Kar. Nose and Throat.

methods and wipe away the preju

Day, there can be no question. The prosperity of the Globe has gone a

AN IDEAL FAMILY MEDICINE was born in the vicinity of Montreal, and who is now worth about \$25,000, his home being in Spokane Falls, and all disorders of the Bromach,
Liver and Bowels,
R. I. P. A. N. S. TABULES
act gently yet promptly. Particol
direction follows their us. Sold
by druggists or sent by mall.
R. I. FARS CHEMICAL CO., 10 Sprace St., N. Y. Wash. Joe, it appears, transferred the mine to the recorder at Trail for services rendered by the latter in recording other claims. This happened in 1886, and Maurice likewise discovered the War Eagle and sold the same MOLASSES to Patsy Clark for \$17,000, this gentleman retaining his heavy interest until he sold out to the Toronto syndicate a few weeks ago. This rise to ortune brought up the case of a shoe-Choice Barbados naker at Spokane. During a converation the other day respecting the in Bbls. and Casks creat LeRoi mine up north, the shoe-

STEEL HOTEL AND FAMILY RANGES.

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On and after MONDAY, the 12th October, 1896, the trains of this Railway will run daily (Sunday excepted) as follows:

TRAINS WILL LEAVE ST. JOHN. Express for Campbellton, Pugwash, Pictou and Halifax...

Express for Halifax...

Express for Sussex...

Express for Quebec and Montreal.... this province. Some 12,000 shares of

Passengers from St. John for Quebec and Montreal take through Sleeping Car at Moncton at 20.10 o'clock.

TRAINS WILL ARRIVE AT ST. JOHN. Express from Sussex 8.30

Express from Montreal and Quebec 10.30

Express from Monoton (Daily) 10.30

Express from Halifax 16.00

Express from Halifax, Pictou and Campbellton 18.30

Accommodation from Moneton 24.30

attained by the Cornwall express when making this run is 51.7 miles an hour, although owing to a peculiar construction of the road at Bristol, 118 miles from London, the train is obliged to slow down to a speed of ten miles an hour.

The train is composed of six long coaches, a tender and engine. An American would call it a vestibule train, but the English prefer to call the cars "bogic clerestoried corridor coaches," bogic being a term applied to the trucks. They are fully as heavy as an ordinary drawing room car, each one weighing about forty-seven thousand pounds, while the train without the engine and tender is eighty-one tons, making the total weight of the engine and tender is eighty-one tons, making the total weight of the train, as it rushes along on its long run, two hundred and twenty-one tons.

During the run it is necessary to take water for the engine twice. This, however, does not necessitate any stop, as it is taken up from a trench beside the track as the train speeds along at nearly a mile a minute.

The engine which draws this essentially "If I were asked which single medicine I should prefer to take abroad with me, as likely to be most generally useful, to the exclusion of all others, I should say CHLORODYNE. I never travel without it, and its general applicability to the relief of a large number of simple aliments forms its best recommendation."

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name of the inventor-DR. J. COLLIS BROWNE. Sold by all Chemists at is 11/d., 2s. 9d and 4s. 6d. SOLK MANUFACTURER J.T DAVENPORT
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