

ST. JOHN WEEKLY SUN.

VOL. 21.—NO. 6.

ST. JOHN, N. B., WEDNESDAY, FEBRUARY 9, 1898.

SECOND PART.

school saying withdrawn by the hall, even when closing for the when the de- n's resources are

IA NEWS.

Feb. 1.—Amherst genuine old fash- outside commu- dferred with. The ot put in an ap- expresses were ight the storm

most exciting incorporation of the council, ed as follows: t. D. 415; Ames, Robert B. King, 340; Seaman

Feb. 1.—Gillis by twenty-four accepted a no- before nomina- forty conserv- paper. The party question, re Messrs. Mc- Fisher.

Jan. 27.—The for two years deen rink last decided success. n people was al from Spring 20 visitors, in- band. Some of were awarded e and Master

benix is load- ed States. S, Jan 21.— meeting con- book church on y of this week. Pughwash, Mc- of Amherst, Bancroft of Harboro, and ly three deele- representing 2 Salem. The ed to business. A was preached ct, Secret Dis- allowed by an ization of the by Mr. Ban- ning's session a by a discusson at have arisen church proper- nch in South- ing engaged a anation of the session open- of the subject, an Adoption by outline of a The evening- luent paper by rival of Bible on the subject r. Cooney, who a short evan-

meeting will be town elections row. Two of s, Thos. W. lite, have been on and Mar- clected by ac- of Sidney There is con- egard to the under the should have until after The electors k as to the h has been o that the pperous con- the balance for the year expenditures overdrift of root act pro- low a deficit

been mayor e-relection, the Glouster prou. to a heavy e number of persons liv- did not face roads. T. C. h a majority h for Shirley

The sever- wn in Corn- on Monday. of Centre- the age of w Ross cut half off ds recently. ch street is result of a pped on a been cutting The ice gave was rescued er is 79 years

D was built J. E. Wood- on the 29th to New York with plaster. the shores of of this month upon the art revealed ssel. Some away the red the re- E. Wood- scribed on lines of the of the

red says. The broke away River, Tues- The vessel is key to occur. ives tomorrow Gloucester ore off Gan-

FARMERS' WOULD DO WELL

To make Fraser's Clothing Store their headquarters for meeting their friends when they come to the city, they are always welcome and will see something to their advantage.

FRASER, FRASER & CO., CHEAPSIDE. 40 and 42 King Street, St. John, N. B.

OTTAWA NEWS.

OTTAWA, Feb. 2.—The department of marine and fisheries is being urged to permit the extension of the season for fishing smelt in New Brunswick. Some have asked for an extension of two weeks, while others will be satisfied with an extension of one week.

Mr. Scriber, M. P., of Huntingdon, has accepted the lieutenant governorship of the Northwest territories in succession to Macdonald. With the exception of Hon. John Costigan he has sat longer in the commons than any other man.

The announcement of a ten year monopoly in the Yukon traffic to Mackenzie and Mann has led to the withdrawal of many applications for Yukon railway legislation, the total of which is thirty-two. Possibly parliament may be asked to reimburse the applicants. Some syndicates, notably the Rochechoupe, which want to build via Dawson trail, will make a bold bid for their legislation.

OTTAWA, Ont., Feb. 4.—Rev. J. de Soyres is appointed honorary chaplain of the 3rd N. B. Regiment of Artillery. Royal Regiment Canadian Infantry—Lieut. A. C. Hamilton Gray (late 3rd New Brunswick C. A.) having received an appointment to her majesty's imperial service, is permitted to resign his commission.

OTTAWA, Feb. 5.—Jan. Hudak, manager of the Australian Steamship line, has left again for England. His visit here was in connection with the difficulties with which the rival concern, the New Zealand Steamship Co., are endeavoring to surmount. The impression prevails here that the direct Australian service will be re-organized and that it will eventually get into the hands of the C. P. R., who will transfer the three Empire steamers to the Antipodian route and place the larger vessels in the service for China and Japan.

Undoubtedly the friends of the present government will assist to the full extent of their power to make the Aberdeen functions pass off without incident. The groups of well dressed women at the opening of parliament were present at the drawing-room last night, and even more so; not for years has there been such a crowd. Ottawa's four hundred were there, and four hundred others who are not usually seen at vice-regal functions, for this occasion there is not a hard and fast line, the problem as well as the patriotic are eligible to go provided they comply with the ordinary rules respecting dress.

It is stated that Major Walsh's appointment as administrator of Yukon is only for one year.

TELEGRAPHIC NEWS.

QUEBEC. MONTREAL, Feb. 2.—L. G. Phillips, special Klondyke agent of Barré, Rothschild, arrived in Montreal this evening. He will stay a few days here and will spend \$350,000 in buying Klondyke supplies from Montreal merchants. He represents the richest mining company in the world, recently organized, and has the backing of the Rothschilds of Europe and some of the wealthiest capitalists in the west. The corporation is styled the "Alaska Exploration Company."

MONTREAL, Que., Feb. 4.—The Lake of the Woods Milling Co. are not enthusiastic over Halifax as a winter port. Some time ago the company had a lot of flour in store at Halifax for shipment to Newfoundland, and one fine morning a Halifax city official assessed the lot for \$7,000 and taxes were levied thereon. The millers protested, but had to pay all the same.

The immediate construction of the long-promised Midland railway is now assured. All arrangements, financial and otherwise, were completed today, and operations will be commenced within a week or ten days. The contract for building the entire line from Windsor to Truro, sixty miles, has been awarded to Fitzpatrick Bros. of New Glasgow, who say that the road will be graded and ironed by next fall, while ballasting will be done the following spring. Alfred, manager of Matland, who has been made a director of the Midland, left for Halifax this evening, together with Hon. S. H. Holmes and the contractors.

THE I. C. R. TARIFF.

A Delegation from Westmorland and Cumberland Consult With Mr. Harris re the Tariff on Hay and Live Stock.

The Result Said to be a Highly Satisfactory One to All Concerned.

(Saturday's Moncton Transcript.) Yesterday afternoon a delegation from the Sackville Agricultural society and the Cumberland Co. Stock Breeders' association came to the city and held a consultation with General Fawcett, Manager Harris in regard to traffic rates on shipments of hay and the transportation of cattle, which they claimed, under the present tariff is excessive. The consultation was held in No. 5 office in the general offices, and the delegation was composed of W. F. George, W. B. Fawcett, Secy. of Agric.; John W. McManus, Memramcook; Jos. A. McQueen, Pt. de Bute; E. B. Elderkin, F. Page, Amnerst; and R. T. Coates, Nappan.

Mr. Fawcett was the spokesman for the party, and he might be said here that they were highly pleased at the hearing accorded them by Mr. Harris, who is certainly a genial, affable gentleman, full of business, and a man very easy of approach. In fact, he acquainted them as if he had been acquainted with them for years.

Mr. Fawcett explained that they were delegates sent by societies to ask that some reduction be made in the proposed new tariff, more especially on hay and cattle.

Mr. Harris said he was a servant of the people, and their time to discuss the matter with him was unlimited, as far as he was concerned. He said he had, since he assumed his present office, met with many representative men in the maritime provinces, and they have all of course asked him what the government means. The government's policy with regard to the tariff is a revulsion, as in times past things have not been worked as moderate minds think they should have in the interests of the country. He thought that when the present proposals are put into effect a great deal of trouble would be settled. It redounds to your benefit. He proposed to work up not only an import but an export trade. He referred to the winter port proposals, and said he has to be very careful in pledging the government to do any large volume of traffic through any of these ports. His object was to give the government a railway on a commercial basis. He thought that the St. John people should thank the C. P. R. for what they have done for their city. He proposed to reduce the tariff. A very large number of business men were present, and they are all actively opposed to the policy of the railway. He believed in placing every man on an equal footing. His intentions are that the small shipper shall be protected as well as the large one. Freight rates were high in these parts of the province. Special rates were imposed from the water points. The railway, which is the inland mining, The Pictou district and the Cumberland district are protected. There will be 100,000 tons more coal mined in Nova Scotia this year than last year. Such an increase will have more money into the country. There are two mills at Chatham. These will employ more men. The railway will have the benefit of carrying the coal. The rate is reduced, and there will not be one dollar paid out in rebates to a living ship. There will be a manufacturing rate as well as a domestic rate. The domestic is reduced, the new market is reduced. Up north there will be a large number of shingle mills. He thought that in the past these mill owners had not been encouraged to carry their portable mills back into the forests. We will have two rates, one along the water line, the other in the interior. We give them reduced rates into New England, and the result is that over seven mills will be put into the back country, which means that so many more men will be employed. Probably all expressed their good wishes to Mr. Harris, and they probably their sons will be given employment. We compensate the mill men for hauling to the track. He wants to find for the farmers.

A Market. and if he does that he will leave it to their good sense to do the rest. Take, he said, the question of pulp wood. There are two mills at Chatham. These are mills on the Grand Trunk taking in 50 and 60 carloads of pulp wood a day. We are prepared to throw out inducements to such mills, convey their required material at a satisfactory tariff rate over our road, and in return transport their goods to wherever they wish to export them. We want their business. We will do the square thing with them. We must protect the home industries. They say we will buy our coal where you want us, and consequently we will develop the mines of Nova Scotia. Further east is the lumber district. There is a large amount of lumber exported from here. We not only want to build you up, but we want to find markets for you. This thing can be done in twenty-four hours, but by degrees we will have every manufacturer

SEND OFF TO CAPT. FARRIS. A number of the friends of Captain John E. Farris, late of the Storm King, who leaves in the course of a few days to take command of the steamer which the English syndicate, promoted by Lt. Col. Domville, M. P., is building on the Pacific coast to go up the Yukon early in the summer, entertained him at a supper at the Cafe Royal Monday evening. Aid. McGoldrick was in the chair, and Lt. Col. Domville sat at the other end of the table. After the good things set before the company by Mr. Clark had been disposed of, the usual toast list was gone through. Col. Domville responded to the Governor General in fitting terms.

Our Guest was drunk with musical honors, succeeded by cheers. The chairman then presented Capt. Farris with the following inscription: "Captain John E. Farris, from St. John friends, 1898."

Capt. Farris responded, thanking the company for their remembering him. The other toasts brought out speeches from W. H. Hatheway, Jr., C. McL. Troop, Fred Miles, W. Sharkey, E. C. March, W. A. Chatham, W. Godsoe, Capt. Chas. Wasson, Captain Robert Stewart, James Kelly, ex-Aid. John McKelvey, T. L. Bourke, P. W. Lantallum, and others. The occasion was a thoroughly enjoyable one and was leaving St. John with regret. Capt. Farris was leaving St. John with no doubt that Lt. Col. Domville in securing the services of Capt. Farris has got a most capable navigator, and in his departure St. John will lose a most valuable man.

HALIFAX.

HALIFAX, N. S., Feb. 7.—Fire this morning did considerable damage to the dwelling house at Yarmouth owned by W. L. Lloyd Porter, and occupied by John Trimble, foreman of the Burdock, and John Johnson Iron Co.; and the government introduced a bill in the house of assembly today to superannuate Dr. A. P. Reid of Victoria hospital at \$600 a year. He has been in the service of the government for twenty years at Mount Hope insane asylum and Victoria hospital.

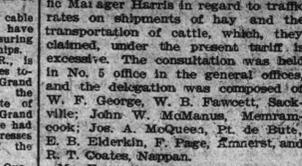
Hon. Mr. Longley introduced an insolvency bill in the legislature today, modelled on the Ontario act.

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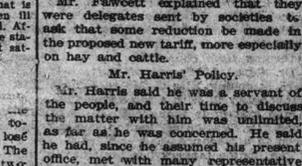
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Dry Goods, Clothing, Carpets and Furniture.

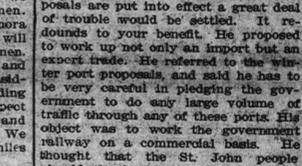
We are now offering some Special Bargains in Furniture and have several Parlor Suits and Bedroom Suits which we have much reduced in price, and a splendid opportunity is offered to secure bargains.



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and lumberman satisfied we are doing the right thing. He was told that in the city of Moncton there are one or two industries languishing for want of attention in rebates, that they could not have. He would put a tariff on as low as that with the rebates deducted. He stated with positiveness that he would not pay a rebate to any one in the country. He is going to put the tariff right down to where we know where we are. In the past any one conservative or liberal who had the cheek to go to Ottawa and press for a rebate, he got it.

That is All Over. "I presume," said Mr. Harris, "that all shipments you can have no export tariff on hay, and if you can give me any information I shall be glad to receive it."

Mr. Fawcett replied that the complaint is that the rate from Sackville to Halifax is greatly in excess of that from St. John to Halifax. From Sackville to Halifax he said they are paying 91-2 cents per hundred pounds in carload lots. The farmers in the Sackville district have considerable competition with Quebec hay. That hay has been hauled some distance to St. John, and our government road puts it into Halifax at 61.61 cents. The Sackville farmer putting one lot into Halifax and one into St. John pays \$4 over the same distance of road. That is what the Sackville hay shippers have to compete with. This hay originates in the Cumberland and Tatamagouche marshes.

Mr. Harris remarked that all special rates to water ports have been cancelled. Mr. Fawcett, continuing, said the farmers had a market in Cape Breton but the coal boats returning from Quebec returned loaded with hay.

Mr. Harris—"What I propose to do is to protect you as well as all other men. I am prepared to give you a special tariff between Halifax and St. John in whatever district you want it. It is part of our policy to protect the manufacturer and farmer in the province of New Brunswick and Nova Scotia. We propose to issue from Halifax, from Truro, from Moncton, from St. John, tariffs which will be on a slightly lower basis than the mileage in order that traffic may go in and stay."

May Reship It. In regard to allowing any business from water points we shall charge the full tenth class rate.

Mr. Fawcett in referring to exportation of hay to the United States said that they could ship quite a quantity over the line if the Wilson bill was returned to. Under that bill the rate was \$2, now it is \$4. He cited points between Maccan and Memramcook to Halifax. St. John, Campbellton, Dalhousie, Chatham and Sydney and North Sydney, C. B., for which the

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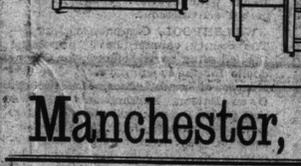
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farmers would like to have a special hay tariff. Mr. Harris said that when they saw the new tariff they would see some benefit it would be. The bigger this city gets the more freight will be handled, and consequently the more men employed and more money circulated. "You are all being looked after," said Mr. Harris, "and if you leave that with me I will have the tariff prepared and sent to Mr. Wallace, general freight agent, who will send it to Mr. Fawcett, and if you then have any suggestions you can give them to Mr. Wallace."

Mr. Fawcett—"Between the two points above mentioned we have been able to ship from 10,000 to 15,000 tons of hay annually. We have 60,000 acres of dyke land.

The Best in the Dominion. and if you will give us a low enough rate we can develop that trade largely. It is easy to double that amount of hay. Mr. Fawcett pointed out that a company has been organized to reclaim 6,000 or 7,000 acres of bog and dyke land and make that many more acres there which will be practically inexhaustible. From Sackville to Halifax, a distance of 147 miles, we are paying \$22.40 per car of 12 tons. The Quebec hay is hauled per car the distance for \$3.50 per car of 12 tons.

Mr. Harris said the railway is going to get a better proportion out of these rates. They are not going to carry for nothing stuff that the C.P.R. dump into the provinces via St. John. That is one of the things they are going to stop.

Mr. Fawcett said the whole argument of the road in the past is that they are losing money. He contended that the road had made a great deal of money out of the farmers. Mr. Harris—"I will give you freight rates on hay. I will give you a special tariff. We will, if you care, give you an export rate to Montreal from between these points. We might probably give you a 17 cent rate to Montreal. In Montreal there are agents whose sole business is to look up business for exportation. Probably they would be induced to visit your county once or twice a year and buy up all your surplus hay for exportation.

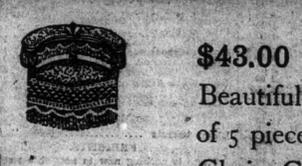
The weighing system was here incidentally referred to.

Mr. Harris, and by no doing expect to secure a great saving to the road. Mr. Harris here read a few instances coming under his observation where the road was actually robbed owing to the lack of the weighing system. One car of coal billed at 24,000 pounds contained 43,700 pounds, a car of hay billed at 24,000 pounds contained 27,600 pounds. A car of lumber billed at 24,000 pounds weighed 45,000 pounds. The new tariff, said Mr. Harris, will reduce the rate on lumber from 6 cents per hundred to 4 cents. Some people without looking into the matter and thinking will say "How can they do that. It will be a direct loss to the road?" He was sure it would make a

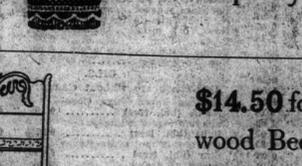
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great saving. Every car of lumber will be weighed and excess rates charged for overloading.

Live Stock Transportation. The question of rates on transportation of live stock was then brought up. Mr. Fawcett said nine years ago there was a single head rate from Sackville to Halifax at \$1.90 per head. There was a readjustment, and it was afterwards raised to \$3.50 per head. He contended this rate is excessive.

Mr. Harris—"The rates on the G. T. R. are greatly in excess of this. On that line shippers of cattle pay \$5 on a bull when you have to pay \$1.25 for the same distance of transportation. It does not pay the railways to carry single cattle, and that is something I fear I can do for you—reduce the rates on cattle."

Mr. Fawcett explained that this matter had been brought before the minister of railways, who promised to have the grievance remedied. "The minister of railways," replied Mr. Harris, "has nothing to do with it. If you write him he will refer the letter to me, and I cannot see my way clear, in justice to the railway of which I am a servant, to reduce the rate the least bit. But I tell you what I will do if it will meet with your wishes. I can give you tariff rates on quarter cars; that is as near as I can go to your wishes."

Mr. Fawcett—"That will be perfectly satisfactory to all of us."

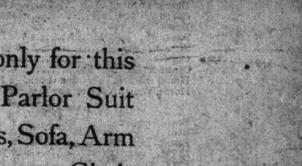
"Then," said Mr. Harris, "you shall have it."

It is proposed to make this tariff general throughout the maritime provinces. In reply to an interrogation, Mr. Harris said the road would give inducements to the breeding of stock. He will adopt the Grand Trunk basis down here. The tariff will be issued by the 1st of March, and after it is three months in effect he would like the gentlemen present to come back and meet him and tell him whether or not it is in the interests of the provinces, the business men, the farmers and the railway.

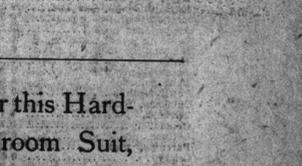
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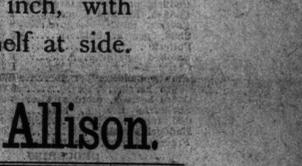
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