ST. JOHN, N. B., MAY 13, 1896.

THE FINANCE MINISTER.

The finance minister had a large and attentive audience Friday evening and he paid his hearers the compliment of dealing seriously and frankly with the chief current issues that are in the minds of the people. He has many times before at St. John discussed the financial position, the tariff question and the main lines of the historical government policy. Yesterday he had to deal with two questions which were not on the occasion of his previous visits burning issues in St. John. The liberal conservatives of St. John are agreed on the national policy. None of them object to the general programme of the government on the old issues. But it is well known that there are some who do not favor remedial legislation; and many who believe that St. John is not as well treated as it ought to be in the winter

The finance minister's exposition of the Manitoba case was not in the form of an argument, though it had the effect of one. He told in his lucid way the history of the confederation compact as it bears on this subject, and showed by what considerations he was himself forced to the conclusion which he had reached. Without any further attempt to convince the audience he left his hearers with the facts in their possession and requested them to form their own opinion and to judge the government accordingly. It was evidently a surprise to many present to learn that the remedial bill does not devote public money to sectarian instruction, but only permits the minority to devote their own money to this purpose. At the same time the minority are required to perform the same school work as is done in the schools supported from public money. It was fortunate for Mr. Foster that an expression of opinion on this subject had come from some members of the audience, as he was thus enabled to show that the bill was condemned in some quarters on a misunderstanding. Whatever may be the ultimate settlement of this question, Mr. Foster's speech, like the published interview with Sir Leonard Tilley, helps to turn the attention of honest inquirers to the fact that the Manitoba case must be viewed from the standpoint of the dominion as a question of following the constitution and of keeping faith.

On the winter port question Mr. Foster had opportunity to evade the issue and to conceal the government's intention. He and his colleagues might members of the St. John delegations by leaving the question open and promising to mention St. John as well as Halifax in the call for tenders. But since it was decided to divide the services, giving the fast passenger line to Halifax and the fast freight line or lines to St. John, delay and alterations in the call would have served no purpose but political expediency. In the long run the best political expediency is sincerity, which is also the only fair method of treating such a case as this. Whether the government is right or wrong in the decision Mr. Foster has done right to disclose the whole situation. The fast line steamships—when they come—will sail from and to Halifax as the terminus. Whether they will come to St. John for freight will probably be left to the owners or managers to determine. For the present it would be safe to count on it as a Halifax service, with a fair chance of some visits of the ships to St. John. But in any case the main part of the winter port freight business will be done by another class of ships, capable of carrying much larger cargoes, and intended to transport cattle and all sorts of freight, much of which would be unsuitable for the faster boats. The government has put an end for all time to the subsidized Portland service. The subsidy of \$120,000 is now free for a freight service. Judging from last year's experience it would appear that this subsidy would procure weekly sailings of much better boats than the average of the Ailen and Dominion line. It has often been stated by leading business men of this place that they would be more than satisfied if such a freight service as this were provided. On this point public opinion has changed, and some St. John citizens have felt that this port might get the whole of the subsidized Atlantic service for freight, passengers and all. The government has not taken this view, but instead of sending the fast line to both ports, or to St. John allone, has concluded to es- good service in parliament. He has tablish a line for each port. It remains to be seen whether Halifax with the fast ships when they come will be better off than St. John with the contemplated first-class freight service.

For two years yet to pass before the fast ships come the freight service will be in process of development Meanwhile our competitors will be Boston, Portland and New York, as theywill always be, for the weekly 3,000 tons of freight is a very small part of the traffic which will seek the sea in LAST WEDNESDAY'S MEETING.

The ratification meeting at the Opera house on the 6th inst. was not a very enthusiastic opening of the liberal campaign in this constituency. The friends of Col. Tucker have triumphed, but the withdrawal from the meeting of some active workers, and the undisguised discontent of many others, was a gloomy fact that neither the eloquence of Mr. Ellis or Col. Tucker, nor the cheerful remarks of Mr. Gilfmor could quite dispel. The candiates school question. We shall now naturally expect them to state what that pected that they would not be quite satisfied with the present government upon any question last evening. Mr. Ellis estimated the cost of the recent session at \$700,000 to \$800,000. Mr. Gillmor, who came in later, placed the figsum that was due to grit obstruction. Any reference to dissensions in the tory ranks was rather out of place at last night's meeting. On the whole the liberal conservative party have every reason to congratulate their friends the enemy on the result of their efforts thus far in the campaign.

MR. FERGUSON AND MR. DAVIES.

Mr. Ferguson in his speech at Charwere all short pieces of railway, most of them being spurs from the main line to important points on the coast. The whole project included not much over one hundred miles of road. The opposition at once launched out in an with railway subsidies. The opposition so the money has not yet been voted. Mr. Davies hastened home and told the people that the whole project was bogus, and that the government had not even followed the constitutional rule of obtaining the consent of the governor general to the appropriation. Mr. Ferguson was easily able to prove that Mr. Davles was all wrong.

Consent has been obtained as the official record shows. Mr. Ferguson also disposed of the charge that the measure was brought down at the eve of an election for political purposes. Mr. Davies, on the eve of the last election told the people that certain railways ought to be built and that he would labor to secure them. Mr.Davies never opened his mouth in parliament on the subject. But two years ago, when Mr. Ferguson was called to the senate, he began his parliamentary work by an able presentation of the claims of Prince Edward Island for a better transportation service. The result of his appeal and argument with that of the two members for Kings, is the appropriation which Mr. Davies and his friends succeeded in obstructing. The government has been accused of

false promises about the tunnel and Mr. Davies dealt with this matter. As a matter of fact the government has carried out its promise to examine the tunnel project, and to ascertain as near as possible the cost. Mr. Davies and his leader are the persons who have been most guilty of humbug about the tunnel. A few days before the last election Mr. Davies said:

"I am just going to take up two planks in the plainform of the liberal party—the cor "I am just going to take up two planks in the platform of the Mberal party—the construction of the tunnel and unrestricted reciprocity with the United States." These were two planks in the liberal policy on that occasion—the construction of the tunnel and unrestricted reciprocity with the United States. I would ask you, gentlemen, where are these two great planks in the platform of the liberal party today? Mr. Davies said:

* * * * I will show you that the government are not in sympathy with the tunnel project. They will not go one dollar over \$1,650.00. We have the promise of the government that they will not go one cent over that. That is all the government are willing to pay. I believe the liberal party are coming into power on the 5th of March next, and I wrote Mr. Laurier and told him I was in full accord with the project and asked him if he was ready to approve it, and received this reply: prove it, and received this reply:

I am in favor of the tunnel providing the

W. LAURIER Mr. Laurier contributed another let-

ter on the tunnel project: "I have your favor of the 2nd of February "I have your favor of the 2nd of February, inst. I hardly would have thought that an expression of opinion as to the construction of a tunnel between the Island of Prince Edward and the mainland should be required of me. Every man who has given any attention to the condition of things and the necessities involved by the entering of the island into confederation must admit that such a tunnel must be constructed if the thing is reasonably practicable. The first requisite is to have an accurate survey and reliable estimates. I am only sorry that these were not obtained long ago."

Mr. Laurier is not known to have

Mr. Laurier is not known to have exerted himself much about the tunnel since the election.

CHARLOTTE. The liberal conservatives of Charlotte county have begun the campaign well. They have chosen as their candiate one of their most active and successful business men and one of the leading manufacturers in the province. Mr. Ganong could do his country the business knowledge and experience that is so much valued in the house, where clear ideas exact knowledge and sound business judgment count for more than certain showy gifts. The people of Charlotte cannot do a better thing than elect Mr. Ganong. Mr. Gillmor has had a pretty long turn and might well acquit the county of any further obligation toward

Husband-"Strange, but my wife always wants me to remember her birthday, but to forget Fliegends Blatter.

MANITOBA CAMPAIGN.

Several Hundred Delegates at the Conservative Convention

Sir Charles, Hugh John Macdonald and Others Make Addresses

Winnipeg, Man., May 8.-The provincial conservative convention in progress here today at the Lyceum heatre, with delegates present from have declared themselves supporters of each provincial district, numbering Mr. Laurier's policy on the Manitoba several hundred. All the leaders of the party in the Canadian west were on hand, and throughout the proceedings were harmonious and marked policy is at present. It was to be ex- by much enthusiasm. At the morning ession speeches were delivered by Sir Charles Tupper, Hugh John Macdonald, Nat. Boyd, Nicholas Flood Davin, or its policy. No new light was thrown W. W. Macdonald and other prominent conservatives. Sir Charles Tupper in his speech spoke of the great demonstration last night on his arrival. He was not egotistical enough to claim the glory and eclat of that ure at \$500,000 to \$600,000. Neither of great demonstration to himself. He them estimated the proportion of this felt assured that it was a spontaneous outburst of enthusiastic good will which Winnipeg bore towards his coleague, Hugh John Macdonald, whose valuable services he had been so fortunate in retaining as minister of the mportant department of the interior (Cheers.) In all his career as a public man he

had held as an axiom that the future of Canada depended to a very great extent upon the development and progress of the Northwest.

One of the great factors in the future development of western Canada would be the outlet to Hudson's Bay, lottetown convicted Mr.Davies of gross the natural pathway from the prairies inaccuracy. At the late session the and it was his firm conviction that government proposed to provide for the the prosperity of the west and of the construction of seven short lines of whole dominion called for the speedy railway in Prince Edward Island. They | construction of the road to the Bay. (Prolonged applause.) The liberal party had persistently, though most inconsistently, opposed this great national undertaking at every stage since the question of its construction was first mooted. The conservative rarty had given to Canada an Intereclonial and C. P. railway, and he attack upon the government for the would now assure the people of Manialleged attempt to buy the province toba and the Northwest that the same party would give them the Hudson's refused to allow any part of this ap-Bay railway. The government was propriation to be passed before the ex- Bay. They are publicly committed to piration of the life of parliament, and that policy, and he could assure them arrangements had been made which emabled him to state that the first link of that railway to the Saskatchewan river would be built during the year 1898. (Cheers.)

At the afternon session the convention elected their officers: Honorary president, Hugh John Macdonald; president, Robert Rogers; vice-presidents representing each district as follows: Winnipeg, J. H. Brock; Selkirk, Robert Bullock; Lisgar, Charles Dunsford; Brandon, W. A. Macdonald Marquette Glen, Campbell Macdonald, W. J. Cooper; Provencher, Roger Marrion; secretary, T. H. Gilmour. A number of resolutions were adopt-

ed to the following effect: No. 1. Expressions of profound regret at the death of Sir John Thomp-

ssions of great satisfaction at the re-entry of Sir Charles Tupper into active politics, for which the party owed him a debt of gratitude, and pledging loyal support to

No. 3. Appointment of a salaried organizer for Manitoba. No. 4. Approval of the pronounced policy of the conservative party as eminated by Sir Charles Tupper, that the development of the Canadian Northwest is an absolute essential to the prosperity of the dominion. No. 5. Resolution favoring the con-

struction of the Hudson's Bay railway as necessary to Northwest develop-

ment. No. 6. Expression of unbounded satisfaction at the announcement of the premier, made today, that he is not only an earnest advocate of the construction of the Hudson's Bay railway, but pledges his government to give substantial aid to secure the building of the road, and that he appreclated the importance of the scheme or western development.

Several thousand people were packed like sardines in a box at the big skatng rink building tonight to listen to Sir Charles Tupper deliver the opening speech of the dominion campaign. a meeting such as Winnipeg has seldom seen and in respect to numbers, was perhaps never equalled. The big building was elaborately decorated with flags, bunting and mottoes. Among these mottoes were those reading: 1867 - Macdonald-Tupper - 1896; Tupper-Macdonald; Peace, Progress and Prosperity; Welcome, true friend of Manitoba and Northwest; The Cumberland War Horse; A Great Statesman for a Great Nation; Representation and Development, not Obstruction; and many others of similar character. On the platform were representative conservatives from every district in

Manitoba. Before 8 o'clock the great building was densely crowded and until the arrival of the premier's party, a brass band played patriotic selections. half-past eight, Sir Charles and Hon. Hugh John arrived, and their appearance was the signal for tremendous cheering, while the band played, "See the conquering hero comes." J. H. Brock of Winnipeg presided and called upon J. S. Aikens, who presented to Hugh John a requisition signed by two thousand citizens, asking him to be their candidate. The remarkable personal pouplarity of Hugh John, "the old man's son," was manifest when he rose to make a speech, accepting the conservative nomination. The ovation, he received was one he will long remember. Hugh John declared that until Sir Charles took the helm he had not the remotest intention of re-entering politics. But Sir Charles had been the true and trusted friend of his father and had stood with him through good repute and evil repute, and when Sir Charles asked him to join his government he could not refuse. He felt that with Sir Charles as his chief he could render valuable services to his adopted province, and feeling so, his duty was clear. Then Hugh John took the questions of the day, dealing with the school question, which he

carefully reviewed. He was now and always had been a supporter of nation-al schools, and while he had protested against the brutal manner in which they had been brought about, he had felt they were a move in the right direction. But when the privy council of England decided that injustice had been done the Catholics, that they suffered a grievance, he had taken position that they were entitled reasonable redress. The Manitoba Catholics had been done an injustice and the Manitoba government should have given the remedy. But because the Manitoba government found it could make capital out of the question, it refused to give justice. If Manitoba refused to give justice the federal gov-

ernment was forced to. Sir Charles was then presented with an address of welcome from the conservatives of the west, read by George Galt. On rising to reply, Sir Charles received a very cordial greeting, the vast audience rising and cheering him neartily. Sir Charles said of the reception accorded himself and his coleague, Hugh John, that the demon strations of last night and tonight were more enthusiastic than any he call to mind in his forty years of political life. Such demonstrations he tical life. Such demonstrations he

should never forget. Sir Charles then entered upon an eulogy of the policy of protection and diliated upon the benefits Canada had reaped from it. He was in the midst f this when heavy rain falling on the tin sheeted roof of the rink building rendered his voice inaudible and was compelled to resume his seat. The band played for a quarter of an hour, and then Sir Charles was able to proceed. Contrasting Canada's progress with that of other nations, he eclared it was remarkable, and the maner in which Canada had passed through a period of depression wept over all countries had challenged admiration of the world.

Canada under conservative rule had much to show for its expenditure; it nad accomplished vast public works. Yet it was a remarkable fact that the debt per capita was today less than when the liberals went out of office. Taking up the question of imperial ederation Sir Charles declared the adoption of preferential trade was not of less consequence to the people of Canada than even the national policy or protection. The threat of war by America would give an impetus to imperial federation and had shown Great Britain's statesmen the necessity of cementing the union between Britain's colonies. Imeprial federation and deferential duties would settle up Manitoba more rapidly than one yet had ever hoped or dreamed. To the west preferential trade was of vital import. Bring it about and the development of the Canadian west would be so rapid that the world would be astonished. Then Sir Charles took up the question of the Hudson Bay railway and improvement of the Red River navigation, and aroused great enthusiasm by his reference to these maters, which references he prefaced by a challenge to any man to point to any pledge made to his countryme in his forty years public life he had not fulfilled. Bay railway was rapidly becoming a necessity. It was a work that demanded immediate attention, and he pledged his government to aid it. He also romised to improve the Red River navigation, and declared the government would have made a grant for it last session but for the senseless which came from the last quarter it had been looked for, the oposition of Winnipeg's own repre-

sentative. The fast Atlantic steamship service as briefly touched upon and endorsed by Sir Charles, as was also the proposition for improved defences. On the question of Manitoba schools Sir Charles declared he was prepared

to speak on this question and all other questions fearlessly and honestly. The act of 1871 had given the Catholics privilege of their own schools and the act of 1890 had taken this privilege from them. That they had suffered a grievance in this respect was undoubted. The privy council of England declared they had a grievance and this grievance in all honor and justice should be remedied. Under the Canadian constitution, the Catholics had a right to claim redress. They had this claim under a clause which been placed in the constitution at a request from a Protestant source for Protestant protection. Because we had a decent way. I have four rooms and 2.50; second clears, \$1.75 to 1.80; extra hostitity to the separate school sys- three beds and I pay \$18 a month rent. No 1's, \$1.50 to 1.75; No 1's, \$1.50. tem, we could not say we would tear I'll go to St. John with the children. up the leaf in the constitution which gave the Catholics the right to claim redress.

Sir Charles said he appealed for the the children over to the society. feeble Catholic minority of Manitoba, no matter what the opinion was in regard to separate schools. Had the er matched flooring and roofing boards quiet, with little or nothing doing in were the Catholics of Manitoba today, it would have been the other ox that was gored, and every Protestant pulpit in the land would have rung with denunciation. Where was there a man per cent. ad valorem, as a manufacwith a head on his shoulders would say that in the interests of the cent., which applies to all articles not national schools it was wise to turn specified. The importers claim that out the present government and put in the lumber should be admitted free power a Roman Catholic and French- of duty. No decision has yet been man as premier. He appealed to the given. people of Manitoba to exercise toleration and a spirit of justice in this school question. He earnestly desired its settlement, for it was doing the country incalculable harm and giving the envious enemies of the dominion in other lands a weapon to striks blow at Canada's progress. He would week: C. M. Moore, Woodstock; F. never consent to do injustice to any of R. Smith, Mr. and Mrs. Shafford and his fellow citizens, be they Catholic or Protestant. The feeble Catholic minority of Manitoba were as much entitled to justice and protection as the strong overwhelming Protestant majority and as a statesman he would be inworthy of himself did he not stand firmly for equal justice to all classes, great or small.

The rain again rendering it impossible for Sir Charles to be heard, he closed in a prediction of success and a larger majority for the conservative party at the election.

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A. J. MACHUM.

E. B. KETCHUM. Secretary.

BOSTON LETTER.

(From our own Correspondent.)

Boston, May 9.—The American concress has decided to adjourn May 18, out before winding up its business it will have a fling at Canadians. It is believed that the house will adopt the bill recently introduced by Congressman Cohees of Michigan, excluding Canadians coming to the United States emporarily for the purpose of engagng in any mechanical trade or manual abor with no intention of becoming ermanent citizens. Congressman Blenerhasset Mahany of New York has also introduced a bill mainly directed against the influx of Canadians. It provides criminal penalties for vioation of the immigration laws and further penalties for those who take out naturalization papers for the purpose of evading the law. Any citizen retaining a domicile in a foreign country thirty days after the passage of the act shall be amenable to its provisions. The house immigration committee has reported favorably on both these bills, so that they will probably be adopted by the house. The senate and the executive, however, will un-

come law. The bills apply to Mexicans as well as Canadians. The American fishermen on the shore of Lake Erie have made a com- ed, and the manufacturers, agents, plaint that they are not profiting by etc., are rapidly coining money, even the planting of millions of fish fr by if times are not as good as they should the United States government. hey be. The admission of tourists wheels claim that most of the fish go over to into Canada without the payment of the Canadian side of the lake, and that duty will have the effect of inducing

dle line of the lake to fish. The Portland people have been very over reported attempts to boom their port as an all the year round outlet the wheelman on his bike is destined for Canadian freight. The visit of to be a person to be welcomed, and Chief Engineer Joseph Hobson of the ctals was reported to mean that the over the line is calculated to promote Grand Trunk was seeking to increase its summer traffic by the erection of elevators and improved terminal facil- does not extend to horseflesh coming The Canadian Pacific ities in conjunction with the Dominion back from Canada." railway, he said, had found its greatest friend in him, and as such friend however, that Chief Engineer Hobimproved during the past few days, he could point to the fact that soon the Canadian Pacific would be helpless to handle the vast production of the Canadian Pacific would be helpless to handle the vast production of the Canadian Pacific would be helpless to certaining how the Grand Trunk could best make Portland a distributing water from the provinces. The averpoint for Cape Breton coal in New England and points along the St. Lawrence. The railroads use consid- are in strong demand as the stock aperable of Cape Breton coal and the pears rather low. Hemlock is selling Dominion Coal Co. expects to develope a big trade in the next year or two. The British bark Kelverdale, Capt. a good trade doing in spruce clap-Palmer, which arrived here a few days ago, was unfortunate while at Rio de Laths and shingles are meeting with Janeiro. First Mate William H. Mc- moderate sales, but there is an im-Kenzie of Sackville, N. B., Lambert Kershaw of St. John, cabin boy; and several others died of yellow McKenzie was 28 years old and leaves

shaw was 18 years old. A St. John family figured in the to bring up two of Mrs. Jones' children properly. The names of the be turned over to the state board of tra clapboards, \$33 to 34; second clear, charity. When questioned by the \$24 to 26; shingles, \$1.50. judge, Mrs. Jones said: "I was mardecent married woman until I came May be I'll go Wednesday and may be

way to trust the woman, and turned Judge Wheeler of Brattleboro, Vt., has been called upon to decide whethimported from Canada are to be admitted free of d uty. The government the planing of one or two sides has who ture of wood, or a duty of six per

Rev. L. V. Lariviere of Quebec has been sent to Rhode Island by the Episcopal church to work among the French Canadians there. Rev. Mr. Lariviere is a graduate of McGill. The following visitors from the lower provinces were in the city this Miss Shafford, Hallfax; Robert S. Harvey, Shelburne; B. W. Balch, Miss Hickman, Amherst, N. S.; W. D. Foster, St. Andrews; C. F. Rockwell, Kentville, N. S.; A. W. Sawyer, Wolfville.

college, will leave for Halifax next month, where he will assume the pasorate of the Universalist church. The reports from the farming districts of Maine and this state show that wages are not as high as last mon, \$1.35 to 1.30; Columbia River, fall year. This is d ue largely to the unprecedented cheapness of farm pro-

H. Vossema, a graduate of Tuft's

the farmers say they can afford to

John C. Miles, the well known artist, late of St. John, is temporarily occupying the studio of C. W. Sanderson, 20 Beason street, this city. Mr. Sanderson is absent on a European tour. William H. Dickson of Economy, Cumberland Co., N. S., secured a divorce from his wife Adlizea, in the Suffolk county court this week. Desertion was alleged.

The Dominion Coal company's president, Mr. Whitney, and the gas com panies have come to terms, so that the mucvh talked about Cape Breton coal will yet furnish light and heat to the citizens of the Bay state.

After reading Sir Charles Tupper's manifesto, Boston editors have come to the conclusion that the redoubtable Nova Scotian is a thorough Britisher. Here is a sample comment on it: Sir Charles Tupper, in his manifesto bidding for the support of the Canadians in the coming elections, lays stress upon his plan o strengthen the national defences, and it is a popular We simply delude ourselves card. when we imagine there is any love for the United States across our northern

border. doubtedly refuse to allow them to be- John, died Thursday in Brookline, Annie G. Crockett, formerly of St. aged 25 years. The funeral was held today from 17 High street, Brookline. The bicycle fever continues unabat-

they are prevented by the Canadian more American wheelmen to spend cruiser Petrel from crossing the mil- their vacations north of the line. The Herald has the following in connection with the admission of the wheel much agitated during the pest week into Canada: "The Canadians are foxy. They appreciate the fact that the ruling at Ottawa that there will be Grand Trunk railroad and other offi- no tax assessed on bicycles coming international travel by this vehicle We believe this is an exemption that

age price for random cargoes holds at about \$13. Spruce matched boards fairly well at prices about the same as those quoted last month. There is boards and prices continue good provement over last year's prices.

Prices at first hands are as follows: Spruce - Provincial cargo lumber 2x8 in and up, \$13 to 13.50; random do, a widow and child at Sackville. Ker- \$12.50 to 13; coarse narrow boards, \$10.50 to 11.50; narrow boards, clears, \$12; coarse floor boards, \$11 to 12; municipal court here on Thursday. laths, \$1.85 to 1.90; shingles, \$1.40 George Jones and his wife, Jennie, 1.50; car lumber, frames, ordered 10 in were examined as to their capability and under, \$14.50; yard orders, cut to lengths, \$14: 12-inch frames, \$15: 14-inch frames, \$17; matched boards, 6, 7 and children are Prudence Simpson, 13 8 inches, clipped, \$14 to 14.50; boards, years old, and Louise, 11, the result 8 in and up, stock width, \$14.50 to 15; of their mother's first marriage. The No 1 floor boards, air dried, clipped, judge found that the Jones were of \$20 to 21; laths, by car, 15-8 in, \$2.50 dissolute habits and the children will to 2.20; 11-2 in, \$1.75 to 1.90; 4 foot ex-

Hemlock, etc-Eastern planed and ried in St. John, N. B., seven years ago butted hemlock boards, \$11.75 to 12; to my second husband, and I was a random do, \$11 to 11.50; rough provincial cargo boards, \$9.50 to 10; planed among those devils here. I drink lots doone side, \$10.50 to 11; extra cedar of beer but was never drunk. I live in shingles, \$2.50 to 2.80; clears, \$2 to

Pine-Eastern pine, coarse No 2, \$16 to 17; refuse, \$13; outs, \$9 to 9.50; box I won't." The judge could not see his boards, \$8.50 to 12.50; matched boards, \$21: clapboards, sap extra, \$40 to 42: clear, \$38 to 40; Lecond clear, \$30 to 32 The fish receivers report little change the mackerel trade. Pickled herring are dull and prices are none too good. claims that lumber to which more than The sardine situation continues in a demoralized condition. Few fish are been done is subject to a duty of 25 arriving from Maine, and it is reported that most of the factories have stopped packing. Salt fish are selling moderately. Canned lobsters are firm and selling well. Live and boiled lobsters are easier. Prices follow:

> Fresh fish-Market cod. \$1.50 to 1.75 per 100 lbs; Cape cod. \$1.75 to 2: steak cod, \$2.50 to 3.50; haddock, \$1.25 to 1.50; large hake, \$2 to 2.25; pollock, \$1.50; steak pollock, \$2; white halibut, 6c per b; chicken do, 5c; bluefish, 8c; roe shad, 20c; bucks, 15c; eastern salmon 30 to 35c; fresh Oregon, 15 to 17c; live lobsters, 7 to 9c; boiled do, 8 to 10c.

> Salt fish-Provincial mackerel, extras, \$20 per bbl; provincial No 1's, \$19; large Georges cod, \$5.50 per qtl; medium, \$3.50; large dry bank, \$3; medium, \$2.75; large pickel bank, \$3 to 3.50; medium, \$2.50; hake, haddock, pollock, etc. \$1.50; N S split herring, \$3.75 per bbl; Labrador herring, \$5 round shore, \$2.50 to 3: Newfoundland salmon, No 1, \$20; No 2, \$18.

Canned fish-Native sardines, quarter oils, \$2.50 to 2.60; half oils, \$5; threequarter mustards, \$2.1\$; Alaska salpack, \$1 to 1.10; steak, \$1.85 to 1.95 mackerel, one lb ovals, \$1.35; 2 lb do, ducts and poor markets. Most of the \$2.20; lobsters, \$2.25 to 2.50 (jobbers' men looking for work ask more than price.)

The Chief Week in

CITY

Together With from Corres Excl

When ordering WEEKLY SUN to the NAME of th which the paper that of the office Remember! T Office must be ensure prompt co request.

NOTICE TO CO News corresp not later than to ensure inserti

THE SUN PRI issuing weekly Maritime Province make a note of t

Capt. Flewelling was badly cut abo sent to the hospit

Dr. Donovan of as assistant to lunatic asylum du erington's absence The remains of Blair, who died

through the city way to Hampton The March cas school bond stand when the attorne Pugsley will be

court.

Forest fires did around the neighb mond on Sunday. ings said to be bu table saw mill.

The death occur Industrial School Sister Mary Vero eighth year of formerly lived in W. S. Harkins

house with his di May 25th. company includes Heron, Tom Wise favorites Passekeag stati the ground on We

could not be sul

with its contents. G. G. Scovil, M. was in the city Th says his firm wi the neighborhood lumber. They c birch. The produc

Geo. S. deFores moved their head premises at 9 and where handsome of up, and where the their friends and quarters afford and greater facili the firm's extensive

In the county ing Judge Wells lian, found guilty months' imprison said that he impo on account of v sentations as to prisoner. No civi so the court adjournst. Judge Wel

Thos. A. Temple completed the org fire insurance con title of "The Keys Co. of New York,' fice in that city, a a cash capital of Temple is to be and Edward L. T New York the cor in addition This will in no business carried or office in this city, the same as usual benefitted by this sion.

The arbitrators expropriation of a bert estate for th urday afternoon room. They are chairman; Geo. A. Murdoch. Wm. F A. H. Hanington Park corporation. Q. C., and C. A. P Gilbert estate. submitted shows t in this locality is f assessed value. contend that they it valued at the pr of which the land

The citizens July or August d change coming so ably affected man mometer register The Canadian furnishes us with mometer readings ed: Fredericton, river: Brownvill heavy wind; Hali Boston, 94.

THE H