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EEKLY SUN.

Cough

September 1

Wine

MPERANCE.

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o for them?

that Elder, Dempster & Co., the Liverpool ship owners, will eight years old, twenty-five new steamers to develop lriver, seems lame the new service to Montreal and the spreads her feet United States. when driven. She the shoulder. Is Rev. E. J. Grant, who has accepted

the pastorate of the Summerside and is novicular dis-Belmont Baptist churches, will preach s all right. You in Belmont next Sunday morning, mercury, but the and in Summerside in the evening, a uld be neurotomy the usual hour .- Journal.

Mrs. Joseph Seely returns her sincere thanks to the people of St. Stephen for the kindness shown at the time of the death of her husband in that town on Friday last, especially Mr. and Mrs. W. B. Ganong of the Windsor hotel; also Mrs. Dowling.

Thomas Brazh; late in the office of T. B. Grady, Summerside, and Norman Morrison of Cape Traverse, left Tuesday morning by the Capes for British Columbia, the former to Vancouver and the latter to Rossland.

W. M. Wallace, boot and shoe dealer, Union street, is in financial difficulties. His liabilities are about \$3,000 and assets about \$1,000. It is understood an offer of twenty cents on the dollar will be made the creditors.-Globe.

The board of health reports the following deaths, with causes, for the past week: Old age, 2; heart failure, 2; apoplexy, 1; pneumonia, 1; bronchitis, 1; meningitis, 1; consumption, 1; natural causes, 1; diphtheritic croup, 1; congestion of lungs, 1; strangulated hernia, 1; softening of brain, 1; total,

Mrs. Ingraham and George Brown were fined \$50 and costs each at St. Martins on Saturday for illegally selling liquor. They were tried before W. E. Skillen and W. H. Rourke, justices of the peace. They both pleaded guilty. Brown promised to go out of the business and the fine was allowed to stand. A. W. Baird prosecuted for the county inspector.

Besides his big lumber business A. H. Sawyer is carrying on in a quiet way a rather small but unique industry. It is the shipping of small cedar, fir and spruce saplings to Boston for manufacturing fancy rustic seats, summer houses and fences. Mr. Sawyer has four carloads of this stuff ready for shipment.-Hartland Adver-

Mr. Blair and "Lord" Harris are determined apparently that passenger business through this city to Nova Scotia from the west will be checked as much as possible. One day this week the C. P. R, train bound to Halifax was held at a siding one whole hour in order to give the Drummond county train a chance to pass and get into Halifax ahead of the C. P. R. The indignant travellers on the latter train would very much liked to have had Messrs. Blair and Harris on the

The death took place at Summerside, P. E. I., Tuesday, 16th inst., of Mrs. Clark, relict of the late Stephen W. Clark, at the residence of her daughter, Mrs. Wm. P. Baker. The deceased, who was in the 82nd year of her age, emigrated to the Island from Ireland in the year 1819, at the age of three years, in the ship Three Brothers. Her daughter, Mrs. Baker, above named, Mrs. J. L. Lea of West Somerville, Mass., and her sons, John W. Clark, Linkletter road, S. H. Clark, Summerside, J. B. Clark, Cleveland, Ohio, Dr. M. C. Clark, Winnipeg, and A. Y. Clark, Moncton, survive her. Samuel Hall, Summerside, is her only surviving brother.

Constipation CURED CELERY KING Pure Roots and Herbs with Celery - great digestive stimulant - sold by all druggists. Large package, 25c. woodward Medicine Co., TORONTO, DAN.

PARLIAMENT

SECOND PART.

CITY NEWS.

Around St. John.

from Correspondents and

Exchanges

Remember! The NAME of the Post Office must be sent in all cases to ensure prompt compliance with you

TO SUBSCRIBERS.

The following Travelling Agents of

The Sun are now calling on Subscrib-

EDGAR CANNING, in Albert Co.

THE SUN PRINTING COMPANY

issuing weekly 8,500 copies of THE WEEKLY SUN, challenges the circu-lation of all papers published in the

Maritime Provinces. Advertisers,

Frank Clark, son of D. W. Clark of

"Canada for Mann & McKenzie!" is

the cry now, instead of "Canada for

The grocery and provision business

heretofore carried on by J. S. Arm-

strong & Bro. at 32 Charlotte street,

St. John, N. B., will hereafter be car-

ried on under the firm name of J. S.

The London Daily Mail announces

build

the Canadians," as it used to be.-

Carleton, is mining at Dawson City,

and is meeting with considerable suc-

please make a note of this

New Denver, B. C., Ledge.

Armstrong & Machum.

Recent Events in and Mr. Bruneau Withdrew His Resignation from Speaker. Together With Country Items

Motion in Regard to Appointment of Railway Commissioners.

When ordering the address of your WEEKLY SUN to be changed, send the NAME of the POST OFFICE to which the paper is going as well as that of the office to which you wish D. C. Fraser Asked to Go Into Partnership With Joe Martin of British Columbia.

> OTTAWA, March 11.-This afternoon's sitting was largely occupied with a discussion of rallway monopo-lies. It came up on motion of Mr. MacLean of Toronto, who proposed an adjournment, and dealt with the proposed Rainy river railway. He wanted the government to take up the question of railway competition and guard the people against railway nonopolies.

The discussion was continued by Messrs. Sproule, Davin, Wallace and lamieson, when Hon. Mr. Blair threw out some suggestions. He feared that parliament could not devise a practical law to provide for all the equirements. The powers of the railway committee of the privy council were limited. The minister was favorably disposed toward the establishment of a railway commission to

deal with such matters, The resolution attached to the Yukon bill was passed in the house without discussion today, and the commons will go into committee on the details of the contract on Tues-

day. There is no sitting this evening. The minister of justice informed the senate today that the plebiscite bill would be introduced within a fortnight.

The relations between Mr. Bruneau, M. P. for Sorel, and Mr. Blair were strained yesterday. It is about some matter of patronage. Mr. Bruneau did not vote but wrote the resignation of his seat and sent it to the speaker. Mr. Edgar is said to have neglected to open the note, while the anger of Mr. Bruneau was kindled, and today the member for Richelieu got it back with the cover on.

Premier Warburton, with Messrs Richards and MacDonald of the Prince Edward Island government, arrived here today to press for a rearrangement of the financial relations of the province to the dominion. There is an election pending in West Prince, and it is expected that the federal government will take some-thing into consideration which will be

useful in that connection. L. P. Kribs, formerly news editor of the Toronto Empire, who was known later as agent of the liquor interest in connection with the royal commission nd still later as editor of the Victualler Advocate, spent the greater part of last night with his old friends of the press gallery, of which he was ex-president. He had recently been ill, and this morning on his return to is hotel he was seized with violent hemorrhages. It is not expected that he can last many hours.

OTTAWA, March 11.—The vote was taken at 4.30, when the amendment was lost by a vote of sixty-five yeas to one hundred and nineteen nayes, Costigan, Hale, Bethune and Hughes voting with the government.

The vote was then taken on the nain motion, which was carried by a vote of one hundred and eleven yeas to seventy-two-nays, Messrs. Hughes and Bethune, conservatives, voting with the government, while Mc Innnes, Oliver, Richards and Erb, liberals, voted with the opposition. Casey escaped the vote. Messrs. Costigan and Hale voted nay on both motions.

OTTAWA, March 14.—The first remarks made in the house today had reference to the late Mr. Dupont, to whose character and service Sir Charles Tupper, Sir Wilfrid Laurier and Sir Adolphe Caron testified. A beautiful wreath was on the late member's deak

Then Speaker Edgar addressed the house. On Saturday last the Sun announced that Mr. Bruneau, member for Richelieu, had become much displeased with the Tarte-Blair system of patronage and had sent his resignation to the speaker, who had subsequently returned the letter to him unopened, Mr. Bruneau's quarrel with the government having in some way been made up in the meantime.

The government organ here, the Free Press, on Saturday evening declared that there was not the slightest foundation for the story that Mr. Bruneau had resigned.

Mr. Tarte's La Patrie, on the same evening, asserted that the whole story was a canard, there was perfect har-mony and Mr. Bruneau had not sent in his resignation. The statement of Speaker Edgar today sets the matter at rest. He said: "I beg leave to report to the house a matter connected with the hon, member for Richelieu. It is stated in the press that I have received his resignation. If I had, I should have issued a warrant for a new election. The only occasion when Bruneau was Friday morning. I had just come into my office when Mr. I received a communication from Mr. Bruneau came in. He asked if I had received a letter from him' I told him no. He said he had called to get the letter back he had written to me. I told him to wait, as I had not yet opened my letters. I turned the unopened letters over in his presence and he pointed out the one with his frank upon it. I asked him if it was his writing on the address, ,and he assured me that it was. He told me nothing of its contents and I asked him nothing, but handed him the letter unopened, and he took it away. So far as I know it had come to my office through the post office. I mention this to avoid any mistakes as to facts as far as I am concerned." This ended the explanation, as the speaker did not think it necessary to say whether he had not been told about the resignation before the visit of Mr. Bru-neau, and had not a distinct idea before he discovered the unopened letter that it contained the resignation of a member, properly attested, as the

statute requires, by two other members.
The fact is, however, established that if Mr. Speaker had opened his mail promptly the seat for Richelieu would now be vacant.

A run was made on the order paper and many motions for papers were passed. The house then took up the resolution of Mr. Jamieson of Winnipeg in favor of the appointment of a board of railway commissioners, with power to enforce the railway act and make general provisions in the public interest

The debate on Jamieson's resolution was continued in the evening, mainly by western members

Mr. Blair had no declaration of minsterial policy further than the question of regulating or controlling freight rates and other matters or private railways was under considertion. The government contemplated taking action, but would not introduce legislation this year. Incidentally the minister of railways expressed the opinion that the late government made a mistake in not building the Canadian Pacific as a government

The debate was adjourned and the house gave up work at ten o'clock.

NOTES. In the senate today Hon. Mr. Loughead moved the second reading of the bill to incorporate Hamilton Smith's Railway Co., and give power to build a road over the Daiton trail from Lynn Canal into the Yukon.

Hon. Mr. Mills, minister of justice, opposed the motion, stating that the bill came in conflict with the measure introduced by the government in the other chamber, as Hamilton Smith's company is not asking for a subsidy, but only for the privilege of building a railway at the expense of the shareholders, it appears that it is opposed as an infringement on the Mackenzie & Mann monopoly.

Mr. Loughead consented to allow the bill to stand over on the plea of Mr. Mills that he had not yet sufficiently studied it. The papers about the fast steam-

ship line brought down today are mostly old. About the only fresh matter is the discussion between the contractors and the British admiralty concerning the armament of the proposed ships. Mr. Petersen modified his plans to meet the admiralty objections.

D. C. Fraser, M. P., has been invited by Joe Martin of British Columbia to join him in a law partnership at Vanouver.

The Rideau River, which forms one oundary of Ottawa, is choked at the mouth with ice. The water rose ten feet last night in an hour, and some houses near the stream have most of the lower story under water. Families crawled out of the upper win-

BOUND FOR THE KLONDYKE. The Fredericton Gleaner of Saturday says: Word has been received of the safe arrival at Vancouver of Geo. Black and his associate Klondykers. Mr. Black telegraphed that he and

party were camping under canvas and waiting for an opportunity to go forward to the Yukon. Wm. Black last evening received a letter from his other son, John, who is also in the Yukon. He writes that he is attached to the engineering staff of Mackenzie & Mann, who are building the railway to the Klondyke region. One of the engineers of the party is Guy Ballock, of Centreville, Carleton county, a cousin of Mrs. Geo.

H. Clark of this city. Mr. Black's letter was dated at Fort Wrangel, Feb. 27. He writes that he expects to meet his brother, George, somewhere in the golden west

Stephen Higgins, Herb Humphrey, Frank Connors, Tremaine Best, Chas. Stewart and Frank Trites left for the Pacific coast last night. Tom Woodman and F. Moore, two moulders, leave tonight for the same destination.-Moneton Transcript, Thursday.

Creelman Macarthur, for many years in the employ of R. T. Holman, leaves on Thursday for British Columbia. He will remain two or three days in Montreal, where he will be joined by the following, who leave Sunday evening next, crossing the Capes Monday morning: Jos. Affleck and Thos. Stewart, for some years with Sinclair & Stewart; Harry Brehaut, with J. A. Gourlie; H. G. Gough, for the past two years policeman; Frank Mackenzie, son of John Mackenzie of the American Clothing House; and Russell Morris, son of Leonard Morris.—Summerside Journal

M'KINLEY TAKE WARNING.

The United States Could Not Count on Assistance from European Powers.

LONDON, March 15.-The Vienna correspondent of the Times telegraphs in abstract of an article in the St. Petershurg Novoe Vremya, which he thinks "deserves attention as giving an accurate account of the views and intentions of at least three of the great powers.

The correspondent says: "The article asserts that the United States is well aware that in declaring war against Spain they would not count upon the approval of any of the European powers. All, it alleges, would sympathize with Spain, if not actively certainly by categorical protest against President McKinley's conduct. This is also well known at Madrid.

"Therefore,' continues the writer, "it is hoped that Spain will not fall into the trap laid by Washington, for she has so far no serious grounds for declaring war, and measures should mmediately be taken in order that she may not have such grounds in the future

"The European representatives will notify the Washington government of their opinion that war is not desirable, and it is to be hoped that President McKinley will realize the disadvantage of such general censure as will not allow himself to be egged into war by American speculators.'

Citizen—Yes, I have an umbrella that needs mending; but how am I to know that you will bring it back? Umbrella Mender—Have no fear. I always charge more for mending than I could sell the umprella for.—New York Weekly.

STRANGLING TRADE.

Short Haul Rates Increased on Some Instances as High as One Hnndred Per Cent.

How It Effects St. John's Wholesale Business - Complaints from Kings, Kent and Northumberland Counties - Manager Harris Diverting Our Business to Ontario and

"The "Harris" I. C. R. Tariff.

To the Editor of The Sun: Sir-The new I. C. R. freight tariff instituted by Mr. Harris has now been in operation for ten days. Mr. Harris when he appeared before the board of trade here stated that it would not be higher, on the whole, than the old tariff, He asked the people of St. John to wait and give it a fair trial,

Ten days of the new rates are quite enough to show that the increased rate on goods shipepd from St. John to points on the I. C. R. range from 10 per cent. to 100 per cent. higher than the old; that St. John will suffer, and that our trade will be diverted to Montreal and Quebec.

The winter port question has been the most important matter ever before our people, but, Mr. Editor, the question of local rates on the I. C. R. is of much greater importance. The business of every merchant and manufacturer in St. John will be adversely affected by this new tariff. Every mechanic and laborer is there fore deeply interested.

These increased rates on the I. C. R., If maintained, will hit hard the merchants of St. John, but it will also take out of the people of the lower provinces \$100,000 to \$150,000 per an cum. Every farmer and every consumer, out of whom the extra rates must come, should protest and let the government know, with no uncertain sound, that the increased rates are an imposition upon the people of New Brunswick and are inflicted upon them by an Ontario man for the bene-

fit of the west, I respectfully suggest, Mr. Editor, that the Sun request all interested in the traffic on the I. C. R. to write and give you particulars as to the effect of the new tariff, so that you may colect full information on the subject and lay it before your many thousands of readers.

The following letter was received to day by a merchant in St. John, which will give you an idea how it affects a large dealer in Richibucto:

a large dealer in Richibucto:

RICHIBUCTO, N. B., March 8th, 1898.

Sir-Your favor received; and I wish to thank you for the kind attention given to this car, and at the same time inform you that under the Blair-Harris management of the L. C. rallway on "business principles" they have salted me in the most shameful manner on the freight, and charged 20c. Fer 100 lbs. to Kent Junction, on every pound of freight in the car, the total freight to Kent Junction being about \$58.

I don't know exactly what to call this kind of business, but it is certainly discriminating against St. John if they do this sort of thing all round. I am going to mail the freight bill of this car to Ottawa and have the thing looked into, as it is certainly importion of the worst kind.

We can bring a car of flour from Western Ontario for the same money.

We can bring a car of flour from Western Ontario for the same money.

Yours truly,

While this man is charged 20 cts. per 100 lbs. car load rate to Kent Junction, goods are sent from Montreal to points on the I. C. R., 600 miles and upwards, at a lesser rate.

Is this fair or just? Let the energetic president of the board of trade call a meting of the board and take the matter up at once. No time should be lost.

Yours, etc., MERCHANTS. Sussex Merchants Up in Arms. (Sussex Record.)

The new freight rates on the I. C. R. is causing a great amount of dissatisfaction to the people of the maritime provinces, but it is doubtful if there is any one county that it so seriously affects as Kings. On nearly everything the farmer produces and the articles of general consumption that we have to import the rates have been advanced.

So seriously has it affected the freight bills of the local merchants that they have now under consideration a scheme by which freight can be brought from St. John to Sussex at less cost than under the new tariff arrangement. The plan proposed is to ship to Hampton by water, for which a very low rate is available.

From Hampton to Sussex the transportation will be by wagons, as in the old days. This plan is to be thoroughly investigated, and men who have had experience in this mode of conveyance claim it will be cheaper than the present railway rates. A meeting of the merchants and manufacturers of the town will be held shortly and some definite action

The move of the new traffic manager in raising the local rates and lowering the through rates is to be very much regretted by all and by none so much as the friends and supporters of the government. The fact that the only protection our people have against the exorbitant charges of their own government road, is in establishing a transportation system such as outlined above, will be a matter of serious consideration in the next general election. The Record will have something more to say on this matter next week.

Newcastle Board of Trade"Alarmed. (Newcastle Advocate, March 8.) Last evening at 8.30 o'clock President Hennessy called the meeting to order and stated the importance of securing cheaper rates for freight and that the business men could not stand the increase of rates made by the Intercolonial railway and said that the selves. * * The lumbermen, too, 1888.*

The Grosery and Provision Business here-two corried on by JOHN S. ARMSTRONG. at 37 Charlotte street, under the name and style of J. S. Armstrong & Bro., will here-the increase of rates made by the Intercolonial railway and said that the selves. * * The lumbermen, too, 1888.*

Quebec Steamship Company could do a great deal better. The gentlemen present were Blair lobertson, E. A. McCurdy, Charles E. The Intercolonial Freight Tariff

Fish, T. W. Flett, W. A. Hickson, G.
A. Lounsbury, M. Bannon, Charles C.
Gates, J. D. Creaghan, C. D. Manny
and as guest C. E. Sherburne, Boston. A prolonged discussion took place denouncing the unfair rates for local freight and was entered into by Messrs. Hickson, Creaghan, Morrison, Flett, Hennessy, Louisbury, Robertson and the other gentlemen present.
All agreed that Newcastle's interests were in a serious plight and some-thing must be done at once to make competition here, and were unanimous that the offer of the Quebec Steam-

> the L. C. R. considerable freight busi-On motion of Mr. Creaghan the following committee was appointed to draw up Newcastle's grievances in the form of a memorial and to take any other necessary steps to protect her interests and to place the matter before our M. P. and the hon, minister of railways: Messrsr. Creaghan, Hickson, Lounsbury, Morrison and Hen-

ship Company would take away from

The communication from Mr. Davis, the manager of the Quebec Steamship Co., together with his presence here and in Chatham the past week was opportunely and unanimously en-dorsed. Mr. Davis will report to the company favorably and further developments to the consummation of this important step will be taken at once. The steamer will, if terms are agreeable to all, make fortnightly trips. On motion of Mr. Creaghan, seconded by Mr. Hickson, the following gist of the resolve was carried: In view of the exorbitant and excessive freight rates charged by the I. C. R. to Newcastle's business men, that this beard of trade accept the quertures of the Quebec Steamship Company, if satisfactory, and that all shall patronize this company as far as practicable. The question of port charges, pilotage and other matters were freely discussed, and on motion of D. Morrison, srs. Creaghan and Fish were appointed to wait on R. R. Call and see

what can be done in regard to prices

of wharfage and other matters per-taining to this subject. The feeling against the I. C. R. for being so derelict to Newcastle's interest was bitter and several of the gentlemen present showed the excessive rates they are now paying under pro-test, and one of the largest industries in the town stated that they would have to locate elsewhere, unless immediate steps were taken to give a profit margin. All agreed that the contracts which were made before the increase the first instant, were undertaken in consideration of the freight charges and now that these had been so enormously raised that they could not fulfil their contracts except at a great loss. Many figures and arguments were put before the gentlemen which prove the sad neglect of all the industries in regard to being cared for by the I C. R. rates. Suggestions to work in connection with the boards of trade of the proince will be acted upon and every influence possible will have the rates evenly adjusted for this end as well as for the other end of the country.

(Editorial, Advocate.) It is evident to every citizen of Newcastle that her business interests will be much impaired if the Intercolonial railway persists in keeping in vogue the present high rate of freight charges, and it is needless to say at the board of trade meeting last night the action of the government railway management was severely and rightcously criticized by the merchants of this town and vicinity. The Hon. Mr. Blair, minister of railways and canals. has certainly neglected to care for his province's welfare, and as a result, whether he knows the present condition of affairs or not, he certainly must awake at once and remedy what is deemed an unfair schedule for freight charges or abide by the result. The upper provinces have been well cared for, especially beyond Montreal, but what has been done to our local prices? An injustice that eventually means the prohibiting of several large industries in this province especially, locally speaking. * The action of the board of trade in offering to support and do business

with the Quebec Steamship company was a move in the right direction. * * * From the farmers' view of the change what do we find? To all engaged in that pursuit in the maritime provinces the local freight rates are the principal ones with which they have to do, as they do not send any of their products westward or on long runs. The exporters of milk, butter, cheese, grains of all kinds, beef, pork, cattle, horses, sheep, potatoes and cord wood will have to contribute more to this railway than ever before, which, with the low prices of many of these articles, make it just so much more difficult for this class to compete even in our own markets. The new railway tariff is all one sided and must be changed immediately, or usiness will be given a set back that time and proper legislation can hard-

ly restore. The increase of tariff is unpopular everywhere where its unjust charges are being paid, and seems to have been prepared for long distance hauling, regardless of local fairness and decency. The idea to weigh freight that has been in the past taken by estimation is, because of the exorbitant double or triple charge for exact weight, most de cidedly objectionable. The weighing process should be aplied to all freights moved or not. In the case of live animals, their weight is estimated at three or four times their real weight and then they charge on such an unjust basis for their transportation at very excessive estimates. Where is the business reasoning of such a tariff? Why should we suffer and thers reap the benefit? The business men in the upper provinces may be perfectly satisfied and no doubt are, but it must be thoroughly and forcibly understood that here in the

who compose such an important busi-ness element on the Miramichi, are obliged to pay more for the hauling of deals or other lumber than ever before. Where will their profits be after paying the fabulous freight charges put upon them?

The working out of the new I. C. R. tariff The working out of the new I. C. R. taring presents some curious features. The first important fact made clear is that the rate is most increased for short distances. This is true of all the ten classes into which goods are divided. But the rate on goods of the first class is for longer distances rather less than it was before. Dry goods are almong the goods in this class. But on heavy goods, such as heavy hardware, the rate is higher. Speaking generally, most goods shipped come under classes three and five, and on these there is an increase.

A significant fact that the rate on goods less than cartoad lots from Montreal to Campbellton is 25c., while the rate from St. John to Campbellton is 27c. This is a clear discrimination against St. John.

The rate on trunks has been raised fifty per cent. But a carload of trunks can be brought from Montreal for less than one can be sent from here to Halifax. This discriminates against the St. John manufacturer.

criminates against the St. John manufacturer,
Another point is that if a carload of mixed goods is sent by St. John merchants to a provincial point, all the goods in the car have to pay the rate of the highest rated goods in it. Trat is, if all put a little of the freight is in say a twenty cent class, and the balance in a thirty cent class, the whole lot must pay the thirty cent rate.

Of course, as already shown in the Sun, the greatest hardship falls on the people slong the line, who want produce or lumber hauled short distances. The tariff takes no account whatever of the interests of the people who supply local traffic. They are to be bied in the interest of bigger schemes.

THE DEATH ROLL

The death occurred near Butte, Montana, on the 6th inst. of Joseph Short, a native of St. Stephen. Mr. Short had been in the western states

for several years. Advices received from Springfield, Mass., report the death of Wm. Mitchell who cormerly carried on business in this city as a painter. One daughter survives him, the wife of J. P. Flynn, printer. The remains of the late Mr. Mitchell will arrive on the

Boston train this afternoon. Thomas Kennedy, who died recently at Houlton, Me., was a former resident of this city. He came to this country from Ireland in 1842, when about twenty years of age, and landed at St. John, N. B., where he was married and lived for a few years. He afterwards went to Boston, and thence to Houlton in 1852, where he established himself in business as a merchant

Despa; ches received on Monday from Brooklyn announced the death there the previous day of Dr. Wm. P. Morrissey. The deceased gentleman was a son of Patrick Morrissy of Newcastle and a brother of John Morrissy of that place. He was 52 years of age and had practiced his profession in Brooklyn for a quarter of a century. He left a widow and four children John Morrissy and D. P. Doyle of Newcastle, who are now at the Vic-toria, leave for New York this morning to be present at the interment of the deceased gentleman's remains.

Isaac Brown, sr., died on Tuesday, the 8th instant, at the advanced age of 90 years. Mr. Brown was born at St. Martins in the year 1808, and married in 1831 Rosina Faulkner of Hammond Valo. mond Vale, Kings county, where they lived for a number of years. Mr. Brown carried on business as a blacksmith, and also farmed extensively. He was a deacon of the Baptist church at Hillsdale, and at the time of his death was a member of that church. His family consisted of fifteen children, eight girls and seven boys. His widow and nine of his family survive him, D. F. Brown of St. John city being the eldest. The funeral sermon was preached in the Seminary building, where Mr. Brown has resided for the past few years with his daughter-in-law, Mrs. Isaac H. Brown, and the interment took place at Hillsdale on Friday, the 11th inst.

The division of the Sons of Temperance held an anniversary of their or-ganization Thursday evening in the Temperance hall. The meeting was addressed by quite a number of local speakers, and a supper was given by the society.

"Well, Tommy," said the visitor, "how do you like your baby brother?" "On, lots and lots only, I don't think he's very bright." "Why not?" "We've had him two weeks, now, and he hasn't said a werd to anybody."—Tid-Bits.

LANDING THIS WEEK: BARLEY MASH

> AND HEAVY FEED BOTH THE SAME PRICE.

Also: Manitoba and Ontario Flour Bran, Oats, etc.

JAMES COLLINS

208 and 210 Union St., St. John, N. B WANTED.

WANTED—Farmers' cone or other industrious persons of fair education to whom \$60 a month would be an inducement. I could also engage a few ladies at their own homes. T. H. LINSCOTT, Toronto. WANTED — Teachers, Barristers, Physicians and others of similar training for high class soliciting. Will pay forty dollars weekly on demonstration of necessary ability. BRADLEY-GARRETSON COMPANY, Lim-

D. BOYANER, Optician.

Eyes Tested and Suitable Spectacles Adjusted. Glasses can be Always Duplicated or Exchanged by Mail, as the Vision of Every Purchaser attafaction Guaranteed. B Registered.

545 MAIN STREET, North End, ST. JOHN, N. B.

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