

NEWS FROM OTTAWA.

Change in Modus Vivendi Fishing Licenses. Presents Petition of Typographical Union—Brilliant Ball.

Feb. 17.—The proceedings in today were dull and uninteresting. The speaker's gallery was poorly attended...

NEWS FROM OTTAWA.

No More Subsidies for Steamers to Portland, Me. Government Falls in With View Held by St. John and its Members.

Ottawa, Feb. 18.—At the opening of the house this afternoon, a suggestion of Mr. Laurier's that the Manitoba papers recently presented should be printed, was agreed to.

NEWS FROM OTTAWA.

Railway Mail Clerks Looking for Increased Salary—For the Defence of Canada. MOUNT ALLISON.

Beckville, Feb. 17.—Yesterday afternoon Rev. Howard Sprague, D. D., of St. Stephen, one of the first graduates of Mt. Allison, preached the fourth of the university sermons.

NEWS FROM OTTAWA.

THE SARAH HUNTER LOST. The Crew Rescued and Landed in Boston Last Wednesday Night.

Thirty hours' suffering from exposure were picked up by the schooner "The Wave" and later transported to the Normans.

FIRST ARRIVAL OF THE NEWEST THINGS IN SPRING DRESS GOODS.

Black Lustrous Mohairs, Black Brocade Mohairs, Colored Lustrous Mohairs, Black Satin Cloths, Black Solleils, Small Novelty Checks, in Turquoise and Black, Navy and White, Brown and White.

LOW PRICED MIXTURES.

Several pieces at 35c. and 35c. per yard, extra value. Light colors in Wool Goods for Waists, New All-wool Challies. The new Leather Skirt Binding outwears the dress. Ask for the "Wakefield."

DOWLING BROS., 95 KING STREET, ST. JOHN, N. B.

WHO CARES FOR THE BUSINESS? Men don't believe in the devil now, as they believe used to. They've turned the door of the broadest creed to let his misery through.

TEMPERANCE COLUMN.

By the Women's Christian Temperance Union of St. John. Trust the people—the wise and the ignorant, and in the end you educate the race.

THE VENEZUELA QUESTION.

A Report Regarding a Commission for the Settlement of the Trouble. Washington, Feb. 18.—It is impossible to secure any confirmation from a source entitled to credit of the statement that has given rise to so much discussion in the British newspapers.

HEIR TO EIGHTY MILLIONS.

A Westfield, Mass., Organ Builder in for a Big Fortune. Westfield, Mass., Feb. 20.—James E. Wetmore, an organ builder, who has resided in this town for over forty years, has received news from his country.

SUMMERSIDE'S MAYOR.

Summerside, P. E. I., Feb. 18.—W. E. Dawson, president of the liberal conservative association, was last week elected mayor of Summerside by a majority of five hundred over his opponent.

TO SETTLE LABOR DISPUTES.

London, Feb. 18.—The house of commons today passed the second reading of the bill introduced by Sir A. K. Rolit, liberal member for South Ilfracombe, providing for the establishment of a board of conciliation, intended to be a permanent tribunal of arbitration for the labor disputes.

ST. JOHN WINS. An Important Judgment by the Supreme Court of Canada.

City not Liable for Negligent Maintenance of its Streets. Several Cases From the New Brunswick Supreme Court Determined.

Ottawa, Feb. 18.—The February session of the supreme court opened today. The court gave judgment in the following cases: City of St. John v. Campbell, appeal from the supreme court of New Brunswick, allowed with costs.

Novel v. Boston Marine Insurance Co., appeal from the supreme court of New Brunswick, allowed with costs. St. Paul Fire and Marine Insurance Co. v. Troop, appeal from the supreme court of New Brunswick, allowed with costs.

Mayhew v. Stone, appeal from the supreme court of Prince Edward Island, dismissed with costs. Ship Henry L. Phillips v. The Queen, appeal from Nova Scotia division administrative court, dismissed with costs.

Clark v. Fithney, appeal from the supreme court of Nova Scotia, dismissed with costs. Nova Scotia Marine Insurance Co. v. Churchill, appeal from the supreme court of Nova Scotia, dismissed with costs.

Sleeth v. Harbord, appeal from the supreme court of Nova Scotia, allowed with costs. The most noteworthy of the judgments is that of a student who was in which the well known Curran bridge contractor, Emanuel St. Louis, secured a reversal of the exchequer court judgment, which knocked out a clause in the contract.

Despatches from Ottawa state that in the cases of the City of St. John, the judgment in the case of the Boston Marine Insurance Co., the appeals have been allowed, and in St. Paul Fire Insurance Co. v. Troop the appeal has been dismissed.

The annual meeting of the New Brunswick S. P. C. A. was held on the 18th inst. in the Board of Trade rooms. The attendance was small, among those present were: Archbishop Brisbane, J. V. Ellis, E. J. Wetmore, Jas. McAvly, W. B. Fairall, W. L. Hamm, Jas. Ready, Dr. Berryman, T. O'Brien, John M. Taylor, Mrs. J. V. Ellis, Miss Murray and Miss Peters.

IMPORTANT COAL DISCOVERY. The contractor Thomas E. Porter on Monday, the 17th, struck the "bench" of the Stanley coal seam on which a trial shaft was commenced on the 4th of November last under the supervision of E. N. Sharp. This seam, both by Mr. Sharp and Mr. Porter, has been identified with the east slope seam of Springfield. It is 60 per cent. thicker at Stanley than at Springfield and vastly better in quality.

ALL EXCEPT ENGLAND.

London, Feb. 18.—A despatch to the Times from Constantinople says that all the powers except England have assented to the sultan's proposal to accept the mediation of the British government.

NEWS FROM OTTAWA.

On this side of the Atlantic at a United States port. As soon as Mr. Cornwall, secretary-treasurer of the Maritime Board of Trade, communicated with Messrs. Hazen, Chesley and McLeod, they took the matter up with the government through Hon. Mr. Ives.

A deputation of railway mail clerks, accompanied by Messrs. Chesley, Staley, Powell and other members, interviewed Messrs. Carron and Foster tonight, and asked for an all round increase of salary to the men engaged in the postal service.

Hon. Mr. Foster gave notice tonight of a motion to authorize the government to raise three million dollars for the purpose of the defence of Canada, the interest to be paid not to exceed 4 per cent.

Daily Commissioner Robertson gave an interesting outline before the agriculture committee this morning of the proposed plan for sending dressed and fire meats to England, among members of the committee were greatly interested with Mr. Robertson's proposal.

Representatives of the leading towns of the Ottawa valley interviewed the government today and urged federal aid to the Ottawa Ship Canal, to cost fifteen million. Hon. Mr. Bowell made a non-committal reply.

Ottawa, Feb. 19.—It is stated tonight that if the budget debate terminates this week Mr. Dickey will move the second reading of the Remedial bill next Tuesday. There is a great demand for copies of the bill from all parts of the country.

It is said that the government will, under consideration, an application from the Canadian Pacific Railway Co. to buy back about twelve million acres of land which the company has acquired. The company wants the government to allow at the rate of \$2 per acre for these lands, but it is questionable whether this price would be given.

Major McLennan, who is practically the father of the measure, spoke of the importance of a bill of this kind. It was asked for by the factory men, cheese handlers and others, and was essential for the maintenance of the reputation of the excellency of Canadian cheese.

Hon. Mr. Dickey, answering Mr. Edgar, said that the Chignecto Marine railway had issued first preference mortgage bonds to the amount of \$200,000 at par. The government had no power to enforce the penalties which had been repealed by the statute of 1891.

It is not expected now that the discussion will close before Tuesday, hence the second reading of the remedial bill will be postponed. An important decision was reached by the government today, which is destined to have a far reaching influence on the port of St. John. The success attendant on the winter service has been followed by the determination to accede to the request of the Maritime Board of Trade and not to subsidize nor subsidize the steamship line which makes its terminal point

on this side of the Atlantic at a United States port. As soon as Mr. Cornwall, secretary-treasurer of the Maritime Board of Trade, communicated with Messrs. Hazen, Chesley and McLeod, they took the matter up with the government through Hon. Mr. Ives.