

agreement with Germany," says the Post, "she would have been compelled to do so with Russia. This would have been a serious blow to German trade. Germany in

Russians Report Massacres.
St. Petersburg, Oct. 27.—Despatches from Mukden received at the war office say that proof is at hand that 400 native Christians were massacred before the Russian occupation. Fifty modern guns, several thousand small calibre rifles and 20,000,000 cartridges have been found.

A District Mined.
St. Petersburg, Oct. 28.—The Russian sappers who were employed to dig and de-

trophy the mines at Lu Chukien, official despatches from the British Legation in Peking, and it was only the unexpected arrival of the Russians that prevented wholesale destruction. A special commission was sent to investigate the matter.

The advices also say that the provincial treasurer escaped and that the Chinese soldiers were ordered to burn the property of their booty including the Mandan tobacco.

Wherefore There Would Be Trouble.

London, Oct. 29.—The St. Petersburg correspondent of the Daily Express admits "to have authority for the statement that, in consequence of the recent disturbances, the Government have decided to take to its owners the railway from Tong Su to Niu Chwang.

London, Oct. 29.—The Ginssin correspondent of the Standard from Shanghai also renewed rumors that the court from Sian Fu is sending agents to collect funds in the southern and central provinces to meet the expenses of the Government in the handling of the Boxers; and it is reported that the missionaries are still at Cheng Tien Fu.

The correspondent of the Morning Post at Pao Tung Fu, wiring Oct. 20th, says:

treasurer has ordered them to kill all foreigners. He allowed eleven American and four British to be massacred."

The True Issue.

Sir,—While the ward politicians and answerers of different grades are strenuously endeavoring to whitewash their leaders and to blacken their opponents, it is a well for the sober-minded citizen, intent only on the country's welfare, to take the other side of the scale, and

ally consider the issues at stake and endeavor to arrive at a just conclusion as to which of the great parties should for the next five years be entrusted with the management of public affairs. A moment's reflection will convince him that the choice is called to make is not a choice between the present government and an ideal administration such as his predilections might create, but that the preference is between two systems in a conference

ence he is banded to express is a preference for one of the two great parties now existing—a preference for the party led by Sir Wilfrid Laurier or the party led by Sir Charles Tupper. It is quite conceivable that either Sir Charles or Sir Wilfrid might be unobjectionable personally and that the general policy of either might be commendable, while the administration of the various departments was inefficient, extravagant and wasteful, or that legislation was

promoted injurious to the peace and prosperity of the country. It is unfortunate, perhaps, that differences in respect of policy are not more clearly defined than they are, but after all no one can be blamed for this because well defined and important differences do not exist. There is no can be no quarrel over Protection vs Free Trade or important tariff reform; there is and can be no quarrel over the success of vigorous development of our own country and its resources because both parties are by their acts, committed to

advanced, perhaps too advanced, positions in these directions. The issues of five, ten or more years ago are practically dead today and any attempt to make them prominent now is an attempt to hoodwink the elector. So far as a candid mind can see the great question for decision by the electorate has reference solely to adminis-

nation. Is the government fairly economical or extravagant and wasteful? Is it honest, efficient and prudent trustee or has it forgotten that it is a trustee and treacherously betrayed the trusts it accepted? In answering this question there must be considered the nature and extent of the objections made for it by its predecessor—obligations which, under our system of government, could not be repudiated. It will be clearly impossible for any honest critic, having an intelligent grasp of all the facts, to affirm that the

government has been under misapprehension or dishonest in administration, and it will be equally impossible to affirm that New Brunswick has not been intelligently and carefully looked after by the minister for this section. If we are convinced of this, here remains for the electorate of St. John the question whether we will sustain Mr. Blair or allow the New Brunswick portfolio to go to some other constituency, there being, quite recently, no real and honest prospect of defeat for the administration as a whole. St. John is entitled to much

governmental consideration, on various grounds, and a careful review of the past five years, in comparison with the years before, will convince the fair-minded citizen beyond all doubt that the man fitted to promote its interests for the next parliamentary term is not George E. Foster, but Andrew G. Blair.

Ship News.

The Furness line steamer Mediana arrived in port Saturday afternoon direct from London. She had a rough voyage and it took 18½ days in the accomplishment. The steamer had some 700 tons of mixed cargo. She began loading at midnight Sunday and will take some 500 standards of deans, some pulp and other cargo. This will be the Mediana's last trip at least under present owners, for she has been sold to a French concern.

The imperial government's steamers Lily and Miner collided in a thick fog in Halifax harbor on Friday. The Miner was badly damaged. It is estimated that the repairs will cost \$1,200. The Lily

was only slightly damaged. No one was injured.

Boston, Oct. 28.—The fishing schooner Mary G. Powers, with a trip of 30,000 pounds of fish, struck on a ledge below Minot's Light last night in a dense fog and remained until this morning, when she was hauled off by a tug and towed into T wharf. The schooner is not leaking and is thought to be very slightly damaged.