OTTAWA LETTER.

In Order to Strike a Blow at the C. P. R.

Mr. Blair is Diverting Traffic to American Lines and Enriching Foreign Towns.

Doing All He Can for the Grand Trunk, a Corporation That Only Pays. Its Trackmen Ninety-seven Cents a Day.

OTTAWA, June 10 .- The inquiry into the Costigan case is not getting ahead fast. In the public accounts committee yesterday the examination went off on what might be called a side issue, relating to the appointment of Mr. Costigan's successor at the port of Winnipeg. His name is Gosnell, and it was charged by Mr. Christie, who claimed that he was entitled to promotion to the collector ship, that Mr. Gosnell passed his ex-amination by seeing the papers pe-forehand. From his own testimopy and that of Mr. O'Brien who was alleged to have furnished these papers, it appears that Mr. Gosnell, after he had failed twice at his examination took a special one all by himself in Winnipeg. The papers set for him were apparently the same as had been for the examination previously held in Toronto. Mr. Gosnell obtained from all sources as many questions as he could get that had Deen used, in previous technical examinations of the inland revenue department. It did not appear to be proved that he obtained papers in ways not open to other applicants. One would judge that the custom is for officers to assist each other by keeping copies of examination papers and passing them around, as is done in law examinations in those held by examining universities. The moral of it would seem to be that Mr. Miall and from smuggling tobacco and putting it in the box which had previously his assistants should vary their papers from year to year more than they do.

The question of Yukon railway charters has been brought to a head by the refusal of the government to allow any more railroads to be built into the Yukon country, through disputed territory. This decision is very unwelcome to a number of companies who have applied for charters and are prepared to build railways without government subsidy. The Hamilton Smith syndicate is reported to have spent \$40,000 on surveys and has paid down \$250,000 as a guarantee that they will go on with the work. Other companies desire incorporation and have been waiting for this decision. Mr. Gillies got his bill for the incorporation of a company through last year ready for reports. He has serious objection to the course taken by the minister.

We may assume that the action of the minister is determined on public grounds. No doubt Sir Wilfold he grounds. No doubt Sir Wilfrid be- the order paper a resolution condemnlieves that the position of the govern ment would be weakened by the es-tablishment of railway connection through disputed country into the Yukon. The trouble is, and Sir Charles Tupper and Mr. Foster pointed it out, that the policy now declared is at variance with the policy two years ago. There is a railway through the disputed derritory towards the Yukon. At the terminus of this railway the town of Skagway has been estab lished and filds fair to be a large city. Whatever policy the govern ment may adopt, the Lynn canal and Pyramid harbor, now claimed by the United States and by Canada, but occupied by the United States, will be door to the Yukon. While Sir Wilfrid Laurier objects to the building up of United States towns by the trade of the Yukon, these towns are building. If no more railroads are allowed to be made, that whole trade will be carried on by this road. There fore the whole mischief has been done already and Sir Wilfrid is locking the door of an empty stable. Mr. McNeill and some of the other members are of the opinion that the case will not be damaged by the esment of United States towns or the coast if it is done with a fair un-derstanding that those towns will be Canadian if the boundary commission says so. From a strictly legal point of view, the position would not be changed by the development of the disputed territory while it is in dispute. But the government is undoubt edly right in assuming that in prac-tice it is much harder to get away from the United States occupied and settled country which belongs to us than it would be to acquire an unoc cupled region. This is made more clea by the claim that the United States is now setting up. Canada is asked to yield to the United States all territory in occupation by that country no matter how recent the occupation may If this claim is made now in regard to Skagway and other towns in occupation it would be more energetically made if the towns were larger and more numerous. But as remarked above, the growth of these coast settlements is already secured by the fact that there is practically only one way to the Yukon and that a railway is already in operation from Skagway. Sir Wilfrid and Sir Louis Davies announced the policy of Canada to be the establishment of a Canadian route to the Yukon. They have very little to say about the Stikeen route and the Mackenzie and Mann contract. There is not a member of parliament on either side of the house who does not ejoice that the senate disallowed that bill. Yesterday when Col. Domville declared that the Stikeen route was impossible, and that he had told the nt so last year, he condemngovernment so last year, he condemn-ed himself for supporting the Stikeen bill. But he stated what everybody knew was true. Moreover, the senate at that time assisted the policy now declared by the government. The Stikken route, if it had been good, was essentially as much a United States Stikken route, if it had been good, was essentially as much a United States route as the White Pass or the Dalton

Trail. The mouth of the Stikeen is in For freight delivered at St. John by the Canadian Pacific for export at Halifax the Intercolonial is paid the the disputed territory. The town of Wrangel would have been the entre-pet for that route. Wrangel was a same as the Canadian Pacific would year ago a promising place. Today it is practically abandoned. If Macget on 303 miles of road. The actual distance is only 276 miles. kenzie and Mann had built that road.

For freight from the Grand Trunk system handed to the Intercolonial at and it had been the success that the government predicted, we should have had the city of Wrangel as well as the Montreal and exported at Halifax the Intercolonial gets the same as if the distance were only 425 miles instead eity of Skagway as a fighting ground for the diplomatists. of 840.

For freight originating on the Gran Sir Louis Davies has got his esti-mates through at last. He says that Trunk and delivered at Montreal for export at St. John the Intercolonial he has never known so long a time is paid as if the distance were 37 miles instead of 740. It will be seen that the Grand Trunk, no matter how to be put in over the marine and fisheries vote. The other members say that they have never known so large long its haul is, receives twice as that they have here a supplies to the prices to be paid for supplies to the fishery protection ships. Mr. Taylor cannot reconcile himself to the purmuch per mile as the Intercolonial on through business.

chase of peas and beans at \$2.50 .a It was suggested that this arrange bushel, ibread at 20 cents a loaf, axes ment was made because the freight for \$1.10 each, and other items at about double the current price. The originated on the Grand Trunk, and some inducement had to be held out purchase of the four-pound loaf which to secure it, but Mr. Powell, by ques-tioning Mr. Blair, ascertained that the they use in Quebec at 18 and 20 cents per loaf was discussed at some length. The subject may be comsame division of traffic applied to goods imported at Halifax and St mended to Dr. Hannay of the St. John John delivered to the Grand Trunk at Montreal for western points. This is Telegraph, who is much at home upon freight controlled by the Intercolonial. for which the Grand Trunk is indebt Sir Henri Joly had a fair run with ed to the government railways. Man his supply bill last night. Several ger Hays of the Grand Trunk has thus made an arrangement which gives the Grand Trunk double the mileage rate on traffic that is allowed to the Intersent in the house when he explained colonial, whether that traffic goes cas them. To get a fair understanding of of west, whether it is controlled by the Interecolonial or. his own system the explanations of the minister of inland revenue it is absolutely nedes Whether this business can be done by sary that one should not hear them the Intercolonial without loss is the grave question. If it pays Mr. Blair running expenses at will give the Grand Trunk 100 per cent. profit. Common experience is not such as to leave the impression that any of the great companies is making 100 per ent. profit out of its long distance traffic. If we assume that the Grand Trunk is making not more than 30 per cent. margin on through business will be receiving \$130 for each \$100 it of the box in which the manufacturer expends. On this basis the Intercolonial would be getting something less than \$70 for each \$100 that it costs to very inconvenient, especially to small dealers at the cross roads who cannot afford to buy a whole box at once. andle the traffic. Even this implies that the government railroad is managed as cheaply as the Grand Trunk. Probably this is assuming too much. The rate of pay in all departments except those of administration are been purchased from the benefactors of McGill College. In fact, Mr. Mc-Dougall is of the opinion that Sir Willarger on the government railway. To begin the lowest down, the Grand Trunk trackmen are on strike because they only get 97 cents a day.

> Another feature in these traffic arrangements is of national interest. Mr. Blair has sent circulars to all freight agents and other officers who handle traffic, instructing them to bill goods and passengers wherever possible, sc as to give the Intercolonial the long haul. Following is the text of the instructions:

Mr. Blair is paying \$1.15 a day, which

is surely low enough, although not so

low as the pay on the western con-

necting system.

SHORT V. LONG HAUL ON COMPETITIVE BUSINESS To Whom It May Concern:

You are once more reminded that the Intercolonial's long haul must be given the preference as against its short haul in con-nection with the sale of its issue of through tickets. Passengers requesting to be ticket-ed via a route that gives the Intercolonial a short haul, consequently less revenue, are

of the Canadian department of railways, is another question.

SEMI-WEEKLY SUN, ST. JOHN, N. B., JUNE 17, 1899.

We know that last year the minister of militia gave his aid to the foreign system of railways. In sending troops to the Yukon he gave a large contract to the Grand Trunk and the Northern Pacific. We had thus the astonishing spectacle of Canadian soldiers aban-doning the more direct routes through their own country to take a circuitous passage by United States lines to a United States Pacific port, whence they were transhipped in United States vessels toward the Yukon. This is the more remarkable when we rememthe more remarkable when we remem-ber that not very long ago the privilege of sending a Canadian force through the United States territory to suppress the first Riel rebellion was refused. At that time we had no read of our own to the Red River, and the foreign route would have been of great use to us. As it was, Wolseley had to move his forces by cance or on foot from Lake

Superior to the Red River and take his chance of arriving there in time to save the lives of the loyal people about Fort Garry. Now that we have a road of our own, there is no objec tion on the part of the United States to our sending troops over their lines The objection ought to be on the Canadan side. Yet Mr. Borden, with the oblice of two rautes before him, gave the contract to the alien at the same price that he would have had to pay the Canadian company. He got less demotes and in company. despatch and in every way a less satisfactory service. It was all done apparently at the instance of the Grand Trunk road, because that road was under contract to do all it could to help the Northern Pacific and its other United States allies.

We have this other element in the It appears that immigrants case. from other countries landing at Halifax and destined for Manitoba and the Northwest, are also to be sent by the Grand Trunk and the United States roads to Manitoba. We will get some of them through and some of them we will lose on the road. The ones we lose will not be the worst ones, but it ought to be impossible to lose any in this way after the country has spent hundreds of thousands of ollars on immigration agencies abroad to collect these people and induce them to come to this country. Besides we are paying some several dollars per head in bounties to these immigrants. Obvious dictates of prudence would require that having got them once on our coast, we should not expose them to the inducements of the United States canvassers by sending them over a few thousand miles of foreign territory. But the dictates of prudence do not so far prevail with this administration as the dictates of the Grand Trunk. S. D. S.

THE MEN'S SIDE OF THE STRIKE.

Some of the employes of T. S. Simms & Co. feel that their side of the strike is not clearly before the public, and have made a statement, which is in effect that intil about nine years ago they used to work six days of ter hours each, with one nour less on Saturday, making 59 hours per week. The agitation for a nine hour day resulted ar an agreement by which they kept to the vorking day of ten hours but got a Saturday half-holiday for three months in the summer moline their to the



Lasts Long Lathers free - a pure, hard Soap, - low in price, - highest in quality, - the most economical for every use. That Surprise Way of Washing Clothes makes Clothes makes child's play of wash day-gives the sweetest, cleanest, whitest Clothes, with easy quick work. Follow the directions. ST. GROIX SOAP MFC. CO., ST. STEPHEN, N.B.

## ST. STEPHEN.

Two Interesting Weddings in the Border Town Yesterday.

ST. STEPHEN, June 14.-At the beautiful residence of Mr. and Mrs. Frederick Waterson, at three o'clock this afternoon, Miss Mae Willet Simpson, youngest daughter of Mr. and Mrs. W. Delue Simpson, was united in marriage to James Oscar Hatfield of Cambridge, Mass. Rev. A. A. Maccenzie, M. A., B. Sc., of the Presby terian church, performed the marriage ceremony. The bride looked very charming in a stylish travelling own of grey homespun, with sailor hat, trimmed with grey, and white chiffon and grey wings. She carried a bouquet of American beauty roses. She was attended by Miss Mary Mc-Connell of Fredericton, who wore a pretty dress of white organdie, trimmed with pale blue chiffon. The house was prettily adorned with flowers, ferns and palms for the occasion. After the ceremony and congratulations, refreshments were served. The happy pair then drove to the station, and with the best wishes of their friends and guests, who assembled at the station to wish them good luck and good bye, left for their future home in Cambridge, Mass. The wedding presents were handsome and useful. The gift of the groom is a valuable ring, set with turquoise and diamonds. Miss Simpson was one of our most charming and estimable young ladies, and the best wishes of a host of friends follow her to her new home. The groom is a prosperous young business man in the city of learning. A quiet but very pretty wedding

occurred at the residence of Mr. and Mrs. Folensbee Eastman at roon on Wednesday, when their youngest daughter, Sara Louise, joined fortunes for life with Fred MacCullough, a popular employe of the Washington County railroad, and son of Thos. MacCullough of Calais. The ceremony was performed by Rev. Thomas Marshall of the Methodist church, only the relatives and immediate friends of the bride and groom being present. The bride looked very sweet in a costume of white organdie and carried a bouquet of bride's es. They were unattended by main or groom. Dinner was served at the close of the ceremony and the bride charged her costume for a travelling suit of steel blue, with hat to match. The happy couple proceeded to the W. C. R. R., where they embarked for a trip to Bangor and Bar Harbor, a large gathering of friends being at the station. The esteem in which the popular young couple is held was manifested by many valuable gifts. Among them was a handsome lamp from the class of '96 of the Calais High school, of which the groom was a member, and an onyx table from several intimate friends, prospective participants in similar events.

## METHODIST CONFERENCE.

Session to Open at St. Stephen on Thursday, June 22nd.

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Plan of Public Services to be Held-Where Clerical Delegates Will be Entertained.

ST. STEPHEN, June 13 .- The annual session of the New Brunswick and Prince Edward Island conference of the Methodist church will assemble in the Methodist church here on Thursday, June 22nd, at 9 a. m. The stationing committee will meet on Tuesday, June 20th, at 9 a. m., and the minsterial session of the conference at 2.30 p. m. on the same day. A plan of public services has been arranged as follows:

Wednesday, 7.30 p. m.-Sacrament of the Lord's supper, conducted by the president. Address by Rev. G. W. Fisher.

Thursday, 7.30 p. m.-Open session of conference in behalf of missionary society.

Friday, 7.30-Open session of conerence in behalf of educational soiety.

Saturday, 7.30-Social session, led by Rev. S. James. Sunday, 9.30 a. m.-Love feast, led by Rev. J. A. Clarke; 11, sermon by Dr. Brecken; 2.30, Sunday school, addresses by Dr. Carman and Rev. G. Steel; 7.30, sermon by Dr. Carman.

followed by evangelistic service, led by Rev. J. J. Teasdale. Monday, 7.30-Ordination service. Tuesday, 7.30-Open session of conference on behalf of sustentation

Morning services will be held during conference at 7 o'clock, under the following leaders: Wednesday, Rev. R. W. Clements; Thursday, Rev. H. Harrison; Friday, Rev. W. Lawson; Saturday, Rev. W. J. Kirby; Sunday, Rev. G. A. Seller; Monday, Rev. J. A. Ives; Tuesday, Rev. T. Hicks. During their stay in town the clersymen will be entertained in the fol-

lowing homes: Carman, Dr., Potts, Dr.-J. D. Chip

Bond, G. J.-W. A. Dinsmore. Allen, John S.-Wm. Lipsett. Allen, Thos.-A. Nicholson Bayley, D. B.-Rev. S. A. Bender. alais

Bayley, S. A.-Mrs. Jas. Black, Mill-

Baker, H. R.-F. O. Sullivan. Bell, A. C.-A. D. Taylor. Bell, Edwd.-F. M. Murchie. Berrie, J. C.-F. M. Murchie. Brecken, Dr.-J. D. Chipman. Brewer, W. W .- Hon. Judge Stev-

Campbell, Jeo. M.-Mayor Clarke. Champion, J. B.-Geo. E. Robinson Milltown.

Chapman, A. D.-B. Preston, Calais, Chapman, D.-W. H. Stevens. Chapman, D. R.-Chas. Diffin. Clark, John A.-D. T. Dwyer. Clements, R. W. J.-M. Taite, Calais. Comban, has.-Mrs. J. Fraser. Crisp, Jas.-J. B. Robinson. Dawson, Geo. F.-H. E. Hill. Deinstadt, T. J.-Dr. Deinstadt. Uvstant, J. W. H. Aller, California Estey, J. F.-W. H. Allen, Calais. Evans, Edwd.-H. E. Hill. Fisher, Geo. W .- Sedge Webber. Frizzle, Frank-Mrs. Clendenning, Calais. Fulton, R. G .- John Wilder. Milltown. Goldsmith, John-John Veazey, at

ng the high tobacco duties both as a tax on the consumer and an encouragement to the illicit trader.

the bread question

tion

treal.

members were unable to understan the nature of Sir Henri's demandi but this was because they were pro-

Sir Henri is a very honest old man

but has a happy gift of making a mys

tery out of the most simple transac

Sir Henri insists that he is protect

ing the revenue by his tobacco regu

lations. Mr. McDougall of Cape Bre

ton cannot see that he is. It is neces

sary that tobacco should be sold out

puts it. This, Mr. McDougall says, is

Moreover, it does not prevent smug-

as there is nothing to prevent a dealer

liam Macdonald furnishes to the tra-

der a great many boxes from which

tobacco is sold that never saw Mon-

the well known gentleman known as

"T. & D." makes tobacco of the same

pattern in the United States as in

Canada. It can be sold in the United

States at about 20 cents a lb. cheaper

than in this country, by reason of Mr. Fielding's duties. Mr. Wallace

points out that this is a vigorous in-

ducement to smuggling and that the

development of underground trade.

Mr. Fielding seems to have some

doubts himself as to whether he is not entitled to be honored as the

friend of the smugglers, and from the

way in which he assented to Mr. Wal-

finance minister has caused a large

Mr. Wallace points out that

gling or assist in detection, inasmuc

The Methodists are still hot foo after Mr. Tarte. The minister of public works denies that he intended to reflect particularly upon that church, but this does not help him out. happens that most of the people For Bay, in Anticosti, are Methodists, and that gave the Methodist confernce' an interest in the slander. But the offence was that Mr. Tarte should charge the meanest kind of criminality against a community without any evidence to justify him. It was really a scandalous thing for a minister to stand up in the house and assert that the whole population of a district were engaged in causing shipwrecks in order that they might steal cargoes It is really a charge of murder and theft all in one, and was made generally against all the people who declined to be evicted by Mr. Menier from Anticosti. Mr. Tarte went to Anticosti last year and was the guest of the Chocolate King. Mr. Menier is

an immensely rich man, and Mr. Tarte has a habit of taking the side of rich men in any controversy. He has always had a great use for them, as the late Mr. McGreevy, who was once a man of great wealth, could testify. But when Mr. Tarte in the interests of his millionaire friend from Paris makes an indiscriminate charge that a community of decent people of simple and religious habits, make their living by decoying ships to shore to provide themselves with plunder, he goes beyond the limits that even a "business is business" politician should fix for himself. That at least is the opinion of the Montreal Methodist conference, whose menibers know these Fox Bay people, and are in a position to speak with some authority on the subject. As for Tarte, he knows Mr. Menier, and no doubt will understand how to make use of him in the future. It is Mr. Tarte who informs the country that 'elections are not made with prayers.'

So it happens that Mr. Tarte has less use for men who pray than for men who pav. S. D. S. OTTAWA, June 12 .- The traffic ar rangements between the Grand Trunk and the Intercelonial were discussed

slightly last week. They will probably be further investigated when the Inercolonial estimate is before the com mittee. It appears that while the minister condemns strongly the arrangement made by his predece with the C. P. R. for through traffic between St. John and Halifax, those which Mr. Blair has made are much less profitable. It may be worth while less prontable. It may be worth while once more to mention the fact that under the late arrangements the C. P. R. allows the Intercolonial 17 miles more than a full mileage allowance on all freight carried from St. John to Halifar originating on the C. P. R. system. On the other hand, Mr. Blair gets only five miles more than half mileage rate on all freight originating on the Grand Trunk system and deliv-

a short haul, consequently less revenue, are to have their request complied with, pro-vided the route is an authorized one, but an endeavor should be made at all times to ticket the business by the route which will give the Intercolonial the long haul and the most revenue. Any indifference as to whether or not the business is secured for the Intercolonial's long haul and the ac-cepting of ticket commission, favor or a consideration in any shape or form given the Intercolonial's long haul and the ac-cepting of ticket commission, favor or a consideration in any shape or form given for the purpose of diverting business from the Intercolonial's long haul to its short haul, are strictly prohibited. Please note that any violation of these instructions will mean the risk of dismissal from the railway service, and any person taking the risk will only have himself to blame should he be summarily dealt with.

Now the full effect of these instruc tions may not be apparent at the first glance. Take the case of goods or passengers originating at Halifax or St. John or any point on the Intercolonial and destined for Manitoba and the Northwest or British Columbia. Mr. Blair instructs his men to send these passengers and goods by way of the Grand Trunk. The Grank Trunk carries them to Sarnia and they pass into United States territory. The result is that the bulk of the traffic is handed over to foreign railways and carried through a foreign territory Foreign railway employes and other laborers get the work of handling this trade. Passengers spend their money in foreign towns and deprive Canada not only of the transportation revenue but of the cost of their subsistence. The whole affect of this order, so far as it applies to far western business, is to build up rival railways and other transportation interests in the states. The passenger for the Pacific Coast is made to pay a dollar or two more to the Intercolonial, and for the sake of getting that much away from the Canadian Pacfic \$30 or \$40 or more is turned into the pockets of United States capitalists.

Moreover, the diversion of travel into the United States leads to the absorp-tion of a considerable amount of im-migration which otherwise would be Settlers leaving the eastern provinces to settle in the west are exosed to all the inducements that can be held out by United States government agents, representatives of great corporations or employers of labor settle in the Pacific States. A dead set is ospecially made on thrifty men who have a little money. Before the

Canadian Pacific railway was built housands of people who would have ettled in Canada were absorbed into the United States population before they got back across the border. The Canadian Pacific was intended, among ther things, to prevent this. This purpose is frustrated by the order which sends our people who are mov-ing westward through the United States. We have always been exposed ements held out from the other side to turn the tide of travel and immigration into United States towns. Never intil now did a Can dian minister lend his aid to su h enerprises. The Grand Trunk railway is an ally of the Northern Pacific. The all-Canadian railway has had to fight both systems, and has made fair headway against them. Whether will accomplish so much, now that it has to fight an alliance of the Ameri-can lines with the Grand Trunk and the government railway and the head

vorking time during that season 50 hours, and keeping to their old scale of wiges. This made, practically, a nine hour day. They say that this year the proposition of the managenent was to may them for 51-2 days per week, they working 55 hours. In this way they would be working a ten your day and taking their Saturday half-holiday at their own expense. It is upon this ground that the men have struck, and their leaders say they will remain firm upon it. When asked how the time wasted

affected the profit sharing which is carried on in this business, some of the men said that that was immeterial to them, as during the past nine years n earning \$1.50 per day had not got \$9 benefit out of it. They say that in ome years the management has stated that there was not any profit to share, and that the result is as above given

LET FIGHTERS ALONE Is the Moral To Be Drawn from Police Court Proceedings

The case against J. Wesley Pike for aggravated assault upon Jeremiah Barrett occupied all morning at the police court Tuesday. Pike admitted that he threw the stone which struck Barrett, and the testimony of all the witnesses showed that when the stone was thrown Abram Craft was on the ground and Barrett was kicking him. For three-quarters of an hour, between 7.30 and 8.15 p. m., there was no liceman near the ferry building on Water street on the Saturday evening. Pike called for police, but there were none. Inspector Jones called to Barrett to stop kicking Craft, and just as arrett turned the stone struck him. Pike swore that he feared Barrett might kill Craft. A C. P. R. messen-ger testified that Pike or a man about his size threw a stone at Barrett af-

terwards on Prince William street, and him on the arm. Pike and four other witnesses swore that he, Pike, was never on the side of the street where the messenger saw the man who threw the stone. Walter Sewell, a witness for the defence, stated that Pike threw a stone while on Princess street, but that it did not strike any-This throwing Pike denied. The magistrate, reviewing the evidence, found that Pike threw three stones, and thought that he had fol-lowed the matter up too far. He did not consider a stone a proper weapon to use. The law did not justify such ce. It might be that Pike thought Craft was 'n danger, but he should have tried other means. He found Pike guilty of aggravated assault and fined him \$50.

The Barretts, who caused the dis-turbance, wire fined \$20 each. The contrast between the penalties is a warning to people not to attempt to assist persons who are attacked on the public street, and shows that it is safer to start a row than to try to stop one.



## For Infants and Children.

The has dias H. Flitchers

C. P. R. CHANGES.

MONTREAL, June 14 .- In conse quence of the recent changes on the Canadian Pacific railway, the following changes have been made, taking effect July 1st: Robert Kerr, Winnipeg, to be general manager of passenger traffic at Montreal, to succeed D. McNicoll, appointed ass eral manager; W. R. McInnes, Chicago, general freight agent west of Fort Willism; W. A. Kittermaster, freight agent at Detroit, replaces Mr. freight agent at Detroit, replaces Mr. McInnes as general freight agent at Chicago; M. H. Brown, chief clerk of freight traffic manager, Montreal, to be freight agent at Detroit; C. E. MacPherson, Toronto, general passen-ger agent, with headquarters at Winnipeg: A. H. Notman, passenger agent Barrett swore that the stone struck at St. John, N. B., will, it is said, replace Mr. MacPherson at Toronto.

## N. S CONFERENCE.

YARMOUTH, June 14 .- At the min isterial session of the Nova Scotta Methodist conference, helf here today, Rev. Messrs. Lathern, Jost and Hemmon were placed on the supernumerary list, and Rev. Messrs, Wright and Ackman return to active work. Dr. Lathern nas been in the minstry forty-four years. He was born in England in 1331, and was educated as an engineer. A fine position thrown up by him that he might out to Canada as a missionary. Was onary. Rev S. Jefferson is transferred from New-foundland to Nova Scotia, and Rev. Mr. Buckley from this province to Manitoba.

method to PULES FOR 15 YEARS.

Mr. Jas. Bowles, Councillor, Embro, Ont., writes:-"For over 15 years I suffered the misery of bleeding, pro-truding piles. The many remedies I tried all failed. I was advised to use Dr. Chase's Ointment, and must say that the first application gave relief, after the third day the bleeding stop-There are 14,332 insane people in the New England states, one-fourth of whom are French Canadians.

Mrs. J. Smith's. Gough, J. B.-H. Beek, at Mrs. J. mith's.

Gregg, J. S .- John McDonald. Hamilton, C: W.-J. M. Murchie. Harrison, Harry-Mr. Cleland, Cal-

Harrison, Wm.-T. C. Stevenson. Hicks, Thos.-T. R. Mitchell. Howard, Saml. J. F. Grant.

Howie, Isaac-Wm. Lipsett. Ives, J. A .- Thos. Toal, jr. James, Silas-Mrs. Clendenning, Calais

Johnson, H.-H. Millberry, Old Ridge. Johnson, W. E.-M. Taite, Calais. Kirby, W. J.-Jas. Wilson. Lawson, Win.-W. S. Thompson. Leard, L. J.-A. J. Fraser. Lodge, W. W.-R. W. Grimmer. Lucas, A.-W. S. Robinson, Millown.

McConnell, J. W .- Rev. S. A. Bender, Calais.

McCulley, A. D .- S. Bridges. McDonald, L. R.-F. O. Sullivan. McLauchlin, N.-H. Farnham, Millwa.

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Pierce, Thos. -F. T. Ross. at A. Maone's

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