## WEEKLY SUN, ST. JOHN, N. B., MARCH, 28, 1898.

ADVERTISING RATES.

12

\$1.00 per inch for ordinary transiend advertisi For Sale Wanted, etc., 50 cents

Special contracts made for time a mple copies cheerfully sent to any

ddress on application SUN PRINTING COMPANY,

ALFRED MARKHAM, Manager

THE WEEKLY SUN.

ST. JOHN, N. B., MARCH 23, 1898

ANOTHER CASE FOR RECONSID-ERATION.

The bargain now proposed with the Drummond Railway company is \$600,-000 better to the country than the one which Mr. Blair tried to force through parliament last year. It is still far too bad a bargain for the country. But we have still no statement of an improved bargain with the Grand Trunk company. The contract made last year required the payment of \$100,000 a year for the railway to be used in common and for the Intercolonial share of the terminus As the government now borrows money, this is equal to a cash payment of \$3,400,-000. The total value of this railway and terminus is estimated by Mr. Schreiber and Mr. Blair at \$3,750,000that is \$2,500,000 for the station, freight house, part of the workshops, and that part of the yard used in common This means that the Intercolonial assumes \$3,400,000 of the burden of providing property for the joint occupation, while the Grand Trunk assumes \$350,000. Now the Grand Trunk business handled at Montreal will be from five to ten times that handled there by the Intercolonial. Thus we see that one of the joint owners bears about ten times the bur-

den that the other does. Also, one of the roads makes ten times as much use as the other of the property. But the railway which makes ten times as much use is not the one that pays ten times as much of the cost.

great benefit to the trade of these pro-PUBLIC ACCOUNTS INVESTIGAvinces. The figures which we give of TION. A A A A A A A

ion that such work should be perform- | the interests of Montreal and the west ed at a somewhat lower rate." are concerned. The people along the The resolution referred to in section line of the I. C. R. in New Brunswick of the report is as follows: and Nova Scotia have been sold out

MR. HARRIS'S PROGRESS.

solved, That after careful examination by Mr. Blair. Resolved. That after careful examination of the bills for supplies to the lunatic asylum, it is the opinion of this committee that while most of the prices charged are fair and reasonable, some of the items in the account for hardware are excessively high as compared with current prices, and this committee recommends that a system of competition be adopted which will insure purchase at current market prices.

How public opinion will regard the report of the committee is very clearly voiced by the. St. Stephen Courier, a newspaper that is decidely friendly to

ne government: The public accounts committee of the begistature have been doing some bard work this session. They have been carefully sorutinising charges made against the gov-ernment for various services and find that, in many instances, the country has been pay-ing pretty steep rates for much material supplied. Sone of the members of the legis-lature and a section of the press are in-clined to attempt to belittle the work done by representatives of the opposition on the committee. That won't do. The tomper of the country just at present stands for a strict economy in the administration of pub-lic affairs, and while partisans may rail at affairs, and while partisans may rail at pris of the committee to let the people just what is done with their money different departments of the govern-its members should be satisfied with mannes that in their work they have proval of the great body of the elec-

## THE LUMBER TRADE.

The facts set forth in another part of today's Sun, relative to the lumber puzzled as to who had got the best of the encounter, and were all of the market of the east coast of England, are of great importance to all engaged cpinion that Manager Harris was an in the lumber business. The east oily customer, who would have made coast has never been systematically a grand success as a politician. They exploited by our shippers, perhaps beare now on the look out for the recause that market required a more vised tariff and in the meantime they evenly manufactured lumber than has will try the effect of writing to Moncbeen cheerfully accepted on the west ton about the next freight bill that is coast, and also partly because the unusually high." Baltic shippers took partrcular pains to secure and hold the east coast market. But now the denudation of terview in much more caustic terms, Baltic forests has enhanced their value, and English buyers have turned observing that "one of their servants appeared among them in all the paraeyes this way, with the result phernalia of state and in lordly style that already quite large orders have booked for provincial spruce. Of course the present low price of spruce is a special inducement. But the oppertunity now offered should be turned to good account. We have the lumber and there is the market. That market requires certain specifications in cargoes purchased, and also requires the high standard of manufacture set by the Baltic mills." Our manufacturers cannot hope to dictate to the buyers as to the sizes or the of manufacture. They must quality arn what the market wants, and produce it. The present outlet offered for spruce will not be likely to enhance prices here, at least for some time, but it will help to relieve the congestion, and benefit the business of the latter part of the year. If a pro-

discussed affairs of interest; to his masters; and even condescended to a stay of their train a little longer than usual, so that they might be able to realize the magnificent effect his palace on wheeels would have upon their imagination." The Moncton Times says: "A large leputation of farmers from Westmorland and Cumberland was expected to meet him in Moncton on Wednesday,

The Amherst Press discusses the in-

but only one or two put in an appearance. One of them, a good liberal, asked as to why the others had not put in an appearance, replied that their time was too valuable to spend chasing after a traffic manager who did not keep his word, and that Mr

Arrival of the Lake Ontario at Halifax-Agricultural College at Truro Burned. HALIFAX, N. S., March 21.-The Beaver liner Lake Ontario arrived Manager Harris of the L. C. R. apfrom Liverpool at 1.45 o'clock this afcears to have been an object of much ternoon, with mails and passengers interest at Amherst on Saturday. He She brought the following passengers: held the train for half an hour, in Lieut. G. A. Miller, R. N., Lieut. H. order to hear the complaints of the J. Meikleiohn, R. N., and child: E. M.

NOVA SCOTIA.

Jackman, A. Moss, R. Templeton, Miss representatives of a dozen industries Muir; thirty-one intermediate, and eriously affected by the new tariff. one hundred steerage. The saloon The News, which is a grit paper, passergers were landed here. She states that he "gave all the promise sailel at 5 o'clock for St. John. N. B. TRURO, March 21 .- The agricultuthat where actual increases had been ral college building at Bible Hill was made there would be a substantial reburned to the ground at 1 o'clock toduction made in the tariff now being The fire is supposed to have prepared. He assured the delegation caught from a spark on the roof. The flue had "burned out" this morning, that it was the intention to give manand all sparks were thought to have ufacturers who did considerable busibeen extinguished. Part of the furness a reduction, and assured them niture and the valuable laboratory that if they by actual experience apparatus were saved. The loss is \$7,000 to \$10,000. The Truro fire found that there was an increase, a alarm was sounded and the firemen special rebate would be given on writvere soon at the fire, one mile from ing to Moncton.". It will be rememthe town, but the building was then bered that at St. John Mr. Harris a mass of flames, with a high wind prevailing. The building was a two story one, isolated. It was built about talked about the rebate system as one that should be discontinued. The comseven years ago, and cost \$9,000. The ments of the News are especially inir surance is \$5,000 on the building and teresting. It says: "The delegates as \$4,000 on the contents, in A. J. Bell's the train pulled out were somewhat agencies.

PARRSBORO, N. S., March 19 .- A cotton carnival was held in Aberdeen rink on the night of St. Patrick's day. The attendance was fairly good, but cotton was not very much in evidence.

en McGuirk, one of the oldest residents. 'Owe died on Wednesday of pneumonia, aged sev-ony-two. His funeral took place yesterday and was largely attended. The bankrupt stock of James Taggart, the absonding Parreboro merchant, has been purchased by O. L. Price and James W. Day.

Day. Not a single vessel has yet been chartered to load deals at West Bay this season. This is something unusual in the history of this port of late years, for sometimes a dozen or more charters are made before the season is

any further advanced than it is now. William Robinson and John H. Trahey leave on Munday for Victoria, B. C., where they are offered four dollars a day each a

CORNWALLIS, N. S. March 17,-A CORNWALLIS, N. S., March 17,-A re-cent trip to Windsor has revealed to your correspondent the following facts: There are elaven lumber mills at work in Falihouth and vicinity. The lumber is being used chiedy for the erection of buildings in Wind-sor. The court house and post office, which were built of brick and only partially burned out, have been refitted in good style. The stores consist of small shantles; gr burned out, have been reflited in good style. The stores consist of small shanties; at some of which one has to bend the head to enter. There is no lack of dry goods and groceries in them, however. Churches by the different denominations will be erected in the spring. The Methodists intead build-ing a particularly fine one. A few of the trees were left, and those on Chapel road were uninjured. Chappell Bros. have bought out the land where the tanners, once stood and will build a door and saish factory. About fifty good houses have been built, also a number of small shanties to fast for the winter. The residence of Mrs. Edward Dimock is being handsomely built of brick. Doran has built a big hotel that cost \$22,-000

is being handsomely built of briefs has built a big hotel that cost \$22, The Methodist church of Kentville held its first anniversary on March 18th. The Young Men's Christian association in Kentville Blair was the man he was going to look to for satisfaction." The Railway News states that the



SECOND PART

Lloyds' registered statistical tables

show the state of the British mercan-

tile marine from year to year. The

tables for 1897 are peculiarly interest-

ing, because they make it clear that

the British fleet has suffered in num-

ber and tonnage by reason of the

great labor strikes. There were ad-

ded to the British shipping register

during last year 505 steamers of 736 .-

274 gross tons and 301 sailing vessels

of 49,637 gross tons, making a total

of 806 vessels of 785,971 gross tons. The

great bulk of these were newly built

vessels, only about ten per cent. of

ers is the smallest since the year

1893, and the addition of sailing ships

began to take the place of sail. The

decrease in sailing vessels was to be

expected as in keeping with the ten-

dency of the times, but the decrease

in steamers finds its only explanation

in the engineers' strike. A statisti-

cian, writing in the London Mail

points out that 1897 was a prosperous

one for the shipping trade, and the

certainty was that, had the engineers'

strike not intervened the output of

new tonnage and the additions to the

British fleet would have greatly ex-

## FREDERICTON.

The Government Stables Destroyed by Fire -Prof. Davidson's Lecture.

FREDERICTON, N. B., March 21.-The government's stables were burned this afternoon between 5 and 6 o'clock. They were erected some years ago at a cost of about \$2,500. It is understood that there is \$2,000 insurance on the buildings.

being, "Luxury and Extravagance."

the additions being bought from foreign countries or transferred from the colonies. But the addition of steam-

Sir Charles Dilke and other members, a meeting of the parliamentary colonial party has been convened for Tuesday, to consider the action of the government in bringing pressure upon Canada for the withdrawal of the Canadian proposal to reduce the postage from that colony from 21-2d. to 11-2d. per letter.

THE SUBMARINE BOAT. NEW YORK, March 21.-The Holand submarine boat made another trip from Perth Amboy, N. J., this afternoon. At a depth of fifteen feet under water she showed good speed, and was handled with ease. After she came to the surface the boat grounded in the mud and was hauled off by

ceeded those of the previous year. The first half of the year, which did not suffer from the dispute; was, as a matter of fact, the most productive a tug. The boat's conning tower will six months British shipbuilders ever be fitted with electric lights before another trip is made. experienced. So that a decrease of thirty-two steamers of 92,089 tons does MANITOBA SCHOOLS. not represent the whole of the defi-

Recent Ev Around Together With from Corre Exch When ordering WEEKLY SUN the NAME of th which the paper that of the office it sent. Remember! T Office must be

SECON

CITY

ensure prompt e request. TO SUB

The following The Sun are now ers, etc.:

EDGAR CANN THE SUN PRI issuing weekly a WEEKLY SUN, lation of all pape Maritime Provi

Twenty-eight hill on March 14 ish Columbia.

please make a n

The river at Ind running ice Frid which came down

The St. John S pany will have eig main line this con of the new cars car house Friday.

The loss on th manufacturing bui fire some few day justed at \$2,600. total loss.

Hon. C. H. La Sumner, of Month the business of ( Dalhousie, and wi April 1st. Hon. manage the busine

. The river is sai about fifteen mile and the ice may any day. The riv the last week ab diantown.

Contractor Towns gow has receive Coast Railway of work on the 1st of of not less than 5 the competiion of rington and Shelb

Sackville people, in the first of July

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to charter a tug,

or Port Elgin. Th

month or perhaps

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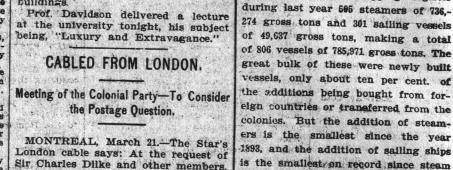
above on Sunday

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be administered.



The unanimous finding of the public accounts committee is a complete justification of the attitude of Messrs. Pinder, Dibblee and Sumner and an emphatic answer to the attacks made on these gentlemen by the subsidized government press. It goes further. It shows that the ministers have not exercised a due regard to economy in the purchase of supplies for the institutions of the province under their control. The majority of the committee are supporters of the government, and are not therefore open to the charge of having been actuated by partizan feeling in their condemnation of the acts of the executive. The members of the assembly were with a few exceptions elected to support the administration. Yet the house unanimously concurred in the report of the committee, which was as follows:

"The committee to whom were referred the public accounts for the fiscal year ending 31st October last, beg to report:

"1. Your committee have carefully examined all accounts placed before them and have found the vouchers to correspond with the various items in the auditor general's report.

"2. We wish to call attention to the fact that a considerable number of bye-road commissioners have not made returns of expenditure before the end of the year and we are of the opinion that steps should be taken to have such returns duly filed before the close of the fiscal year.

"3. Your committee, after som examination into the matter, are of the opinion that the amount paid for public printing might be somewhat lessened without serious injury to the public service, and would respectfully direct the attention of the provincial secretary to this matter. "4. From evidence produ

the committee it appears that the prices charged for bridge bolts were i some instances higher that current market prices. We express the hope that the department of public works will make minute inquiry into this matter and endeavor to obtain all supplies required for the public ser-vice at a fair uniform rate.

"5. Your committee has made a serious investigation of the accounts of the lunatic asylum and have found all items properly "ouched for and the charges fair and reasonable except in the case of some items of the hardthe case of some items of the hard-ware accounts, in reference to which a resolution was unanimously passed by the committee, a copy of which is hereto annexed. We highly approve the course adopted by the chief comioner in sinking an artesian well for the purpose of procuring an independent water supply for the institution.

Your committee find on examination that large amounts have been paid out for the supervision of repairs to public buildings, both to the archi-

4 is few of the east coast ports shows what an immense yearly consumption there must be at the coast ports and the interior markets which they supply These provinces should have a re of that trade, and they never had so good an opportunity to exploit that market as they have this season.

fitable market for spruce can be se-

cured on the east as well as the west coast of England it will be of very

THE I. C. R. TARIFF.

The process of tinkering with the I. C. R. tariff goes merrily on. Manager Harris began with a supreme contempt for the old tariff. If we may judge from the changes made in the last few days, he now regards his own first effort with equal scorn. But on one point Mr. Harris is firm. The low rate from Montreal is not to be disturbed. Neither is the increased rate from St. John, on those classes of goods in which Montreal now has an advantage. Montreal and the west are the object of Mr. Harris's ambitions and desires. With the fear of Montreal criticism before his eyes he gravely counsels the St. John merchants to take a broad view. The Sun's prediction has been fulfilled.

The L. C. R. is to be managed with regard solely to Mr. Blair's ambitious scheme to develop through traffic. If the interests of the local patrons of the road stand in the way, so much the worse for them. The new tariff, Mr. Harris states, was arranged with regard to those of connecting lines in the west. Mr. Harris also observes. incidentally, that he intends to make the road pay its way. He expects great things from his competition with water routes. It will not be much consolation to the farmer or trader, who pays higher rates, that Mr. Harris has been able to put a few schooners out of business. But as a matter of fact the owners of coastwise schooners expect to reap no little ad-vantage from the very tariff which he thinks will be fatal to them. It is ifficult just now to discuss the tariff itself. It presents some new feature every day. Mr. Harris has been very accommodating in some respects. He has made some important concessions. Possibly he will make more, in so far as those changes will not adversely

affect Montreal and the west. The most interesting instance of lightning changes yet brought out is in the case of the rate on lime to Halifax. If Mr. Harris's statement that the rate is now ten cents is correct, there have been four different rates in force inside of two and a half months. In view of that fact, there is of course unlimited scope for the imagination

in respect to future changes. The element of permanency does not obtain, tect and inspector, and are of the opin- always excepting those cases where

iger service on the Oxford Douge branch under the new timetable is not at all satisfactory. It says that passengers are often unreasonably delayed and no consideration whatever is given to traffic on branch lines; The New Glasgow Enterprise gives a number of instances of outrageous freight charges, and adds that a great deal of lumber and produce awaiting shipment will not be shipped unless the rates are lowered. All along the line there is complaint, and Mr. Harris and his palace car are promised an interesting season. But the people will not forget that Mr. Blair, not Mr. Harris, is the real

look to for satisfaction."

author of their woes. EQUERANCE AND A DE Sir Henry Bessemer, whose name is indissolubly connected with the derelopment of the world's steel industry, is dead. His discovery of the means of rapidly and cheaply converting pig iron into steel, by blowing a blast of air through the iron when in

a state of fusion, was the result of ostly and laborious experiments. Prioir to this invention the entire production of steel in Great Britain was only 50,000 tons annually. The manufacture of steel by the Bessemer process in Great Britain in 1889 rose to 2,140,791 tons, and in the seven principal steel making countries 3.278.813 tons.

The San Jose scale is a power for evil across the line, and Canada has moved none too quickly in invoking. the aid of the statute book to keep out the pest. At present the states where the scale is most numerous are Michigan, Maryland, New Jersey, Illinois and California. Virginia, Ohio and Georgia have been considerable affect-ed, but in California and New Jersey the scale is widespread, and in the latter state it has baffied all attempts at extermination. The San Jose scale was the cause of the exclusion of California apples and pears from

nany. A THE WEATHER Mr. Dibblee has been read out of the ranks of the government party. The tob was performed by Mr. Fowler of Kings, who has been engaged to do that class of work for the present administration, which was formerly entrusted to the notorious William Wil-son of York. Mr. Fowler can see in Mr. Wilson's fate at the polls the pit he is digging for himself.

Great Advances

> Have' rec ady been made in methods hing commercial subjecting and Correspondence

Our methods are not those of five or even two years ago, but the very latest, embracing the latest features at the close of 1897. se of 1897.

laily.

Catalogues Jusiness to any address.

S.KERR & SON.

ne parn in Gaspereau for a w (Kentville Advertiser.)

(Kentville Advertiser.) On Wednesday afternoon a young lad named Beesh, ased 15, and another boy hamed Velnot were in the barn of Rev. H. M. Heiden and were having some fun with such other. Velnot had a knife with a very small sharp blade opened whitling took place between the two boys, when Beech fell on the sharp blade. He had no coat on, and the blade plerced the shirt and reached his heart. He started out of the barn, but fell against a fonce and soon expired. Medical help was sent for, but it was useless, as the lad died about ten minutes after the acci-dent.

ST. MARTINS NEWS

ST. MARTINS, March 19 .- The lum ber operations in the woods are about completed for the season, and the harbor presents unusual signs of ac-tivity loading the lumber into vessels. present time there are nine s loading for different points on the diAmerican coast, among them large three-masted schooners. The shippers are Bentley & Co., Capt. G. R. McDonough, Capt. R. Carson

and others. It looks now as though a cheese factory will be established here in the near, future. This enterprise has worked up largely through the efforts of Mr. Kelly, who purposes to te one of the stockholders.

thre

William Smith, one of our merchants, who has been seriously ill for the past week, is improving. Dr. Gillmor thas attended him through his sickness.

Letters have been received from the parties who left here a few weeks go for the Klondyke. They purchas ed their outfits and supplies at Vancouver, and proceeded up the coast en route for the gold fields.

REV. MR. PICKLES EXONERATED.

REV. MR. PICKLES EXONERATED. An arbitration case was held here this week? The parties mostly interested were the Bay, F. H. W. Pickles, formerly pas-tor of the church at Fort Lawrence, and a number of the people connected with the Fort Lawrence Methodist church. It seems that when the church wes being built Mr. Pickles, their pastor, wished certain rooms added. The committee objected to the cost, and Mr. Pickles offered to be responsible for the additional expense, which was placed at \$56 Subsequently at a meeting of the board one of the leading officers in connec-tion with the church told Mr. Pickles, it is havier done much better than they had ex-pected . Later again, it seems, the Fort Lawrence people came to the constmeion that they had a right to the \$50, and consequently the matter was subjected to arbitration. The arbitrators were Rev. Dr. Brecken, C. S. Chapman and Albert Carter. This board, attended, all day restard, declared in Rev. Mr. Pickles' favor.—Sackville Post.

I I. C. R. FREIGHT RATES.

Take a typical dase, the way the thing works at one of the stations along the line, and from one learn all. A merchant in Fug-wash imported a car of phosphate, the freight. The freight was prepaid at the old rates as agreed upon, but when the cer ar-rived the new rates were in force and the man had to pay \$12.50 additional. Another, a lobster cannery man had there.

man had to pay \$12.30 additional. Another, a lobster cannery man had three bundles of lobstar "shocks" sent him from a tation along the line, and when he went to pay the freight he found that he had to pay 30 ocnts more for freight than the goods cost him. A "w Clesgow meat man who form-erly got his cattle up by freight from Anti-gonial, now says he will drive them up the itoad; as it is cheaper. All along the line at every station there are piles of lumber, hay and all kinds of products waiting shipment, ard which will not be shipped unless the rates are lowered.-New Glasgow Enterprise.

WINNIPEG, Man., March 21. Speaking at the reception in St. Norbert concert last evening, Archbishop Langevin stated that he had hopes a settlement of the school question would be reached in a short time. It is said a greater latitude will be allowed the Roman Catholics in a not too strict interpretation of the law.

NEWS FROM WRANGEL.

A Vancouver despatch of March 11 says: Steamer Coquitian arrived from Wrangel to-day. Capt. Newcombe says there are 5,000 people in Wrangel and 3,000 on the ice six miles off, commencing to get through on the trail. Dygs have been abandoned, the ice being too rough and horses are in use in-stead. Pneumonia is prevalent, and many Pneumonia is prevalent, and many are therefore coming out. The Dyca The C. P. R. will make Wrangel island The C. P. R. will make Wrangel island a live place. C. E. Perry, the engineer who had charge of the Slocan branch of the C. P. R., has located at Wrangel, at which place the C. P. R. has acquired Sylvester's interest in the water front, paying for it the sum of \$11,000, in addition to which the re-sidents of the place paid \$3,000. Within n ne-days after, the purchase the population of Wrangel was increased by 900 people. A number of the civil engineers who worked with Mr. Ferry on the Slocan branch will also make Wrangel their home for the time-being.

N. B. POULTRY ASSOCIATION. Provincial Organization Effected and Officers

A number of gentlemen interested in poultry raising met at the Dufferin hotel isst evening and took preliminary steps to-wards forming a poultry association for the wards forming a poultry association for the province. There were present: Dr. John Berryman, W. W. Hubbard of Sussex, Dr. W. S. Morrison, W. A. Jack, J. B. Jones, L. M. Coll, Seth Jones of Sussex, J. S. Afmi-strong, R. P. Hamm, Frank Merritt, J. G. Burke, Wm. Cruikshank, John Magee, F. K. Butcher, R. D. Damery, Geo. Snider. J. S. Armstrong was appointed chairman of the meeting and John Magee secretary. Upon discussion it was unanimously re-solved to form a Provincial Poulity asso-ciation and to enlist the assistance of all throughout the province who would be in-

and to enlist the assistance of all out the province who would be in-

The following gentlemen were ap mmiltee to prepare a constitution and by-ws for the association: John Magee, R. P. amm, Seth Jones, W. A. Jack and W. W.

Hamm, Seth Jones, W. A. Jack and W. W. Hubbard: It was resolved that a provisional board of officers be appointed, and on resolution the following gentlemen were elected: Pre-sident, Dr. John Berryman; 1st vice presi-dent, Seth Jones, Sussex; Ind vice president, Dr. W. S. Morrison, St. John; secretry, Harry Gilbert, Rothesay; treasurer, John Magee, St. John; directors, W. A. Jack and W. W. Hubbard, with power to add five more from different parts of the province. The president, secretary and W. W. Hub-bard were appointed a committee to secure the publication of such articles as woeld bring our poultry interests before the pco-ple, and to interview the provincial govern-ment with the object of setting a grant to assist in carrying on the work of the associ-ation in the way of holding a winter show and in otherwise working up a widespread interest in the possibilities of poultry raising in New Brunswick. The meeting adjourned to meet again at the call of the president, which, it was understood, would be as scon as the commit-tee on by-laws was ready to report.

RUSSIANS AND BRITONS AT PORT

The Russian neval officers at Port Arthur are very triendly with the Chinese, con-stantly inviting and entertaining them on board the Russian ships; but I fancy the Chinese see through this profuse courtesy. If an Inglimma goes on shore he is shed-owed everywhere by Russian officers. A China merchant's steamer called in the other day, and two of her passengers came on shore for a stroll: they were followed every-where by two Russian officers until they re-turner on board their vessel. The Russians tried to get the Chinese general to issue an order that no Englishmen would be permit-ted to land at Port Arthur.-North China Dally News.

ciency arising from the engineers age. And this is proved. Mail's writer contends, by the fact that British shipowners, finding new. ships unobtainable, bought from foreigners eighteen steamers of 47.597 tons, and had transferred to then from the colonies eight more steamers. representing 13,663 tons, which, in both cases, is the largest quantity of tonnage secured from outside source for ten years past. It is fair to conclude that had new British-built ships been obtainable, the majority of these foreign and colonial vessels would have remained foreign and colonial. and would not have been purchased by British owners. The writer goes on to show that according to Llodys' figures 1897 has been a year of underproduction, and from a cargo-carrying point of view the British fleet has for the first time in half a century remained stationary. But the strike is over, trade is good and the demands on the carrying power of the world are increasing, so that the present year will be a period.

first-class cruisers, 6 second-class cruisers, 10 third-class cruisers and 41

The Carleton Sentinel cannot be

styled an opponent of the Emmerson

government, and the Sentinel knows

Mr. Dibblee. It informs its readers

that Mr. Dibblee was "acting quite

within his right and in discharge of

his duty" as a member of the public

accounts committee, and adds that he

has been, "in some quarters and by

Mr. Tarte is reported to have pun-

shed the Montreal Witness by cut-

ting it off the patronage list. The

Witness's offence lay in telling some

plain political truths to its readers.

But the Telegraph still draws its pay.

omic way."

torpedo boat destroyers, besides oth

plexy, 1; pneum pneumonia, 1; tuk There was a ve the lepot, Saturda exploded and hear A largely atten meeting Friday nig week in the series earnest sermon on man. He was as

of heavy production in the shipbuilding trade. It is stated by a London journal that the majority of shipbuilders cannot promise to deliver any steamboats before at least eighteen months from the present time. The same journal adds: "Doubtless the admiralty orders will impart additional briskness to the shipbuilding trade, as we notice that it is proposed commence this year three new battleships, four armored cruisers and four sloops. Altogether, including new orders, there will be under construction or completed during year, 12 first-class battleships,

the

Sen-

The bark Antioc day afternoon for has been ready to days, but has been a crew. Part of cured here and the down from Better down from Boston ing. Crews are ve now in all seapor tributable to the w caused so many navy.—Portland Pr

At Chubb's corn W. Gerow offered for estate lots, situate and vicinity. No. 5 100, on the corner Golding streets, Wm. Shaw, M. P. lot No. 3, with woo on, situate on Wa mocked down to \$1,200. The rest we sale of the Jardine poned.

The Vancouver says: "The remains McDonald, who wa way by a blow from the Richard III., in Ross Bay cen Deceased, who was tigonish, N. S., an was very popular as portion of the com in view the erect gravestone as a to his memory."

some papers, abused in terms extreme and uncalled for." On the question of printing the Sentinel quotes Mr. Sumner's statement of what the departmental reports could have been printed for last year, and adds: "The tinel has always advocated having these reports printed by tender and contract as being the fairest and most The Russian neval officers at Port Arth