

## PARLIAMENT.

OTTAWA, April 8.—The house sat for less than an hour this afternoon, and then adjourned for Easter recess. The feature of the sitting was the presentation of a bill to amend the Electoral Act, which is the best means to get rid of the electoral fraud and corruption which exist in Canada.

Mr. Blecker introduced a bill respecting incorporated companies, and Mr. Fettes introduced a bill to amend the Conciliation Act. The latter has for its object to make the arbitration board more workable and generally useful.

Sir Wilfrid Laurier moved that Costigan's home rule resolution be engrossed and presented to His Majesty as an address from the house of commons.

Mr. Bell (Pleasant) was informed by the premier that the Treadgold concession is still under consideration by the government.

Mr. Lancaster was informed by Hon. Mr. Prentiss that in November of last year exclusive fishing rights in a large portion of James Bay were granted to Archibald McNea of Windsor for twenty-one years for the rental of ten dollars per annum. The lease was transferred a few days later, but the minister declined to say to whom.

Mr. Blair informed Mr. Davis that the total cost on capital account of the I. C. R. was \$6,415,776 and of the P. E. Island railway \$5,115,405.

The following amounts have been paid as federal subsidies to railways in each of the provinces: P. E. Island, none; Nova Scotia, \$1,372,000; New Brunswick, \$1,292,000; Quebec, \$1,000,000; Ontario, \$1,750,000; Manitoba, \$1,250,000; Northwest Territories, \$7,457,000; British Columbia, \$5,652,000.

Mr. Davis (Saskatchewan) was told that the total amount of land granted in Manitoba and the Northwest Territories as subsidies to railways, is 55,067,072 acres. Of these 29,986,828 acres have been granted. No land subsidies have been granted since 1896.

In committee on Mr. Charlton's bill to amend the Dominion Elections Act, the prime minister stated that, as Mr. Fielding's suggestion made the other day, of a special committee to consider the best means of getting rid of existing federal abuses had appeared to meet with general acceptance, the government had decided to act on it, and would do so after the Easter recess.

Mr. Charlton stated that the premier's proposal met his views exactly. Accordingly, further consideration of the bill, and the one introduced by Mr. Clancy, was deferred pending action by the government.

Sir Wilfrid Laurier announced that if convenient to the opposition the second reading of the redistribution bill would be taken next Tuesday.

Mr. Borden was informed by the premier that the statement made in government organs that the transportation commission had been appointed was not correct. No appointments had been made.

Mr. Borden asked when the report of the cattle guards' commission would be brought down.

Mr. Blair had to apologise once more for the delay, which he said was due to the number of queries which had to be tested.

## NOTES.

OTTAWA, April 8.—Authority has been given for the Canadian School of Musketry to issue military certificates. Courses of instruction in musketry and infantry will run concurrently. Officers and non-commissioned officers desiring to take certificates in both subjects will attend their respective courses. The school is situated at the school of Lieut. Graham, of the third regiment, who served with two contingents in South Africa, died today. He was a very popular officer.

Representatives of the Dominion Maritime Association waited on the premier with their request that harbor dues, canal tolls and other charges levied on shipping by Canadian canals be removed, so as to place our transportation concerns in a position to compete with United States craft. The ministers present were Laurier, Cartwright, Mulock, Blair, Patterson, Prentiss and Sutherland. The deputations were presented by Hon. Mr. Harty of Kingston. The minister of railways said he was present with his colleagues to listen. This he would say, that if Canadian trade is really hampered by canal tolls, it would be the government's duty to do away with these charges. It is true that the canal tolls and other imports are responsible for the diminution of trade by Canadian routes. Personally he doubted if the explanation was sufficient. The Canadian toll is only ten cents per ton on this traffic from the Welland down to Montreal, and this is a very small charge. However, on this question his mind was open to conviction. At present the canal cost nearly \$400,000 a year more than revenue from the tolls. A remission of taxation is already given for the assistance of the St. Lawrence route. Mr. Blair promised that their representations would always command his most careful consideration. The premier said if Canadian grain takes the American route from Buffalo to the east it must be because it is cheaper than via the St. Lawrence canals. The problem, therefore for the Canadian cabinet was to make the Canadian route from Toronto down as cheap as possible and this the government would consider.

A return brought down today shows that there are twenty-two emigration officers at work in foreign countries. One in Ireland, one in Belgium and twenty are employed in the United States. The average salary is \$1,200 per annum.

Messrs. Reuben Zimmerman and F. Wernke, of Berlin, and F. J. Leonard, of Philadelphia, are to be incorporated under the name of the Canadian Telephone and Telegraph, Ltd., with powers to construct and operate telephone and telegraph lines throughout the Dominion.

The Bahamas have consented to adopt the domestic rate for newspapers between that colony and Canada. There is no change in the Canada Atlantic strike situation.

## GOOD FRIDAY SERVICES.

The services at the Mission church tomorrow will be, Matins and pro-anathema service at 9 a. m.; three hours service from 12 till 3 with short addresses on the seven last words, and hymns; Evensong and sermon at 8. Persons need not attend the full three hours' service, but are asked to enter or leave the church during the singing of a hymn.

## 13,000 IMMIGRANTS.

C. P. R. Will Handle That Many in Two Weeks.

Three or four days hence, when the immigrants by the Lake Ontario and the Barr colony have been sent west, the C. P. R. will be able to say that 13,000 passengers have been handled in about two weeks. This number will include those received from Halifax and those landed here.

It is not improbable that the Lake Ontario will arrive about the same time, thus piling in a small army of 1,000 at Sand Point together. The Barr party was at first reported to be 2,000 strong. By the C. P. R. it is now estimated that the number should be 1,500. But another statement makes the official number 1,650, of whom 350 are women and children.

These are not all or mainly of the usual type of steerage immigrants. It has already been announced that 12,500,000 had been forwarded to this country as exchange representing the cash capital that they are bringing. This is 400 per head of 5,000 men, women and children on the way, already arrived, or about starting.

It is also stated that they are bringing an average of 300 pounds of baggage per head, which is the full allowance. This will make 300 to 500 tons for the passengers on the Lake Manitoba. At ten tons to the car this luggage will call for some eight baggage cars with each of the four trains on which the Barr people will go west. It is said that several pianos are included in the baggage. These instruments will cost the owner a good deal of money by the time that they are rolled to Saskatoon and carried a hundred miles or so to the place of settlement.

Nine passenger cars, each containing fifty immigrants, will go with every train, and with each of these four trains Mr. Foster will send a team to look after the welfare of the four or five hundred strangers. It may be taken for granted that Mr. Barr's people will not take so philosophically as the Gallians and other strangers the vicissitudes of pioneer life. They are more accustomed to having their own way, and probably have clearer ideas of what they want.

It is not likely that the Barr colonies will make much use of the immigrant building. If one of the large warehouses is cleared out so that they can connect with their baggage, and get themselves sorted so that each man can find his belongings are on the same train as he that will probably meet the case. Mr. Foster will probably have the programme pretty well arranged before the ship comes to the wharf, and if it can be managed he will have every passenger know before he leaves the ship which train he will take. This is quite a contract, but it is in the hands of competent men, and unless some unforeseen event occurs it will not take the C. P. R. people long to get Mr. Barr and his happy family on the road.

## P. E. ISLAND.

CHARLOTTETOWN, P. E. I., April 8.—The committee of privileges to investigate the Guardian charges in connection with Hon. J. H. Whear and the Dominion Packing Co., met this morning. These charges in effect are that Mr. Whear is controlled by the Dominion Packing Co., and is using his position in the government to further the interests of the company. Mr. Whear appeared for himself, and J. E. B. McCready, editor of the paper, watched the case for the Guardian. McCready challenged the competency of two members of the committee. Hon. B. Rogers, the chairman, was challenged on the ground that being Whear's colleague in the government it was not parliamentary or just that he should sit on an inquiry in which Whear's case formed a subject of investigation, and beside, both he and another member of the committee, Mr. Read, had condemned the Guardian in strong language immediately before their appointment on the committee. The chairman, Mr. Rogers, told the committee today that he wanted to resign, and he may yet do so. The committee adjourned till Friday evening next. The great party in position are in a great state of perturbation over the affair. Popular feeling is running very strong in favor of the Guardian. It is intensified by the fact that Mr. Rogers, minister of agriculture and chairman of the privilege committee has sold seven head of fat cattle off the government farm to the Dominion Packing Co. for \$3.75 per hundred live weight at private sale. Local butchers affirm that the pigs were worth from five to six dollars per hundred, and would have brought that sum if sold at auction, as has invariably been done for 25 years past. All admit that the stock sale is a "black eye" for the Peters government.

## AN N. B. MAN.

MONTREAL, April 8.—The Star's London cable says: Mr. Bonar-Law, M. P., a Canadian member of the imperial house, has been suggested as a possible post of secretary of the treasury from which Hayes-Fisher resigned.

Andrew Bonar-Law has represented the Blackfriars division of Glasgow in the imperial house of commons since 1900. He was appointed parliamentary secretary of the board of trade in 1902. He is the owner of large iron works in the city of Glasgow and in politics is a conservative. Law's father was Rev. Jas. M. Law, of New Brunswick, Canada. Mr. Bonar-Law was born at Rexton, New Brunswick, in 1858. He was educated in Rexton, New Brunswick, and in Glasgow.

## INSTANT DEATH.

LOWER BOUTHAMPTON, York Co. N. S.—About one o'clock this afternoon Charles McFarlane, aged 38, son of the late Solomon McFarlane, and the only support of his mother and father, was instantly killed on the river bank. McFarlane, along with Charles Allen and Ludlow Bradlee was rolling logs preparatory to salmon fishing in the St. John river, when a log he was rolling with a pole jumped and broke his neck. Death was almost instantaneous. The deceased was unmarried. He was a noble young man and highly respected by the entire community.

## FREDERICTON NEWS.

FREDERICTON, April 8.—In the intercollegiate debate tonight between Mr. Allison and U. N. B. orators, the backview institution won by one and three-quarters points. The judges were J. D. Phinney, K. C., Mr. Justice Landry of the supreme court and Prof. Tweedie of Mt. Allison University.

## COAL IN ST. JOHN.

Strike Caused Little Extra Expense Here, Dealers Say.

In spite of the strikes in the Pennsylvania mines and the consequent greatly increased price of American anthracite coal dealers claim that the average consumer in St. John paid little if any more for fuel during this past winter than usually. The extra expense, they say, was escaped by the purchase of soft coal and wood and the economy use of those.

When the great strike began last summer and the consequent shortage and fear of coming famine forced hard coal up to unprecedented prices, the average household who had not ordered his fuel supply, generally refused to consider the purchase of such an expensive luxury and cast about for a substitute. Soft coal or wood or coke were the alternatives, but as it appeared that these too would be forced beyond the poor man's reach, provisions for strict economy in the use of all fuel were made. As a result many a man who had heretofore heated his whole household by the extra work and shut up altogether the unnecessary rooms and by keeping the living apartments at a fair temperature by the use of the cheaper combustibles lived through the winter comfortably with hard coal, cold weather managed as a rule to keep the coal dealer's bill nearly down to normal. Of course considerable discomfort was experienced in many ways, especially from the extra work and dirt consequent upon the use of soft coal, but in the matter of expense there was little difference.

In its ability to obtain this cheaper fuel St. John was better off than most cities on the Atlantic seaboard. On account of its close proximity to Nova Scotia coal mines and the easy means of bringing coal thither, the average price of soft coal here this last winter has been little above the normal. The quotations have averaged about \$5 per ton, while in almost every city from Bangor to Philadelphia, consumers have had to pay \$7 to \$9. Then a lot of hard wood has been used and although the price of this at the first of the winter was high, the consequent rush of supply from all sources more than filled the market and levelled the price again.

As a natural result the sale of hard coal fell off greatly. The average importation of anthracite from the United States to St. John has been annually from 40,000 to 50,000 tons. Of this about 10,000 tons were used by the steamers of the international line. Since these have been using soft coal and the average citizen has shied from the use of hard coal, the demand for hard coal has fallen off about two-thirds. So even though nearly double the usual price was paid for hard coal such a comparatively small amount of it was used, that the amount of money paid for it was not nearly up to the record of previous years.

The amount of soft coal used was proportionately increased. The average yearly import of this into St. John has been about 100,000 tons. About 40,000 tons of this is used by the C. P. R., about 7,000 tons by the St. John Street Railway Co., and a large amount goes to supply the winter port steamers. That for domestic use probably amounts generally to about 50,000 tons. This was increased last winter by about one-third. The discrepancy between the increase in this and the falling off in the use of hard coal is accounted for by the use of wood and of coke. The gas house coals here was in large demand and considerable quantities were imported from Pictou and Sydney.

A new feature in the fuel question in Canada was introduced by importations from the old country. In the early months of the winter considerable quantities of Welsh anthracite were taken into upper Canada. But it was found that this coal, on account of its very open fracture, did not hold its size well and made a lot of slack in handling. So it did not give good satisfaction, and importations of Scotch anthracite were brought to St. John. While this coal made more slack than the Pennsylvania product it gave excellent satisfaction when screened before using. It leaves less ash than the American and no clinkers, and while burning more freely seems to last quite as well. As a consequence several thousand tons were used here, the price of which was generally about a dollar a ton cheaper than that imported from the states. Though it can only be profitably imported by means of the winter port ships, which bring it in so cheaply for the sake of having it as ballast, it is likely to offer some competition to the Pennsylvania anthracite even when that drops to normal figures.

The multiple lamp is being compared to the approximate price of coal this season, though nothing approaching last winter's conditions is expected. They say it depends on how the freight rates on New York range. The opening price in New York is from \$4.25 to \$5.25 for different grades and sizes of anthracite, which is from 50 to 75 cents higher than the opening price of last year. As freights generally range from 80c. to \$1.25 consumers should expect this season to pay from about \$5.25 to \$6.50 or \$6.75 for their hard coal. The opening prices which will probably be the lowest of the season, say the dealers, will be quoted here in May.

## NEW BRUNSWICK'S CASE.

OTTAWA, April 8.—It is understood that the Dominion government has consented to the submission of a case to the supreme court in regard to the position taken by New Brunswick against its representation in the house of commons being decreased. A case is now under consideration in the justice department and will be submitted to the court at an early date.

WANTED.—A case of Headache that KUMFORT POWDERS will hot cure in ten to twenty minutes.

## FATAL TORNADO.

HANCEVILLE, N. A., April 8.—A tornado passed over Hopeville settlement in a half mile with a peave jumping and broke his neck. Death was almost instantaneous. The deceased was unmarried. He was a noble young man and highly respected by the entire community.

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## IN SWEDEN.

The Telephone a Very Common-Place Article.

Probably the first thing which a visitor to Stockholm remarks after his arrival is the appalling number of telephones scattered about the hotel in the corridors and rooms.

In his bedroom he will perhaps find one and just outside the door another. He cannot move twenty steps without discovering a new one. While when he goes out into the streets he will see little shelters, each of which holds an instrument.

If his washerwoman does not send the linen bag punctually he rings her up to ask the reason. If he wants company at dinner or lunch he invites a friend through the telephone. It is here, there and everywhere.

In Stockholm there are more subscribers to the telephone than there are in New York and Chicago together. It is used very advantageously in the rapid discharge of work by the state authorities.

There are arrangements made by which telegrams, instead of being sent to the house, are communicated per telephone to the receiver direct from the postoffice.

But the system is not confined to Stockholm. The whole of Sweden is covered with a network of cables and wires. At short notice it is possible to converse with Haparanda, in the north, 60 miles beyond the railway terminus, or with Malmo, on the extreme south.

At the present time larger wires are being laid in the north. When this is completed and the trunk lines are in full working order again it will be possible to talk on a conversation with the utmost ease between Victoria, Hafen, on the Arctic coast, and Moscow, Berlin or Paris.

In short, the telephone system of Sweden has been carried to the highest pitch of perfection in the Scandinavian peninsula. But even now it cannot be said that the system has attained its greatest dimensions if one is to judge from last year's figures, for then it appears that no fewer than 12,000 fresh installations were made in Sweden, the majority in and around the capital.

Almost every village is connected by telephone with its nearest neighbors, even in such distant parts as Lapland. Thanks to the courtesy of the managing director of the General Telephone company in Stockholm, I was enabled to obtain some interesting particulars of the size and working of this enormous system.

At the present time there are only two really big telephone companies in Sweden, the General Telephone company and the National Telephone company, a government concern. The former has about 33,000 subscribers, and its system is confined to a radius of 70 miles from Stockholm. The latter is a monopoly of the telephone.

Within the 70-mile radius of the capital there are only 12,000 subscribers to the government company, but outside the 70 miles 50,000 more have joined the system.

A certain amount of rivalry naturally exists between the two companies in Stockholm, with the result that the cost of the telephone is less here than in any other city in the world. The General Telephone company charges eleven shillings for the installation of the apparatus in a private dwelling, and thereafter an annual charge of 25. In business houses, where more than one instrument is required, the cost varies from \$3.30 to \$15. The government, on the other hand, charges 10 shillings for the installation fees, without any distinction between private dwellings and business houses.

Both companies charge extra for long distance communications, and also for collecting their own subscribers with a subscriber on the other company's list. Therefore, many people subscribe to both.

In Stockholm itself the General Telephone company owns no fewer than 22,000 miles of double wires, and 7,500 miles more, most of which are laid underground in cables, each cable containing 250 double wires.

It is a fact worthy of remark that nearly all the cables are made in England or Germany. Sweden, in spite of her enormous telephone system, not having a cable works of her own.

The multiple lamp is the signaling system most favored in Stockholm, although experiments have been made, and are still being made, with the common battery system, which it is proposed to use in the new systems to be installed.

Does it not seem more effective to breathe in a remedy, to cure disease of the breathing organs, than to take the remedy into the stomach?

SHOT TO KILL.

OPELIKA, Ala., April 8.—In a street fight here today J. L. Moon, deputy sheriff, was shot through the arm and John L. Moon, a well known citizen, was instantly killed. Sheriff Dodge, who fired the shot that killed Long, narrowly escaped death.

SHERMAN, Tex., April 8.—Ben Thompson, president of the Bank of Commerce, was shot to death on the public square of this city this afternoon by W. E. Stone, of Texarkana, Tex. Stone surrendered. He said the tragedy was the result of a family difficulty.

UNHAPPY HALIFAX.

Many citizens of Halifax are resenting very strongly the words of Evangelist Gale in the Grafton street Methodist church on Sunday evening, that on account of its great licentiousness, Halifax was "the most wicked place in the Provinces, and was a blot on the fair name of the Dominion."

The Rev. Dr. Murray, editor of the Presbyterian Witness, is probably the most outspoken of all. He says such statements are "wild and grossly exaggerated."—Truro News.

A POET'S DREAM.

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BUST OF WASHINGTON.

PARIS, April 8.—A committee has been formed, consisting of the Marquis de Lafayette, the Marquis de Grasse and Count de Rochambeau, descendants of three notables figures in the American revolution, to offer a bust of Washington to the United States. It will be a replica of the famous bronze bust by David d'Angers, which was once in Washington, but was destroyed by fire.

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C. F. BROWN, 501 - 5 MAIN STREET.

NO NEED OF FEAR.

Grand Trunk Will Stand By Port of Portland as Business Proposition.

(Special to Portland, Me., Press.)

MONTREAL, April 6.—The people of Portland and of Maine need have no fear but that the Grand Trunk will carry out to the full the development planned, despite the opposition on the part of members of both political parties in the Dominion parliament to the company's application for power to increase its stock issue from \$25,000,000 to \$50,000,000.

This is the substance of an authoritative statement to a representative of the Portland Press, who sought to ascertain what effect the attitude of the minister of railways and other members of the federal administration might have on the railway's future plans as regards Portland.

It was pointed out on the Press that the cry against Portland is altogether unwarranted; that the company in making that city an important line between Montreal and Portland, previous to Mr. Hay's regime, proved for many years to be an unprofitable part of the system.

Soon after Mr. Hay's arrival in Montreal and took over the management of the Grand Trunk he saw that if the port of Portland were improved and the company's terminals extended to a degree that would insure a prompt handling of a large volume of freight traffic, that what had been a losing division for many years could be made to pay a substantial profit.

So the new general manager resolved that these changes should be made, and when the matter was brought to the attention of the chairman and board of directors in London for their consideration the scheme was promptly approved.

DALHOUSIE COLLEGE LIBRARY.

At a meeting of the governors of Dalhousie College a few evenings ago a most important forward was taken in the history of the college. The governors decided to guarantee to the committee in charge of the Macdonald Library Fund the sum of \$10,000 for the purpose of procuring and improvement of the library. The conditions of this guarantee are that \$24,000 shall be subscribed to the fund, and \$5,000 of the amount paid in. The committee then made a contract for the library at about \$18,000. Nearly \$21,000 has already been subscribed, and of this \$4,500 has been received in cash. It is expected that the contract will be let this summer, as there is every prospect now of the canvass being brought to a speedy close.

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