PARLIAMENT.

OTTAWA, April 1.—Mr. Guthrie introduced a bill to amend the railway act, so as to fix responsibility on railway companies in case of accidents to employes. He urged that every provision should be made to conserve the rights of railway men. A clause in the bill provides that it shall apply to government railways.

Sir Wilfrid Laurier stated that the government did not consider the time opportune for the introduction of an insolvency act.

Mr. Bickerdike moved a resolution for prohibiting the importation, manufacture and sale of cigarettes. He referred to certificates from leading Canadian physicians to show that many evil results followed the use of cigarettes. Boys were cursed by the habit, and something should be done to put an end to the practice of cigarette smoking. In 42 states of the American union anti-cigarette laws were passed. In one year, 1898 to 1899, this had resulted in the reduction of the sale of cigarettes by one billion. No business man wanted a cigarette fiend in his employ, and it was in the interest of the boys that they should be protected.

Mr. Holmes strong supported the motion. He considered this evil among boys war as serious a menace to the public welfare as opium smoking.

Mr. Logan of Nova Scotia opposed the motion in strong language. He objected to federal interference in the matter, on the ground that it was a question to be passed on by the local legislatures. Any prohibitory law would be a dead letter.

A large number of speakers on both sides supported the measure, including Ross of Victoria and Kaulbach. The former said that if he had his way tobacco in any form would be strictly prohibited.

Mr. Tarte, while he wished evils remedied, did not believe in coercion. He thought relief was to be found in educating the children to form good habits. He thought all smoking should be discouraged.

Mr. Brock suggested that parents should pay more attention to the instruction of children in the homes, and thus provide a remedy.

Sir Wilfrid Laurier admitted the injurious effects which followed the use of cigarettes by children. He would not prohibit adults from indulging in innocent amusement. He agreed with Mr. Brock's suggestion of better home training. If the provincial laws were ineffective he could not see that a dominion statute would be more beneficial.

The resolution was carried by a vote of 103 to 48.

After dinner, Mr. Monk asked if Mr. Prefontaine's announcement in regard to the appointment of a transportation commission, the revision of the tariff by a ministerial commission during the recess, and the construction of the Grand Trunk Pacific was authorized.

Hon. Mr. Fielding declined to accept with authority any statement in regard to the government's policy unless it appeared in the Canada Gazette.

Mr. Borden wanted to know if the minister of marine and fisheries made those statements, and demanded to know why such important announcements were made outside of the house when parliament was in session.

Mr. Prefontaine admitted that he had furnished the information, but claimed that he had only stated it in an off-handed way, and in that vein he had mentioned certain names. He claimed that all he said in regard to tariff revision was that justice would be done to manufacturers, but he might have said that it was intended to have it looked into by some ministers. He admitted saying there would be assistance given to the trans-continental project, but that was well known throughout the country.

Mr. Borden pressed for an answer from the government for allowing parliament to remain in the dark when matters of policy were being made outside the house. He asked if the government was ready to announce the policy as stated by Mr. Prefontaine.

Mr. Fielding refused to say anything.

Mr. Bennett called attention to Sir Wm. Mulock's statements confirming Prefontaine's announcement in regard to transportation.

Mr. Puttee asked that better treatment should be accorded to immigrants being moved to the west, and Mulock promised to give his attention to the matter.

Mr. Pope reverted to the matter of the announcements by Mulock and Prefontaine, and asked for their expulsion from the cabinet on constitutional grounds.—Adjourned.

THE ST. JAMES ELECTION FRAUD.

Papers relating to the release of Alfred Brunet, who was jailed for corrupt practices in connection with the St. James election, Montreal, were presented to parliament tonight. Between August 9th and September 9th many letters and telegrams reached Hon. Mr. Fitzpatrick asking for the release. Among the prominent men who interested themselves in Brunet's behalf were Senator Dandurand, Tarte, Hon. L. H. Brodeur, L. O. David, A. Tourville and others. Mr. Monk told these gentlemen he would not raise any objection to Brunet's release in view of his youth and having pleaded guilty. The minister of justice wanted this pledge in writing, but when asked for it Mr. Monk said if they wouldn't accept his word of honor he would withdraw his consent. Arthur Tourville on August 25th wrote to Mr. Fitzpatrick saying it was useless to insist on Monk's signature, as it could not be secured. Tourville continued: "I assume that there is here a great deal of discontent amongst our liberal friends, who do not understand that one can persist in refusing a release which is asked by so many friends of the government, which could perhaps be better disposed towards us." Under date of Sept. 9th Dr. Henry Duhamel gave a certificate of a somewhat judicial character, but it was successful in securing the release of the prisoner. The doctor declared that there was immediate urgency that Brunet should take some exercise, that he suffered from throat disease, and that it was absolutely necessary that he should walk in the open air at least five hours a day. Under these circumstances Dr. Duhamel recommended Brunet's release. The next day an order was issued, in view of the certificate dated the 9th inst of Dr. Duhamel, who was specially charged by the attorney general of Quebec to examine the prisoner, recommending Brunet be released. Lord Minto approved the next day.

OTTAWA, April 1.—In answer to Mr. Fowler of Kings Co., N. B., Sir William Mulock stated that a change of postmaster had been made at Bloomfield station on the recommendation of B. C. Williams.

OTTAWA, April 2.—Mr. Smith introduced a bill to compel railway companies to provide safety appliances on rolling stock.

Sir Frederick Borden presented a bill to amend the Militia Act. It provides that civil servants transferred to the active militia may have their time served in the service count in estimating their claims for pensions.

In answer to Sir Hibbert Tupper, Hon. Mr. Blair stated that $311,375 had been paid the Inverness and Richmond Railway Co. in settlement of railway subsidies in full. Since October, 1902, there have been 142 accidents on Canadian railways, in which 129 persons were killed. Thirty-eight were killed in collisions. The government has under consideration the appointment of an official to make a rigid enquiry into such accidents.

The government has again refused to make any statement concerning the Grand Trunk Pacific.

F. W. Holt is the only cattle guard inspector now employed. Sixty-one devices remain to be tried.

R. L. Borden asked the government to place in the hands of the conservatives, copies of the schedules for the re-distribution of seats prepared by the government. If this was not done some of the fairness promised by Sir Wilfrid Laurier might be lost. He also asked for the map in the hands of the government showing the divisions contemplated. Bringing down these papers would expedite the business proposed for the committee. Particulars had been published in leading newspapers, and he asked for a chance to examine them.

Sir Wilfrid Laurier said there was no map prepared, and no schedules except those submitted by outsiders were in the government's possession. Twenty such documents had been received, but the administration would not be guided by them, but would allow the committee a free hand in the matter.

John Charlton's bill to amend the dominion election law was read a second time. He wants the scope of the act widened so as to make corrupt practices hazardous. Corruption was spreading rapidly and should be met by the strongest possible ordinances.

Mr. Sproule urged that when the evidence produced warranted it, the crown should be made responsible for the enforcement of the law.

Mr. Cowan caused a breeze by accusing Sproule of supporting Wm. Smith in South Ontario when Smith was a self-confessed criminal.

Messrs. Bennett and Ingram warmly championed Smith's standing and asked if he was guilty why the department of justice had not prosecuted him.

The leader of the opposition suggested that Cowan should show more consideration for his own party than to make mention of corrupt practices. If he wanted to discuss such matters he would have ample opportunity of doing so. The liberals had stolen the elections in Brockville and West Huron and profited by both steals. Pritchett, a scoundrel who did the work, was allowed to escape, and enquiry was burked. Mr. Borden favored the bill as likely to suppress many corrupt practices. He suggested the appointment of a public officer to prosecute such cases who would be independent of parliament, and clothed with powers equal to those of the auditor general. It might be wise to compel voters to vote on pain of disfranchisement unless satisfactory excuses could be given. This would end the practice of paying voters to stay at home.

Mr. Hackett also strongly supported the measure.

The house went into committee to consider the bill.

Hon. Mr. Fitzpatrick claimed that the penalties under the bill were too severe. He would make a statement later on, when the government had time to consider the suggestions made in committee.

Mr. Borden thought that some official measure should have been presented. He asked what steps the government would take to make the law more effective, but Hon. Mr. Fitzpatrick declined to commit himself.

Hon. Mr. Fielding suggested that a special committee of both sides should take up the question and carefully consider what can be done to remedy the defects. In this he had the concurrence of his colleagues. The courts should be empowered to act promptly without waiting for a petition. In regard to Mr. Borden's proposal to enforce electors to exercise their franchise, Mr. Fielding was favorably impressed with it.

Charlton's bill was allowed to stand, pending action in the matter by the government.

Mr. Fowler of Kings, N. B., moved for a return of all goods entered duty free for use on the Intercolonial railway.

Mr. Monk introduced a bill to amend the interpretation act, which will make railways responsible in case of property being destroyed by fire ignited by sparks from locomotives. The decision of the privy council exempts railways from responsibility. Mr. Carroll opposed the bill as not likely to provide the remedy needed.

Monk's bill was defeated on division, and the house adjourned.

OTTAWA, April 3.—In the commons, Mr. Monk moved that the speaker issue his warrant for a new election writ for St. James' division, Montreal. The motion was adopted.

The government will take Thursdays for government business.

Mr. Borden called attention to the statement made in the New Brunswick legislature based on a telegram from Mr. Blair that the federal government had decided to co-operate with the provincial legislature and refer their claims against the reduction of New Brunswick's representation to the supreme court. Mr. Borden mentioned it because he wanted all information possible on the subject, and desired to know if the despatch announced the real attitude of the government towards the question, and if so, what had been done. He regretted that parliament had not been informed on this question, and that such an important statement should have been made through the medium of a telegram sent abroad. If it was the government's intention to refer these matters to the supreme court, he desired to have an explicit statement.

Sir Wilfrid Laurier thought the question quite proper. In February deputations from New Brunswick and P. E. Island waited on the government and protested against any reductions in their parliamentary representation. Laurier said he told them that he had no doubt at all that the practice followed in former redistributions was sound, and it would be again adopted, thereby reducing Ontario's representation by six, New Brunswick's one, Nova Scotia's by two, and P. E. Island by one. The delegation then asked if the government would consent to a reference to the supreme court. This was assented to, providing the provinces took the initiative, but the delegates were warned that no delay would be made in effecting redistribution.

Sir Wilfrid refused to confirm the statement that Prefontaine was arranging for training ships on the Atlantic, the Pacific, and the great lakes.

Ralph Smith called Mr. Mulock's attention to the disgraceful conditions prevailing in the coal regions of British Columbia. The business life of the province was threatened by conflicts between labor and capital. He demanded government interference. The C. P. R. strike was also referred to in the same strain.

Mr. McPherson asked that a commission be appointed to enquire into the grievances of the workmen.

Mr. Puttee pointed out that former commissions sent across the continent at great expense accomplished nothing.

Sir Wm. Mulock stated that an effort had been made to settle the coal disputes, but the employers would not hear of intervention. He felt that coercion would not be tolerated, but as coal was an essential product, he thought the government might be justified in assuming jurisdiction so as to enforce the settlement of strikes in the mines.

Mr. Borden submitted that no remedy had been suggested by Mr. Mulock, who professed to deal with labor troubles, yet shrunk from applying the legislation in the interests of the miners which he proposed to enforce in regard to railways.

The house went into supply and took up the public works estimates. R. L. Borden asked about the difficulty in taking over the armory at Middleton, N. S., and Hon. Mr. Sutherland replied that the owner of the property wanted to raise the price of the land after the building was in course of construction. This dispute had been settled by the department of justice.

In answer to Mr. Fowler of Kings Co., Hon. Mr. Sutherland stated that during the year ending January 1st, 1903, $2,176 had been expended on the armory at Sussex. Details will be brought down later on, and when that is done Mr. Fowler promised to call the attention of the ministers to the serious conditions in connection with the work. Mr. Fowler also ascertained that $6,600 has been provided for repairs at the Nappan experimental farm. No new buildings will be erected.

Mr. Leonard on Monday will move a resolution favoring further protection for market gardeners.

The house will adjourn from Wednesday, 8th inst., to Tuesday, 14th inst.

Mr. Bennett called attention to the enormous cost of maintaining Ottawa buildings. Last year bills were paid amounting to $100,000. Rents for private buildings used by the departments have gone up to $44,000. The government was roundly criticized for the enormous expenditures being paid in repairing these buildings. The census building is particularly well blessed in this direction.

Mr. Wilson, on the item for Rideau Hall, suggested that Canada should have more fitting quarters for the governor general. The amounts spent for repairs during past years would have paid for a creditable building.

Hon. Mr. Sutherland expressed his intention of making a reform in bringing down the public works estimates in full instead of in installments as heretofore.

Hon. Mr. Mulock was asked to repeat his old speech condemning the expenditure at Rideau Hall. A wide discussion followed. Hon. Mr. Mulock was scored for his postage stamp repudiations. Mr. Clark took the ground that a new government house would save money. The supreme court building is also in bad shape, and Mr. Borden suggested changes necessary for carrying on the large work there. A number of general offices could be furnished and money saved.

STANDING UP FOR ST. JOHN.

In the railway committee, the bill of the Grand Trunk asking power to issue bonds for $50,000,000 to be expended for general purposes of the company, was taken up. By its act of 1884 the company was given power to issue $25,000,000 additional stock, to provide means to double its track system, to improve facilities at London, Hamilton, Toronto, Montreal, and generally improve rolling stock. Mr. Blair thought the company should provide schedules, showing how much it is proposed to spend in Canada, and how, where and when. This was done in the case of the C. P. R. last year, and no distinction should be made. Besides, he was anxious to be assured that the money would be spent in Canada, and not in the United States. Wm. Wainwright, general assistant manager of the Grand Trunk, explained that already $3,000,000 had been spent in double-tracking, improving the terminal facilities in Ontario, and in improving grades. It was possible the estimated expenditure would extend over a term of years. He had been assured by the president that the British stockholders had agreed to raise money to be spent wholly in Canada. Mr. Tarte wanted more information, and urged that the principle be adopted of having the expenditure authorized by the governor in council. Mr. Gourley said the people of Canada would not stand the policy of building up Portland at the expense of Canadian ports. On further discussion by Mr. Blair, it was agreed to have him confer with Mr. Biggar, the company's solicitor, and draft a clause making it imperative for the Grand Trunk to present schedules to the governor in council before expending the money.

NOTES.

The conservatives held a caucus this morning and considered the attitude they will assume toward the redistribution bill. Mr. McIntosh presided.

C. E. Kitchen is here from Brantford asking for protection on binder twine. It is pointed out that the rebate on manilla granted to the United States factories places Canadians at a great disadvantage.

Tomorrow's Canada Gazette will contain notice of application to be made to parliament by the Canada Atlantic Railway at the present session, for power to build a line of railway from a point on the western division of the C. A. Railway west of Scotia Junction, to Sault Ste Marie, Ont. The new line, which will prove a valuable feeder for the present one, will be about 250 miles in length. It will open up new country.

The city is going to present lockets to a number of South African veterans who heretofore have not received any such recognition. The lockets are now being engraved.

It is generally conceded that Fielding, Sutherland, Hyman and Davis will represent the liberals on the redistribution committee, and that the conservative choice will be Borden, Monk and Haggart.

Mr. Lennox will ask for particulars of George Robertson's resignation as cattle guard inspector, whether it was voluntary or otherwise. A motion for all papers covering his appointment and retirement will also be made.

ST. JOHN IS IN IT.

Mackenzie and Mann Line Will Reach This Port.

Interview With a Member of the Firm—A Transcontinental Line.

(Star, Friday.)

The second Scotchman who is making the name of MacKenzie a familiar one throughout Canada by the work he is undertaking was in the city today. While Sir A. C. MacKenzie wields the baton and binds the east and west by a chain of harmonies, William MacKenzie, of MacKenzie & Mann, as yet without the honor of knighthood, produces the music of steel on steel, and in his cycle of industrial harmonies is working towards the completion of a second transcontinental railway line.

Mr. MacKenzie, who has been in Halifax during the past few days, came to St. John this morning and leaves for the west at six o'clock. He is accompanied by Frederick Nicholls, one of his associates in railway construction. It is fifteen years since Mr. MacKenzie was last in St. John, and while he wished to have a look at the terminal facilities here, the weather was so disagreeable that he did not visit Sand Point.

Mr. MacKenzie carries his nationality with him, and the accent with which he speaks is not required to determine his birthplace. He possesses the ability of answering all kinds of questions in a manner which conveys absolutely no information, but is quite willing to talk on matters which are already well known.

He spoke to the Star about the MacKenzie & Mann system now in operation in the west, and told of the future plans of the company. Mr. MacKenzie said:

"We have now fifteen hundred miles of road in operation in the west and are building more. Do we intend to construct a trans-continental line? Well things certainly look that way, and it is natural to suppose that we are working in this direction. In the past all our efforts have been directed to the west, and as yet we have done very little on the eastern end of the road. Our western terminus is now about five hundred miles this side of Edmonton, but all winter we have had surveying parties through British Columbia and along the coast. We have not yet decided where we shall go through the Rockies, but will take the easiest pass. Nor have we fixed upon a western terminus. Our charter gives us the privilege of using any port on the coast, and we have not yet made a selection.

"From Port Arthur too we have been working east and our surveyors are locating the proposed line to the Atlantic. We want to reach the Atlantic coast by the shortest route.

"Part of this proposed line has already been decided upon, but the surveys have not been finished. It will, however, be easy to locate the portion leading into Quebec as the hardest part of the country has been gone over and what remains will be comparatively easy work.

"I will not say that we have selected Country Harbor on the Nova Scotia coast as an eastern terminus, for such is not the case. Country Harbor is a very good place and is in the direct line of our road. It may be chosen but really this is premature as we have decided but very little regarding this end of the line.

"I do not know where we will enter New Brunswick, but I can tell you this, that wherever it may be there will be a direct line from that point to Moncton. This is settled, for Moncton lies on our way to the Nova Scotia coast.

"And you may also say that from some point on the line in New Brunswick, we will build a direct branch to St. John. This point will be the one giving the shortest possible connection with St. John. This much is decided.

"I cannot say whether our line will be a new one in its entire length. There is no sense in duplicating roads and it is probable that wherever we can use present tracks we will do so.

Our charters have not yet been secured for the eastern line and it is useless for us to state anything positively just now.

"Do I think the through traffic sufficient for two transcontinental lines? Well, yes, in a few years there should be enough. There is no congestion of through traffic on the C. P. R. just now, but business is growing. The congestion is in local work. The C. P. R. are short on rolling stock but on certain sections, from the wheat fields to Fort William and Port Arthur for instance, there is a rush of local business. We are handling lots of this local freight on our own lines and it is paying. There will be plenty of room for two railways."

Jaw was 14 feet 7 inches, and its open mouth could have more than taken in an average sized horse. Her spacious interior, including mouth space, would more than shelter 50 men.

This particular species is named finner or finback by the whalers, who seldom hunt it, owing to the little amount of blubber and the small-sized whalebone it carries.

There were 375 plates two feet long on each side of the upper jaw of the whale. The right whale, the one regularly pursued for commercial purposes, has whalebone 12 feet long and 25 to 50 barrels of blubber oil.

The color of the whale was slaty blue on the back, and white with some blue markings below. There were some 80 longitudinal folds and stripes on the ventral surface of the skin.

The two bodies, after the measurements were taken, were buried in the sand to preserve their skeletons until spring, when they will be unearthed and taken to the museum for mounting in the near future.

EDUCATION THAT PAID.

(New York Times.)

"Was it worth while to send your four daughters to that fashionable school?"

"Sure. One eloped while she was there and the others came home engaged.

BRITISH POLITICS.

Mr. Wyndham's Speech on the Irish Land Bill.

Ireland to be a Bridge, Not a Chasm Between the British Isles and Canada.

LONDON, April 3.—Viscount Cranborne, under secretary for foreign affairs, speaking at St. Albans tonight, said that though he did not believe that a dissolution of the house of commons was imminent, the unionist party ought to be prepared for all contingencies. Mr. Wyndham, chief secretary for Ireland, speaking at Manchester tonight, also alluded in a distant manner to the same subject. He said he believed that when the bell rang for the next elections, the tory party would be found ready and would again carry its flag to victory.

Referring to the Irish land bill, Mr. Wyndham declined to believe that it would be repudiated. Ireland, he said, had not enjoyed the opportunities at the disposal of other parts of the empire. Partly because in 1881 parliament, instead of giving her justice, gave her litigation. Furthermore, the last fifty or sixty years, the age of steam and coal, had not been happy or profitable for Ireland, a country lacking in mineral wealth. Apart from the justice of the case, continued the speaker, it was to England's interest that Ireland should have a fair opportunity to develop her agriculture.

"In times of peace," said Mr. Wyndham "Ireland is our best customer, and in war time when everything would depend upon our control of the sea, it would be well to have a big meat supply in Ireland. Every true imperialist wishes Ireland to be a bridge and not a chasm between ourselves and Canada, and with Canada I would associate our kinsmen in the United States, and for even an outside chance of attaining that object it was worth while to make an effort."

In seeking a solution, he would set only two limits—one that we must not weaken the imperial credit; and the other that we must not sap the elasticity of our revenue, which is our reserve in times of danger.

Assent having been given to a policy of agrarian peace, he was hopeful that the result of the Irish land bill would be something they could contemplate with pleasure.

LONDON, April 4.—The liberal papers this morning, commenting on Mr. Wyndham's remarkable speech at Manchester last night and the flying rumors of the government's intention to appeal to the country on a programme of local self-government for Ireland, declare that it might have been the speech of a Gladstonian, so friendly were its accents towards Ireland and the wisdom of trusting the Irish people and conciliating the Irish sentiment in the United States and Canada.

The Daily News remarks the significant silence of Colonial Secretary Chamberlain on the Irish problem and the Irish land bill, and the fact that the government appears to be threatened with the alternatives of defeat or dependence on the Irish vote.

Michael Davitt contributes to the Daily News a long article, in which he discusses these points. Mr. Davitt shows that the Irish land bill embodies to a certain extent the policy which Mr. Chamberlain advocated in 1888, though it contains larger financial proposals than Mr. Chamberlain then favored, and it does not provide for provincial councils as an authority between the imperial government and the tenants. Mr. Davitt thinks that some sort of measure of self-government for Ireland will almost inevitably follow the adoption of the Irish land bill.

Wm. Redmond, speaking at London last night, said that King Edward was assured of a courteous welcome in Ireland, because Irishmen, even in the hottest moments of agitation, always recognized that the King was not responsible for the misgovernment of Ireland.

WALL 68 1-2 FEET LONG.

Unusually Large Specimen Comes Ashore in New Jersey.

(Scientific American.)

The American museum of natural history has recently secured for its department of mammalogy a mighty leviathan of the deep, in the shape of a huge female finback whale, considered the largest specimen so far obtained, as it measures 68 1-2 feet in length. The full-grown right whale averages from 45 to 50 feet in length only.

The great creature was found stranded on the beach near Forked River, N. J., the latter part of November. Before the body came ashore it was first sighted a mile or so out on the shoals by the lookout of the life-saving station, from which point it appeared like an overturned schooner or craft of some sort.

Acting on this supposition, the lifesavers launched their boat and pulled out to the assistance of a supposed wreck. On a near approach they discovered the true nature of the object, which was the great carcass of a dead whale.

The pulling strength of the combined crew of 10 men was not equal to moving this large, weighty animal from its stranded position, so all efforts in this direction were abandoned.

The next day the heavy body was gradually pounded and pushed ashore by the incoming waves. On learning the news, Director H. C. Bumpus, curator of the department of invertebrate zoology, sent George H. Sherwood, his assistant, to investigate, and secure the body, if possible.

Being first on the spot, they captured the prize ahead of other institutions. A number of local fishermen, however, had in the meantime laid claim to the big whale, but were induced to part with the same for a money consideration. A baby whale 16 feet long was also found near by.

The caudal fin or tail of the large whale measured 12 feet 4 inches from tip to tip, the body was 30 feet in circumference, and its estimated weight was about 75 tons.

The length of the ponderous lower

Chronic Constipation surely cured or money back. LAXA-CARA TABLETS never fail. Small, chocolate coated, easy to take. Price, 35 cents. At druggists.

SHERIFF'S SALE.

There will be sold at public auction, at Chubb's Corner, so called, in the City of Saint John, at the hour of 12 o'clock noon, on SATURDAY, THE TWENTY-SEVENTH DAY OF JUNE next, all and singular, all the right, title and interest of the estate of Nelson DeVeber, of, in, to or out of the following lands and premises described as follows:—

All that certain lot or tract of land situate, lying and being on the southerly side of the stream which discharges Loch Lomond into the Bay of Fundy, and adjoining land granted to one James Grigor, Junior, in the Parish of Portland and County of Saint John, and butted and bounded as follows; to wit: Beginning at an ash tree marked on the bank of said stream at the westerly corner of the aforesaid lands granted to James Grigor, Junior, thence running north thirty-seven degrees east by the magnet one hundred and thirty-eight chains; thence south fifty-three degrees west seventy-eight chains to the said stream at a fir tree marked; thence in a northerly direction up stream by the several courses of the said stream to the place of beginning, agreeable to the description and according to the condition of the original grant as by reference thereto will more fully appear.

The forgoing sale will be made under and by virtue of a warrant issued by the Secretary of the Municipality of the City and County of Saint John, under the provisions of Chapter 100 of the Consolidated Statutes of the Province of New Brunswick and amending Acts, relating to the collection of rates and taxes, for the purpose of realizing the sum of $1.83 levied and assessed against the said Patrick Duffy, in the said Parish of Simonds, for the year A. D. 1901, and for the sum of $3.30 cost and expenses thereon, and for the further sum of $22.00 for arrears of rates and taxes brought forward, and which said rates and taxes have been levied and assessed against the said Patrick Duffy in the said Parish of Simonds, the whole amounting to the sum of $28.13, the said Patrick Duffy having omitted to pay said rates and taxes so levied and assessed against him as aforesaid or any part thereof.

Dated the 21st day of March, A. D. 1903.

R. R. RITCHIE, Sheriff.

GEO. R. VINCENT, County Secretary. 413

SHERIFF'S SALE.

There will be sold at public auction at Chubb's Corner (so called), in the City of St. John, at the hour of 12 o'clock noon, on SATURDAY, THE 27TH DAY OF JUNE NEXT, all and singular, all the right, title and interest of the Estate of Thomas York, or, in, to or out of the following lands and premises described as follows:

All that certain lot, piece and parcel of land situate, lying and being in the Parish of Simonds, and known and distinguished as lot number sixteen in a certain class or range of lots heretofore laid out by Ward Chipman, on the southern side of the road heretofore opened and laid out by the said Ward Chipman, leading from the mouth of Little River towards Loch Lomond, which road is four rods wide, bounded and described as follows, that is to say: Beginning at the said road at the northeasterly corner of lot number fifteen in the same class lately sold by the said Ward Chipman to Henry Nichols and now in his possession; thence running south eleven degrees thirty minutes east on the easterly line of the said lot number fifteen to the southern line of the grant there to William Hazen and James White; thence north seventy-eight degrees thirty minutes east on the south line of the said grant forty rods to the western line of lot number seventeen in the same ranges heretofore sold and conveyed by said Ward Chipman to Karns Brophy; thence north eleven degrees thirty minutes west on the said western line of the said lot number seventeen to the road first above mentioned; and thence westerly along the same road to the place of beginning, containing by estimation one hundred and twelve acres, more or less, excepting and reserving out of the said premises hereby conveyed the contents of a road laid out or to be laid out on the southern line of the said grant.

The foregoing sale will be made under and by virtue of a Warrant issued by the Secretary of the Municipality of the City and County of Saint John, under the provisions of Chapter 100 of the Consolidated Statutes of the Province of New Brunswick and amending Acts, relating to the collection of rates and taxes, for the purpose of realizing the sum of $2.35 levied and assessed against the said Estate of Thomas York in the said Parish of Simonds for the year A. D. 1901, and for the sum of $2.30 costs and expenses thereon, and for the further sum of $54.90 for arrears of rates and taxes brought forward, and which said rates and taxes have been levied and assessed against the said Estate of Thomas York in the said Parish of Simonds, the whole amounting to the sum of $60.55, the said Estate of Thomas York having omitted to pay the said rates and taxes so levied against him as aforesaid or any part thereof.

Dated the 21st day of March, A. D. 1903.

R. R. RITCHIE, Sheriff.

GEO. R. VINCENT, Secretary. 413

SHERIFF'S SALE.

There will be sold at Public Auction, at Chubb's Corner (so called), in the City of St. John, at the hour of 12 o'clock noon, on SATURDAY, THE 27TH DAY OF JUNE NEXT, all and singular, all the right, title and interest of the Estate of Thomas York, or, in, to or out of the following lands and premises described as follows:

All that piece and parcel of land situate, lying and being in the Parish of Simonds, in the County of Saint John, province aforesaid, being part of a grant to Lloyd Johnston and others, and known by the number (6) six in a sub-division of said lands, butted and bounded as follows: Beginning at a forked yellow birch tree marked No. 6; thence north 74 degrees ¼ east 5 chains; thence south 13 degrees east 25 chains 88 links to a spruce tree; thence 84 degrees 15m. west ten chains to a spruce tree; thence north 13 degrees west 86 chains 75 links, to a fir post; thence north 54 degrees 45m. east 11 chains 2 links, across a small lake to a spruce tree marked No. 1 J. L.; thence south 8 degrees 8m. east 56 chains 75 links, to the place of beginning; the same containing eighty acres, more or less.

The foregoing sale will be made under and by virtue of a warrant issued by the Secretary of the Municipality of the City and County of Saint John, under the provisions of Chapter 100 of the Consolidated Statutes of the Province of New Brunswick, and amending Acts, relating to the collection of rates and taxes, for the purpose of realizing the sum of $1.83 levied and assessed against the said Patrick Duffy, in the said Parish of Simonds, for the year A. D. 1900, and for the sum of $3.30 cost and expenses thereon, and for the further sum of $22.00 for arrears of rates and taxes brought forward, and which said rates and taxes have been levied and assessed against the said Patrick Duffy in the said Parish of Simonds, the whole amounting to the sum of $28.13, the said Patrick Duffy having omitted to pay said rates and taxes so levied and assessed against him as aforesaid or any part thereof.

Dated the 21st day of March, A. D. 1903.

R. R. RITCHIE, Sheriff.

GEO. R. VINCENT, County Secretary. 413

SHERIFF'S SALE.

There will be sold at public auction at Chubb's Corner (so called), in the City of Saint John, at the hour of twelve o'clock noon on SATURDAY, the TWENTY-SEVENTH DAY OF JUNE NEXT, all and singular:

All the right, title and interest of the Henry Hennigar Estate of, in, to or out of the lands and premises described in a deed from one Ward Chipman to Henry Hennigar, dated November 1st, 1831, and registered Libro. X. of the Records of the City and County of Saint John, pages 519, 520 and 521, the tenth day of January, 1832, as follows:

All that lot, piece or parcel of marsh and upland situate, lying and being in the said Parish of Portland, on the eastern side of the public road leading through the Moose Path, so called, to the River Kennebecasis, and beginning at the point in the eastern boundary line of the land there belonging to James White, Esquire, where the same line meets the western bank, or margin of the Moose Path Brook, so called, after crossing the same; thence running along the said boundary line of the said James White's land, northerly to the eastern line of the said public road, notheasterly to a marked hackmetack tree at the edge of the marsh; thence again along the eastern line of the said public road, following the several courses thereof northeasterly and northerly on the upland twenty-three chains, to a marked spruce tree; thence on a line due east by the magnet twelve chains and fifty links to a marked fir tree; thence south twenty-four degrees thirty minutes west, twenty-six chains or thereabouts to the marsh at a branch of the said Moose Path Brook; thence bounded by the said branch to its confluence with the said Brook; and thence by the said Moose Path Brook, following the several courses thereof southerly to the place of beginning, according to a map or plan hereunto annexed, the said lot hereby conveyed, containing by estimation four acres of marsh and thirteen acres of upland, be the same more or less, together with all the rights, members and appurtenances to the said lot of marsh and upland belong or in any ways appertaining, excepting and always reserved out of the lot and premises hereby conveyed the contents of a road two poles in width on the Marsh, leading from the said public road easterly across the said Moose Path Brook, to a lot sold to James Bulloch, as marked and described on the said plan.

The foregoing sale will be made under and by virtue of a warrant issued by the Secretary of the municipality of the City and County of Saint John, under the provisions of chapter 100 of the Consolidated Statutes of the Province of New Brunswick and amending Acts relating to the collection of rates and taxes, for the purpose of realising the sum of two dollars and thirty-five cents levied and assessed against the said Henry Hennigar Estate, in the said Parish of Simonds for the year A. D. 1901, and for the sum of three dollars and thirty-five cents and expenses thereon, and for the further sum of thirty-seven dollars and thirty-two cents for arrears of rates and taxes brought forward, and which said rates and taxes have been levied and assessed against the said Henry Hennigar Estate in the said Parish of Simonds, the whole amounting to the sum of forty-two dollars and ninety-seven cents, the said Henry Hennigar Estate having omitted to pay the said rates and taxes so levied and assessed against it as aforesaid, or any part thereof.

Dated the 21st day of March, A. D. 1903.

ROBERT R. RITCHIE, Sheriff.

GEORGE R. VINCENT, County Secretary. 414

AFTER AWHILE.

After a while
The sorrows that pain us will melt in a smile,
And the horse that we bet on will make every mile
After a while
After a while
The fire will blaze and the kettle will bile
And cash will come in like a millionaire's Pile
After a while!

DEATH OF REV. WM. TWEEDIE.

Aged Methodist Minister Passed Away at Hampton Yesterday.

HAMPTON, April 3.— This village was surprised and saddened today by the announcement of the death of Rev. William Tweedie. The venerable clergyman passed away at ten this forenoon. He had been in feeble health during the winter, and though it was known that he was gradually weakening, it was not expected by his family and friends, or by the physicians, that the end would come so soon. His only son, Professor Tweedie of Mount Allison, who was expected on Saturday, arrived this evening. The funeral will take place Monday afternoon. Mr. Tweedie was within a few days of eighty-three years old. He leaves a widow, one son and two daughters. One daughter is Mrs. William Beer, who formerly resided at Charlottetown, but now lives at Nelson, B. C. Miss Leora Tweedie lives at home. W. M. Tweedie is professor of English and German at Mount Allison.

Rev. William Tweedie was one of three brothers who were in the Methodist ministry. They have all passed away, but will be long remembered for their earnest and effective work within the bounds of the old Eastern British America conference.

William Tweedie entered the ministry in 1851 and four years afterward was ordained in Halifax. Subsequently he had charge of the following circuits: Margaret's Bay, N. S., 1855-6; Maitland, N. S., 1856-9; St. David's, 1859-61; River John, N. S., 1861-64; Kempt, N. S., 1864-67; Richibucto, N. B., 1867-8; River Philip, N. S., 1868-71; Aylesford, N. S., 1871-74; St. Andrews, 1874-77; Apohaqui, 1877-80; Grand Lake, 1880-82. In 1882, ater thirty-one years' service, he retired from the active ministry and soon after took up his residence in Hampton. He has been described as a strong and impressive preacher, having, like his brothers, a powerful voice, and a good command of language. Those who knew him in his old age will remember his remarkable familiarity with the scriptures, and with the hymnology and standard literature of his church. He was in later years a wide reader and to the last was greatly interested in current questions. Mr. Tweedie's pleasant home at Hampton has been a most hospitable place, and those who met there, old and young, were sure of a kindly greeting from the head of the family.

KINGS EDWARD AND CARLOS

Visiting Points of Interest in the Vicinity of Lisbon.

LONDON, April 3—King Edward and King Carlos, accompanied by their suites and with an escort of cavalry, today visited Cintra, the summer residence of the Queen Dowager and other points of interest in the neighborhood of the capital, returning here this evening. Their majesties were greeted with enthusiastic demonstrations at various points along the day's route. A reception was given tonight in honor of King Edward to the members of the diplomatic corps, members of parliament and many other notabilities. The reception was followed by a magnificent pyrotechnic display.

Replying to addresses presented by the parliamentary deputations, King Edward graciously thanked them for the warmness of his reception, which he regarded as a renewed affirmation of the political alliance binding Great Britain and Portugal.

A water fete given on the Tagus tonight in honor of the royal visitor proved a brilliant affair. The warships were all outlined with colors and electrical devices representing Windsor Castle and "Welcome to King Edward VII.," etc., in colored lights. There were elaborate flights of rockets, while on the opposite bank of the Tagus thousands of burning tar barrels, Chinese lanterns and illuminated devices carried the scheme of light in a gradual ascent for two miles to the top of the mountains. King Edward and King Carlos viewed the magnificent illuminations and pyrotechnic display from the national museum, where a garden party was being held. The streets tonight are almost impassable with throngs of spectators.

AN ACHING BACK

Is the first indication of kidney disease, and should be taken as a signal of danger—a warning to use Dr. Chase's Kidney-Liver Pills while yet there is time to avoid the dreadful pains and certain fatality of this terrible disease. There is no guess work, no experimenting when you use this prescription. It brings relief in a remarkably short time, and because of its combined action on liver and kidneys, cures complicated cases which cannot be reached by any ordinary treatment.