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SUN PRINTING COMPANY,
 ALFRED MARKHAM,
 Manager.
THE SEMI-WEEKLY SUN
 ST. JOHN, N. B., MAY 3, 1899.

WINTER PORT TRADE.
 The statement of winter port trade which the Sun gives to its readers this morning is gratifying to the extent that it shows a large increase in the volume of trade, both inward and outward, compared with the previous season, and an increase of over fifty per cent in the value of goods exported. Had there been a direct London service the statement would have been still more satisfactory.

The record shows a falling off in the quantity of grain and its products, and of cheese, compared with last year. There was also less live stock carried, though the number of cattle shows an increase. In other lines than grain and its products, and cheese, there was an increase, and the quantity of miscellaneous cargo was very much larger.

In the distribution of grain, Liverpool took the bulk of the wheat shipments, but did not take half as much oats as either Glasgow or Manchester; while Glasgow took nearly three times as much corn as Liverpool and Manchester combined. Irish ports took nearly as much corn as both Liverpool and Manchester. Nearly all of the meats went to Liverpool, which also received most of the apples, cheese, butter, lard, sugar, maple blocks and many other items. Flour was pretty well distributed between Liverpool, Glasgow and Irish ports, and oatmeal and peas chiefly between Liverpool and Glasgow. Hay was pretty evenly distributed between the two English ports and the Scotch port. Glasgow took the largest quantity of pulp, with London, Manchester and Liverpool following in the order named. There were large shipments of starch to Manchester. The cattle were pretty evenly distributed between Glasgow, Liverpool and Manchester, the first named leading; but most of the sheep and horses went to Liverpool, which also received nearly half the total quantity of deals carried.

While the number of steamship sailings was but slightly larger in number than in the preceding season, the total tonnage was much greater, owing to the larger class of vessels engaged in the service, especially to Liverpool. The Glasgow line gave more sailings and the outward cargo carried was about forty per cent greater than in the season of 1897-8. The Manchester service was a new one, but was offset by the loss of the direct London service. The exports to Irish ports showed a falling off in value. If prompt action is taken, and a direct London service and the talked-of Bristol service are added next winter to those already established, there should, with the increased terminal facilities, be a further notable increase in the volume and value of traffic during the season of 1899-1900.

An especially gratifying fact again this season was that the steamers of the various lines came and went without accident, or delay on account of weather. This adds another to the long list of proofs of the safety of the port of St. John, and shows the absurdity and injustice of the action of the board of marine underwriters in increasing the rate of insurance on vessels trading to this port.

SOLEMN BROOKVILLE STATEMENTS.

Charges of election frauds are sometimes made on insufficient grounds, and occasionally with no ground at all. The charges connected with the late election in Brookville are deemed to be of a sufficient gravity to call for some things more practical than talk. Two arrests had been made, before the election-week expired and others are seriously implicated. It is a wise and fair policy even for a paper printed at a distance to refrain from expressing opinions on a controversial matter when it is before the courts. The charge against one of the persons concerned is that he tendered a bogus ballot to the returning officer. The other defendant is charged with conspiring to induce electors to take into the polling booth a ballot marked for Connors and to vote these ballots in place of the ones given out by the returning officer. It is alleged by those who were

campaigning in Brookville that the substitute ballot was extensively used in the contest in several polls. It is a simple device, requiring only one ballot to start the proceedings. Suppose that when the first gilt voter goes in to the poll to vote the returning officer tears off and gives him two ballots instead of one. The voter marks one ballot and votes it, carrying the other out doors with him. The ballot brought out is marked for the gilt candidate and given to the voter who has been influenced. This elector is required to go to the poll, receive his ballot from the returning officer, retire to the separate apartment, put the unmarked ballot in his pocket, and returning hand the returning officer the ballot given him outside. Not until he produces the unmarked ballot given him by the returning officer is the voter entitled to his fee. When this ballot is handed to the conspirator the latter is ready to deal with a new man. This method offers a guarantee that the voter gets the goods for which he paid.

Another scheme alleged to have been worked in the Brookville election is equally simple and effective. A large number of votes marked for the conservative candidate were thrown out by the deputy returning officers, because the ballots were marked with a red pencil instead of a black one. Some of the voters have said that they found no black pencil behind the screen and used the one that appeared to be provided. What is said to have happened is this: A good government voter pocketed the regulation pencil and left a red one in its place. He explained the proceeding to his friends outside, and the party leaders kept gilt voters from going into the polling place until a score or so of conservatives had marked their ballots. Then one of the faithful voters and restored the official pencil. The experiment is said to have been repeated at different times and different polls with great success. These are among the devices now about to be investigated. The course of the enquiry will be followed with some interest.

THE CANADA EASTERN.

On several occasions the Telegraph has explained that the Sun is practically alone in its opposition to the purchase of the Canada Eastern railway by the government and its operation as a part of the Intercolonial. On other occasions the Telegraph has intimated that the Sun has not opposed the transaction. This journal of the home and abroad is not concerned to defend itself against these conflicting accusations. The Sun has not the privilege of knowing what Mr. Blair's scheme is, and therefore is not in a position to express a definite view in regard to it. The Canada Eastern is a feeder of the Intercolonial. If it is not a part of the through system, and so far as can be seen there is no more reason for a public point of view or making it a part of the Intercolonial than there is for annexing several other connecting lines. The Canadian Pacific and Grand Trunk railway companies have a somewhat consistent and definite programme in respect to branch lines connecting with the trunk systems. It might be good policy to apply the same policy to the Intercolonial and its branches. If Mr. Blair purchases the Canada Eastern he adopts a policy which seems to call for a larger application.

But it is well understood that Mr. Blair's scheme, whatever may be its details, is not devised for public purposes, as a feature of genuine railway policy. It is a political deal, made wholly for political purposes, and as a campaign transaction. So far as the other party is concerned the sale of the road is a matter of business. So far as the government is concerned the purchase is a matter of politics. If it were only a matter of railway policy it might be regarded as a step in a new departure in the relations between the trunk road and its branches, and we might look forward to other projects in the same line of policy. But since it is a campaign bargain it is not necessary to suppose that it has any bearing on the general transportation policy of the government. It need only be considered as one step in the development of Mr. Blair's railway politics.

THE DEATH ROLL.

In the prime of life, and from the very midst of its activities, two men prominent in the business life of St. John have been removed by death. The late Mr. St. John was the head of a large business establishment, and as such was well known through the provinces. The citizens of St. John have known him best in connection with the Exhibition association, to whose affairs he devoted excellent administrative talent, with great energy and hopefulness. The late Geo. F. Baird has long been identified with the shipping interests of the port, and from his special knowledge was able in his place in parliament some years ago to do good service, when a measure threatening the provincial school-

er trade with unjust restrictions was before the house. His connection since with the river steamboat service, which has been much improved, and with local industries which he with others labored to establish, is well known. It is seldom the press is thus called upon to record the loss of two members of the business community, both in their prime, and both so actively identified with important business concerns. St. John has lost two good citizens.

IT IS NOT TRUE.

The attention of Hon. Mr. Emmerson is directed to the following paragraph from the Moncton Transcript: "Mr. Hazen's fiasco in the so-called bridge scandal investigation has cost the province more than many an appropriation for a by-road. The investigation accomplished nothing, because Mr. Hazen found he had undertaken more than he could prove, and was willing to back down at the first opportunity."

Mr. Emmerson knows that the Transcript's statement is entirely at variance with the facts of the agreement relative to the temporary withdrawal of the changes. In justice to Mr. Hazen the premier should reappropriate with the Moncton follower, whose wings Mr. Blair so effectively clipped a few months ago. There is no urgent necessity at present for a campaign of misrepresentation. Let us have the truth. The St. John Telegraph also says it is clear that nothing more will be heard of the bridge charges. Is Mr. Emmerson responsible for these statements on the part of his organ? If not, he should repudiate them.

A SEVERE STRAIN.

The new responsibilities that have come to the United States along with her new possessions must bear heavily upon the mind of the administration. The problems to be solved involve a wider outlook and conditions very different from those hitherto occupying the attention of the American statesmen. And there is no time to weigh the chances or study the new conditions. Urgency is required on every hand. Recent despatches told of fierce fighting in the Philippines, and wholesale starvation in Porto Rico. Affairs in Cuba are in a very unsettled state. The greatest burden is of course connected with the conquest and government of the Philippines. The people of these islands have shown themselves to be very skilful in a kind of warfare that prolongs the campaign and enables the climate of the islands to assist in the destruction of the American troops. After conquest, a still more difficult administrative problem will be that of providing an effective and satisfactory form of government for the islands. The necessities of the situation will require the maintenance of a considerable army. For years to come the affairs of Cuba, Porto Rico and the Philippines will call for the exercise of tact and power that will put American statesmanship to a severe test. Our neighbors are a resourceful nation, but with colonial problems added to those nearer home, notably in the south, they have an ample field for the exercise of their administrative genius.

The historian of the valued Telegraph closes a review of the recent session of the legislature with a panegyric devoted to the members of the government. They are all great men, gallant and gay—and they have almost wrought miracles. In another part of the paper Mr. McKeown sounds a pean in honor of Mr. George Robertson and Mr. Purdy, as advisers of the government. The historian adds to these the names of Mr. McKeown, Mr. Pugsley and Mr. Carvell. This is all very charming and very impressive. There is, however, an important omission, which the intelligent reader is expected to supply. While the puppets are shown in a clear light, Mr. Blair and the string are not visible. But they are behind the curtain. And the Telegraph draws its pay.

As might have been expected, the government press has been speaking of Mr. Hazen's charges as a "fiasco" and that sort of thing. It is too late for Mr. Hazen to do anything about it now, but if he is the sort of man that his friends think him he will show next year that the government cannot escape the responsibility for its misconduct. The fact that members want to get away from their legislative work to their private business must not be allowed again to stand in the way of an investigation.

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NOVA SCOTIA NEWS.

COBURNVILLE, N. S., April 25.—The firm of Blackburn & Sons, Canning, whose are factory was burned last autumn, are building another factory on the old site.
 A fire occurred in the Queen Hotel at Canning on Monday. It was caused by a chimney which damaged the house to the amount of eighty-one dollars, which was promptly paid by the insurance company.
 The funeral service of the late Mrs. P. A. Brechin was held on Sunday. The deceased was a sister of John and John Brechin at Kentville. She was seventy-five years of age. Beside a husband she leaves four children. Mrs. (Constance) Fetter, George and Harris of Canning, and Dr. C. H. Brechin of Boston.
 On Tuesday evening the marriage of Miss Burgoyne and George Margason took place at the Kentville Baptist church.
 The steam-tourist, owned by the R. W. Kincaid Co. of Canning, is being repaired at St. John's Bay.
 The acetylene gas in Canning has been a failure. Fetter Bros. have now bought out the plant from the company and hope to make it a success.
 News from the death of Mr. Hobson, with several others, who were drowned recently near Harrington, Yarmouth county. Mr. Hobson was a well-known member of the Rev. J. K. West of Canning.

PARSBORO, N. S., April 25.—Surprise, (one register, to Capt. Robert Elliot.
 A schooner, the John, owned by the Yankon, 79 tons register, was launched from the shipyard of H. Elderkin & Co., Port of Canning on Saturday.
 S. S. Angers, 1890 tons net, arrived at West Bay on Saturday night to load coals for the Yankon, which is being shipped by M. L. Tucker. She will carry upward of two million lbs. of coals.
 Mr. W. Smith and H. C. Jinks are building residences for themselves. Three new houses are to be erected on the waterfront, and several more are being of in other parts of the town.
 A wedding ceremony, a somewhat rare event here, was celebrated at the R. C. church on Monday. Rev. T. J. Butler officiated.
 There were two funerals in town yesterday. One was of Mrs. John Smythe, wife of John Smythe, aged 61. The other of Mrs. B. aged 84, formerly a well-known amputee.

AMHERST, N. S., April 28.—Dr. D. C. Allen of this town died today at Fox Point, two weeks ago he left for that place to visit his sister, Mrs. Harry Carter. Immediately on his arrival he was taken ill and on Tuesday last became unconscious, remaining so until the end. The deceased was twice honored with the mayoralty of Amherst, for a period of years of 1874 and 1875. He was born in Bayfield, N. B., but has lived here for over twenty years. The funeral on Sunday will be under the auspices of Masons at Acadia lodge.

WOLFVILLE, N. S., April 28.—On Thursday afternoon fire burned the large barn and stables of Dr. DeWitt, and the tenement house of Mr. E. L. I. All there were twelve buildings on fire at the same time, including the Baptist church, which caught fire in three places on the roof. Dr. DeWitt had a narrow escape from suffocation in trying to save a valuable Arabian horse. None of the stock was saved, which included nine head of cattle, two horses, several farm utensils, hay and oats, and 3000 worth of fertilizers. The water service proved itself to be very efficient. There was no insurance on the stock, but a small one on the buildings. The firemen were treated to refreshments.

The following young people will take their B. A. from Acadia University on June 7th, 1899: Harry S. Baker, Brooklyn, New York; George L. Bishop, Greenwich, N. S.; Phillip W. Ball, Wolfville, N. S.; Frank L. Cann, Yarmouth, N. S.; J. S. Clark, Zella M. Clark, Bay View, P. E. I.; Edna M. Cook, Canning, N. S.; Charles H. Canning, Wolfville; Avaril L. Dodge, Spa Springs; Sydney Dumaresq, Halifax; George Elliott, New Ross; J. W. DeB. Ferris, White's Cove, N. B.; E. B. Freeman, Milton; Irad Harry, Lockport; Ernest Harper, Sackville, N. B.; Arthur Hay, Woodstock, N. B.; J. W. Keirstead, N. S.; Island H. Canning, Wolfville; Avaril L. Dodge, Spa Springs; Sydney Dumaresq, Halifax; George Elliott, New Ross; J. W. DeB. Ferris, White's Cove, N. B.; E. B. Freeman, Milton; Irad Harry, Lockport; Ernest Harper, Sackville, N. B.; Arthur Hay, Woodstock, N. B.; J. W. Keirstead, N. S.; Island H. Canning, Wolfville; Avaril L. Dodge, Spa Springs; Sydney Dumaresq, Halifax; George Elliott, New Ross; J. W. 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