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# EM TRAITORS.

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BLAIR TO SHAUGHNESSY impossibility of effecting such arrangement on 12 or 15 days' notice.

The Minister of Railways' Reply to the President of the C. P. R.

Mr. Blair Complains that the C. P. R. Has Not Given Him Enough Time What the Minister Has to Say.

WOODSTOCK, Sept. 19.-Hon. Mr. Blair was seen tonight in reference to the letter which Mr. Shaughnessy has given to the press.

The following is the reply of the minister of railways to Mr. Shaughat Montreal Wednesday morning:

"At. St. Stephen, N. B., Sept. 19, 1900.

"My Dear Mr. Shaughnessy—I have been unavoidably delayed in acknowledging and replying to your favor of the 3rd instant with reference to the transfer of your export traffic to Intercolonial at Montreal, and I have only just now concluded my conferences with my officers and the general manager. The proposition you make, as I understand it, to deliver to us at Jacques Cartier Junction the traffic you have been heretofore carrying to St John for export, is one which, with some minor modifications, I am bound to say has much to commend it to favorable consideration. The arrangement of details to ensure a satisfactory working agreement, and the necessary preparations which the Intercolonial would have to make to enble it to handle so large an additional traffic, would require time to adjust and provide for. Your suggestion that should let you know inside of 12 or 15 days whether the Intercolonial is or is not prepared to enter into a binding agreement with you to take care of this traffic during the approaching winter, you must, from the standpoint of the Intercolonial, see does not afford adequate time in which to complete the negotiations necessary before such a contract should be concluded. The volume of your traffic last year east bound for export aggregated 200,-000 tons. To add such an enormous business to the normal traffic of the Intercolonial would involve the settlement of many details. Let me enum-

erate them: "First, your suggestion is based upon the condition that we should make with your company an agreement on the basis of that existing between the upon fair and reasonable terms. Grand Trunk and the Intercolonial for export traffic. This would be satisfactory if you make the conditions identical, or nearly so, and in order that we may be on as good a footing in a financial sense, carrying your merchandise as we are with respect to any we may receive from the Grand Trunk, we would require you to deliver to us at Ste. Rosalie, rather than at Jacques Cartier Junction. This is a minor detail, however, which we could, I have no doubt, after discussion, arange between us.

"Second, our facilities at St. John, which are approaching completion and which will be ready for winter business, would be quite insufficient to handle anything like the large volume of business you propose to turn over us. As a consequence, we would have to discuss with you, and also with the bridge company, the terms upon which we could utilize your works side facilities, with the Carleton bridge an attentive hearing to the speakers. and connecting tracks, and in this relation I presume the corporation of St. to the chair, and introduced J. D. Ha-John would be entitled to have a say | zen as the first speaker.

ent as we might make. Third, as a sub-question, and perhaps involved in the above, the terms the bridge by the bridge company, and charges for the miles of track which we would have to use to reach franchise. the west side terminals, would involve ate which you propose to us would be cessitate our endeavoring to secure bridge upon terms entirely differnt from any which the bridge comany have heretofore been willing to

Fourth, the Canadian Pacific has

eached its present capacity for handling the considerable tonnage which ou were able to take care of last winer as the result of years of organed work, and is the growth of time. To cast upon the Intercolonial the redditional freight beyond its ordinary dusiness during the approaching winter, and to do which you would bind us undertake in a manner satisfactory shippers, is such a large problem that nonths would be required of vigorous reparation to justify us in assuming Our present locomotive and car uipment is really not sufficient to handle the ordinary business which now comes to us, and I have been making strenuous efforts to increase our capacity for the purposes of this normal business. I have had no paramentary authority to incur expense this year to take up such a burden as ou would suggest we might assume. quite understand that in the matter cars you would no doubt be willing to furnish these on the usual car mileage terms, but we would require number of additional locomotives,

esides securing a sufficient and orsanized staff to handle business. Fifth, there would still remain the making and concluding of arrangenents with shipping companies for he ocean transport of this traffic, and you would realize as fully as the trafofficers of the Intercolonial do, the

"Sixth, I have assumed that you

propose to hand us over all the export traffic you can secure. Possibly may be in error in this, and if I am, there is the more reason for our coming to an implicit understanding upon this question, which can only be arrived at after much thought and discussion. In your letter to me of the 3rd you speak of your being under the necessity of discontinuing export business from St. John 'in the manner and to the extent' you have heretofore carried on that business. There is here an implied reservation, if not an express one, that part of the business you would retain. We would naturally have to discuss between us what is the portion of this business you contemplate reserving for your company. Export business consists of various classes, some of which are nessy, mailed Tuesday, and received better paying than others, and it is only when the general traffic includes both the less profitable and the more profitable that average results ar obtained, which make it possible for the railway to transact the business. You would be the first to acknowledge that an offer to us of the unprofitable business, while you retain the profitable portion, could not be entertained and would not be in accordance with either the letter or spirit of the suggestion that we should get your export traffic on the same basis as is the Grand Trunk. All the above considerations, it appears to me, can only point to one conclusion. That your have decided, that the relations of the government railway with your comwithdraw from the export business at St. John. If such is really your present view, the conclusion would have likely forced itself upon you months ago, and when you did so decide, it would have been better to have at once made such a proposition to us as is contained in your letter of

> the third. "Had that been done, we could then have debated the whole question with you, doubtless have come to a conclusion upon it, procured the necessary parliamentary authority, have increased our equipment and got into a shape in which we could have undertaken the business.

> "Upon the whole, and treating your proposal seriously, I would suggest that you continue the export business this winter as usual, and I will be prepared during the coming season to take your proposition up and make an honest effort to come to an agreement

> > "Yours faithfully, "(Signed) A. G. BLAIR."

### QUEEN'S CAMPAIGN.

J. D. Hazen, M. P. P. and H. B. Hetherington, at Codys,

ddress a Large and Enthusiasti Gathering of the Electors-McKeown's Cold Re-

ception.

CODY'S, Queens Co., Sept. 20 .- R. representative and very enthusiastic the west side of the harbor, and the public meeting in the interests of the bridge and the tracks. Upon the as- liberal conservative party was held in sumption that you are retiring from the public hall at Cody's tonight, the the export business at St. John, this speakers being J. D. Hazen, M. P. P., ought to be practicable, but some and H. B. Hetherington. Notwithnecessary arrangements would require standing the threatening weather the be made for taking over, either spacious hall was crowded with a quiet emporarily or permanently, your west and well behaved audience, who gave

S. M. Starkey of Starkey's was voted

as to the property which they have Mr. Hazen gave an able address, and constructed and placed at your dis- during his discourse touched upon the posal, and following the results of subject of the two price bridge our arrangement parliamentary action charges, and also referred to the matwould have to be had to enable us to ter of free school books and increased egalize and effectuate such agree- grants to teachers. He asked the audience if Messrs. Farris and Carpenter had done anything for the people in this parish, when several voices upon which the use of the bridge could loudly said "No! Nothing." Mr. Hazen e acquired is a matter of importance. said he stood prepared to verify any charges now made for crossing statements he made. In closing he impressed upon the young men the necessity of taking advantage of the

H. B. Hetherington, the next speakto the Intercolonial an additional cost, er, in beginning his remarks said they as against east side shipments, of over had just listened to a man who was per ton. This is an expense which second to Mr. Foster, and who gave up our company avoid, as you are not his whole time to the work of securing under the necessity of crossing the for New Brunswick a pure and good ridge, and \$1 per ton taken off the government. Mr. Hazen did not seek office for the money that was in it. very considerable item, and would Mr. Hetherington gave his ideas about school books and teachers' salaries, and also spoke in advocacy of a pork packing establishment in St. John or some other central place. At the conclusion of the speaker's address hearty vote of thanks was given to Mr. Hazen with three cheers for attending the meeting, and then three cheers were given for Mr. Hetherington and three lusty cheers for the Queen.

Amongst the prominent people present were S. M. Starkey, Councillor ponsibility of handling 200,000 tons of Hamilton, C. F. Cody, G. R. Cody, A. C. Worden, W. H. Doney, M. J. Doney, Jos. Hetherington, G. A. Gamblin, B. Northrup, J. W. Patterson, W. J. Southern, R. W. Hetherington, Jas.

Ward and A. E. Pearson, Highfield. The liberals held a public meeting in the school house at Cole's Island on Wednesday night, which was addressed by the Hon. H. A. McKeown. Only a moderate number of people attended, and from the way in which the speaker's remarks were received it is quite evident they did not have much effect.

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## WINTER PORT

The City Council Turns mittee, when the minister told him he of railways and canals before reportfrom Blair to Laurier.

Resolution to be Forwarded to the Premier Calling Upon the Government

To Take Such Action as Shall Result in the Continuance This Win ter, of the Established Business With Great Britian.

A special meeting of the Common Council was held at the City Hall yesterday afternoon. Mayor Daniel presided, and all the members were present except Ald. Christie, Maxwell

and Tufts.

The mayor said he had called the meeting on account of the trouble which had arisen with regard to the continuance of the winter port busiprovided for in our agreement with ness by the C. P. R. at Carleton. He thought the committee to whom the matter was referred some time ago should let the Council know just how company should have decided months the matter stood. The Council occuago what would intimate now you pied the peculiar position of being bound to lose in the event of the C. P. R. taking their business or a part of pany render it necessary for you to it away, yet not being able to exert a commanding influence with either party. The Council would be looked to to give an answer for what they had done or what they had not done. It was considered best to make a statement of what had been done and let the Council take whatever action they might decide best in the interests of the city. The mayor then read the following report:

"Your committee appointed winter port matters, beg leave to report as follows. After the visit of Mr. Shaughnessy to our city on July 20th ult., at which time he stated that the C. P. R. could not continue to do the extensive export business at this port which it had been doing during the last five winters unless more favorable arrangements could be made with the government than it had hitherto been able to obtain, it was felt that a disagreeable crisis in the winter export business was being reached. The benefits which have already accrued to this community from the business, in the circulating of a very large amount of money every winter, which otherwise would not take place, and in the employment of large numbers of our working men during the months that they would otherwise be idle, in the distribution also of large sums to the merchants of this city, as well as the farmers of the province, are so wellknown and appreciated that it was

hardly necessary to refer to them. "The minister of railways and canals was at this time absent in England, and, as it was felt to be important that no time should be lost in acquainting the government with the serious aspect of this matter-at least serious to the City of St. John, a type written copy of the stenographic report of the interview was immediately forwarded to the Rt. Hon. Sir Wilfrid Laurier,

leader of the government. "The mayor also wrote to Sir Wilfrid

in the following terms: (Cot V.)

The Hon. Sir W. Laurier: Dear Sir—The president of the C. P. railway has lately had an interview with me, at which a number of the aldermen, and the president of the board of trade, were present, with reference to the continuation at this port of their winthe president of the board of trade, were present, with reference to the continuation at this port of their winter port business. A full copy of the interview has been forwarded to you for your information, and from it you will learn the points of dispute between the department of rallways and the C. P. R. It appears to me that the chief claim on the part of Mr. Shaughnessy is that he thinks the government should assist him to develope the business at the port of St. John—a Canadian port—rather than throw difficulthe government should assist him to develope the business at the port of St. John—a Canadian port—rather than throw difficulties in the way. The attitude of our citizens is at present one of incredulous amazement, that at this stage there should arise any doubt of the continuous prosecution of this business, for which they have made such immens? financial sacrifices, about \$750,000, and which they consider vital to their future welfare. The withdrawal of this business would be viewed in the light of a calamity, and stir up angry and regrettable agitation. Since this business was first started here, there has been a large and constant growth, every winter being marked by a great increase in the tonnage exported, so that last winter nearly 200,000 tons were handled outwardly, as against about 45,000 tons four seasons previously, and everything points to a gradual but immense development.

and everything points to a gradual but immense development.

I have seen it stated that this matter is still the subject of negotiation between the government and the C. P. R., but Mr. Shaughi essy intimates that he knows of no negotiation at present, and so the matter may be allowed to drift into impasse.

I take the liberty, as mayor, of calling your attention to our position, in the hope that the government, of which you are the distinguished leader, will in the settlement of this matter as between the I. C. R. and C. P. R., not forget the great and important interests of this city, and the immense stake we have in the steady prosecution of this really national undertaking.

I have the honor to be, sir.

I have the honor to be, sir, Your obedient servant,

J. W. DANIEL. Mayor. "To that letter the following reply

was received by the mayor: ARTHABASKAVILLE, July 30, 1900. Dear Sir-I have the honor to acknowledge the receipt of your favor of the 26th inst. I the receipt of your favor of the 28th inst. I have also received the report of the interview of Mr. Shaughnessy with yourself, a humber of the aldermen and the president of the board of trade of St. John. The matter therein referred to is now engaging the attention of the government. The question is that the C. P. R. company object to the present condition of things and would require different arrangements from those which now exist in order to continue their bresent system of winter port at St. John.

minister was passing through the city, the mayor again waited on him to request an interview for the com-

"No answer was returned to this telegram. On the 20th inst., as the

didn't think an interview was necessary or advisable, as he was in full build wharves and provide facilities ssion of the facts. Your committee do not for a moment say or express to do business through the port. Now themselves as believing that the min- because there was some rivalry beister of railways was wrong in his tween the I. C. R. and the C. P. R. we opinion that an interview was useless. but they felt that the publication of regretted. Street rumor was to the Mr. Shaughnessy's offer to turn over C. P. R. winter business to the I. C. R. at Montreal and Mr. Blair's reply, place the matter in a new light, and a further effort to get an interview your committee would have been glad with Mr. Blair. Mr. Blair was being of an opportunity to present their views on this aspect of the question to and he would certainly not do any-Hon. Mr. Blair, not only as a minister of thing against the city. He would vote

"The fact that the minister states that the I. C. R. could not possibly carry freight for export, even if it was handed over to it at Montreal makes it absolutely plain that if we are to have a continuation here this winter of the immense winter export business to which we have been ac customed, it can only be done by the C. P. R. at the west side of the har-

the cabinet of the province of New

"Your committee feel that considerawait your instruction.

"They recommend that the following resolution be forwarded to the Hon. Sir Wilfrid Laurier, premier of Can-

To the Right Hon. Sir Wilfrid Laurier, P. C., Premier of Canada: Resolved, that this council earnestly uests your government to make such quests your government to make such arrangement with the Canadian Pacific Railway company as may enable that railroad to centinue its winter export business through the port of Saint John during the coming winter, in the same manner as it has been conducted for some years past. We urge this most strongly, as during the past year steamships engaged in handling this business have made sixty-three trips, involving a disbursement of at least \$3,000 for each years loaded. Since the winter port busia disbursement of at least \$3,000 for each vessel loaded. Since the winter port business began other portions of this province have become deeply interested in the supplying of hay and other agricultural products to these steamers, which results in the distribution through several counties of a large amount of money. Besides this, a considerable portion of our population has come to rely, more and more, upon this employment as a means of livelihood during the winter, and the sudden withdrawal of ployment as a means of livelihood during the winter, and the sudden withdrawal of such employment would entail great hardship. For this we see no compensation, as the honorable the minister of railways and canals has stated that he is unable to accept the offer of President Shaughnessy to transfer to the Intercolonial railway, at Montreal, the winter business of the Canadian Pacific railway during the coming season.

His worship was satisfied that the question was viewed only from the standpoint of the city of St. John. Let the Council determine now what course it was best to pursue.

Ald. Armstrong did not feel like moving the adoption of the report on account of the position he was recently elected to in the liberal conservative party, and it might be urged that he was actuated by political motives. Ald. Macrae said they were here as

aldermen and should do their duty, rrespective of politics. The city had spent hundreds of thousands of dollars in the provision of wharves and warehouses for the handling of the winter port business, and now the utility of the improvements threatened. On a former occasion he was charged with acting from political motives. As far as that went, he would prefer that the party with which he was connected would never get into power rather than that St. John should lose this business. If the government could handle the freight over the I. C. R. it would give just as much satisfaction as if the C. P. R. handled it. The resolution contained in the report of the committee asked the government to make arrangements with the C. P. R., and to this proposition he objected. He moved the adoption of the report with the resolution, with this amendment in connection with the latter, that instead of the request that the government make arrangements with the C. P. R. the following words be inserted: "That this Council earnestly requests your government to make such arrangements as will ensure to the port of St. John during the coming winter a continuance through it of the winter export business which the c' has enjoyed for some years past

Ald. Macrae added that if these words were put in the council could not be accused of hobnobbing with Mr. Shaughnessy or of trying to embarrass the government.

Ald. Baxter moved the adoption of the report as read, and that the recommendation of the committee be telegraphed to Sir Wilfrid Laurier. The feeling was that the best arrangement possible was one with the C. P. R. to continue the business for another winter. The C. P. R. had offered to transfer the export freight to the I. C. R. at Montreal, and Mr. Blair stated that the I. C. R. could not handle the business. That being the case the C. P. R. were alone able to do it. It was useless to talk of other lines or other arrangements. We must during the coming winter rely upon the C. P. R.

Ald. Hilyard said he did not think the C. P. R. intended to abandon St. John, as deal shippers had arranged for the shipment of lumber by the steamers.

In reply to Ald. Baxter Ald. Hilyard said W. M. Mackay and Geo. McKean stated that they had arranged to ship deals by the steamers along with grain and other cargo. Ald. Baxter said the C. P. R. had

made no contracts as yet. The council should do everything possible to hold this business.

which now exist in order to continue their present system of winter port at St. John. Without at all prejudicing the case in any way, I can say at this moment, that it is enjoying our most serious attention.

Yours sincerely.

WILFRID LAURIER.

"As soon as Hon. Mr. Blair reached St. John, after his arrival from England, the mayor waited on him and requested an interview for your committee. The minister stated that he was too busy to grant an interview at that time, but on his return here would consider the question as to the advisability of an interview. The mayor, hearing nothing further, on the 'I7th inst. telegraphed the minister in the following lines:

"Our committee extremely desirous of an interview with you re winter port matters.'

"At EST.

(Moncton Times, Con.)

Mr. Biair now finds himself in a most awkward situation. He has spent millions awkward situation. He has spent millions at the council to act at once. He did not believe that the C. P. R. were bluffing. It looked as if St. John was likely to lose the business, which would be a serious blow. We must look to the C. P. R. for this winter at least. He trusted that the recommendation would pass by a unanimous vote. If any members obtained the property of an interview. The mayor, hearing nothing further, on the 'I7th inst. telegraphed the minister in the following lines:

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this best arrangements possible after that. Ald. Seaton was satisfied with the resolution as it read.

Ald. McGoldrick thought the committee should have seen the minister ing. Years ago the city undertook to at Sand Point, and the C. P. R. agreed were likely to suffer. That was to be effect that politics were behind this move, but he did not credit that story. Still the committee might have made asked to be a candidate in St. John railways, but as the representative in for the report of the committee, as it could do no harm. Ald. McMulkin was of the opinion

that the business would go on. harm could come of passing this resolution, and he would vote for it. Ald. Colwell said a year ago Mr. Blair gave a committee an interview. but he accused two of the aldermen of attempting to embarrass the government and himself. Mr. Blair then receded from the position he had taken, and the C. P. R. continued the business. He was hopeful that Mr. Blair, when he realized what a blow it ing the importance of the subject to would be to St. John to have the C. our city, they must lay a statement of P. R. abandon St. John, would make what has been done before you and an arrangement with that railway which would be satisfactory. resolution could do no harm.

Ald. Macrae thought there might be a chance of getting business outside of the C. P. R. It would not be well, therefore, to mention that railway in the recommendation. The government were the only body to whom the Council could appeal. Let us ask them, as his amendment suggested, to ensure to us the business.

Ald. White moved that the following be added in the resolution after the particular section under discussion in the first sentence: "And urges that the policy of the government may be such as will ensure to the port of St. John for the future, through some system of railway connection, a continuance of the winter port export trade that it has hitherto enjoyed."

The report was adopted, as amend ed by Ald. White, by a vote of 7 to 5, It was moved that copies of the resolution be telegraphed to Sir Wilfrid Laurier and Hon. A. G. Blair. The appeals of the Lewin and Turnbull estates with reference to taxes were referred to the treasury board, with power to act.

WINTER PORT QUSTION.

Press Opinions on the Blair-Shaughnessy Letters.

AN ACUTE CRISIS.

(La Patrie-Tarte's organ.) The long-continued dispute between the C. P. R. and the railway department has reached an acute crisis. \* \* \* We have confidence that Sir Wilfrid Laurier and his colleagues will give this great question their immediate attention, and will regulate the affair so as not to permit the commerce of the West carried by the C. P. R. to entire the commerce of the west carried by the c. P. R. to entire the commerce of the west carried by the c. P. R. to entire the commerce of the commerce that the commerce of the co rich an American port as that of the Grand Trunk enriches Portland.

WHAT WILL ST. JOHN DO ABOUT IT (Fredericton Gleaner, Con.)

(Fredericton Gleaner, Con.)

The minister of railways has become thoroughly obstinate. He has built an elevator, and ttells the C. P. R. to go to Boston or anywhere else they like. If St. John endorses such a course it would be suicidal. Upon the present occasion the C. P. R. has offered extra and, as they claim, unnecessary inducements to the I. C. R. to get equal rights with the Grand Trunk and fair treatment at St. John. sary inductives and second Trunk and tender treatment at St. John.

What is St. John going to do about it? And will the rest of the province back her up? If sturdy resistance to this latest attempt of Blair to buildoze and tyranize over St. John is offered, St. John will find the whole province at her back. But the other constituencies cannot be expected to sympathize if there is any cringing. We do not be supported to the support of the pathize if there is any cringing. We do not anticipate this and we think the whole province should present a united effort to protect our winter port against the brutal and brow-beating conduct of the minister of railways.

NEITHER NATIONAL SPIRIT NOR BUSI-NESS PRINCIPLES.

(Montreal Gazette, Con.) (Montreal Gazette, Con.)

The proposition thus outlined fairly bears out Mr. Shaughnessy's claim that his road was making a sacrifice, which should not be necessary, for the benefit of the country's broad commercial interests. It laid down a plan which there seems no sound reason for rejecting. Though it was made on September 3, it was not replied to up to the 19th, the date set as that on which the country would have to close its winter freighting arrangements. In several senses this latter fact deserves to be called extraordinary. It indicates that there is both a lack of national spirit and of regard for ordinary. It indicates that there is both a lack of national spirit and of regard for business principles in the present management of the Canadian government railway.

THE INTERCOLONIAL PARALYZED.

(St. John Telegraph, Blair's organ.) (St. John Telegraph, Blair's organ.)

Under existing circumstances it would be perfectly futile for the minister of railways to undertake to deal with so large a traffic, especially at a time when so many other portions of the Intercolonial railway ars clamoring for increased ralling stock.

\* \* \* The wharves approaching completion in connection with the Intercolonial railway terminus are not sufficient to handle so large a traffic, and the offer of the use of the wharves in Carleton cannot be accepted because that would involve heavy charges for bridge tolls ando ther expenses, which would make the business unprofitable.

WHY NOT ?

(Montreal Star, Opposition.) (Montreal Star, Opposition.)

The proposal of President Shaughnessy of the Canadian Pacific railway to hand over to the Intercolonial at Montreal such export business as the C. P. R. may be able to control on the same terms as the export traffic agreement between the government and the Grand Trunk Railway Company has not yet been accepted by the government.

The proposal was made in a letter sent to Mr. Blair on the 3rd of September and Mr. Shaughnessy asked for an immediate reply. Why did Mr. Blair hesitate to close the bargain at once? If the arrangement made with the G. T. R. was a good one, why not jump at a similar arrangement with the C. P. R.?

A TEST. (Moncton Times, Con.)

Halifax were intended to provide for. The offer now made by the president of the C.P. R. puts to a practical test the question whether the large expenditures for terminal facilities at St. John and Halifax were intended for doing business or making votes.

WANT TO RUIN THE GOVERNMENT. (Halifax Chronicle, Fielding's organ.) The conclusion is inevitable. The C. P. R., havirg found that it cannot rule, is determined to do its best to ruin the government. But it has made a serious tactical blurder at the outset. Its trap is too open and obviors; and the decision of the public, if we are not greatly mistaken, will be that Mr. Shaughnessy and not Mr. Blair has been caught.

> NOT COMFORTING (St. John Globe, Liberal.)

(St. John Globe, Liberal.)

The proposition of Mr. Shaughnessy to transfer the business, the winter port business, to the government railway, is an intimation that the Canadian Pacific railway itself is not unduly excited over the prospects of the continuance of the business. \*

We have practically the declaration of the Canadian Pacific railway that it cannot do the business as the matter stands now with setisfaction to itself, or rather with profit to its shareholders. If this be a fact, it is self-evident that the Intercolonial rail-way, with its much longer haul, cannot do way, with its much longer haul, cannot do it. \* Even the willingness—let us say the professed willingness—of the Canadian Pacific railway to abandon St. John adian Facinc railway to abandon St. John in a really not a comforting thing. It is well to remember that while in Western Canada there is a sentimental feeling of doing the trade of Canada through a Canadian port in winter, the Canadian farmer, producer and exporter will not carry his sentimentalism so far as to pay more to ship it from St. John than from any other port. Perhaps it is not well to take too seriously the checks and drawbacks which naturally beset any great undertaking. The interests of any great undertaking. The interests of St. John in a matter of this kind are insenarably connected with the national sentiment and the national interests of Canada.

#### A TOTAL LOSS.

Dominion Government Steamer Newfield Fast on the Rocks.

Ran Ashore Satarday Afternoon at White Cove, Digby Neck, During a Thick Fog - Crew Taken Off by the Steame. Lansdowne.

HALIFAX, N. S., Sept. 23.-The dominion government steamer Newfield, Capt. J. H. Campbell, is a total loss at White Cove, Digby Neck, on the Bay of Fundy side, having struck a ledge there at one o'clock Saturday afternoon during a thick fog. She left Westport four hours previously for Digby, carrying supplies for the

light houses. The crew were saved. This afternoon Capt. Campbell, after consulting with Chief Officer Blakely, and Chief Engineer Stewart of the Newfield, Light House Inspector, Hutchins and Captain Bissett of the dominion steamer Lansdowne, decided to abandon the Newfield. The Lansdowne was at Digby, and upon receipt of the news of the accident, left immediately and fruitlessly endeavored to pull the Newfield off the rocks. The Newfield was heavily wedged in between two gigantic boulders. Holes in her bottom allow the tide to ebb and flow in her forehold and engine room. The forehold was full of coa which is beyond saving. The old supplies in her afterhold and other stuff was saved and placed on board the Lansdowne. Inspector Hutchins was aboard the Newfield and will go to Digby on the Lansdowne. The Newfield is alleged to have been steaming eight knots an hour when she struck. The loss of the Newfield calls to mind a terrible catastrophe when on

December 23rd, sixteen years ago, the Newfield was towing around to Halifax from Minas Basin, the new government steamer Princess Louise. That storm caught both vessels off Digby Gut. The Princess Louise broke away from the Newfield and was driven ashore one mile below Digby light, and excepting two persons, all on board perished. Now the Newfield's bones are likely to remain on the same coast, only twenty miles from the scene of the Princess Louise

Captain W. H. Smith, R. N. R., examiner of wrecks for the government, will go to Digby today to conduct an

enquiry. The officers of the Newfield have reported to J. Parsons, agent of the department, that the ship is liable to become a hopeless wreck. The first strong westerly wind will probably destroy her. The steamer Lansdowne was waiting at Digby for the Newfield and was engaged all yesterday saving cargo. The forehold of the Newfield filled rapidly after striking, and the engine room was immediately filled. The Newfield suffered \$10,000 damage recently in the Gulf of St. Lawrence and temporary repairs were made by the crew. Permanent repairs were contemplated later, The Newfield was twenty-four years old.

#### \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* LETTERS FROM THE PEOPLE \$ \*\*\*\*\*\* \*\*\*\*\*\*

THE PORCUPINE AS FOOD.

Sir,-I notice a paragraph in the Sun this morning stating that porcupines are very numerous in portions of the province, and destructive in their depredations on the growing crops.

Porcupines, properly dressed, were often to be seen in the country market for sale many years ago, and were reputed a delicious mess. If numerous and destructive why are they not now offered for sale? The animal feeds largely on grain and must be clean as an article of human food and even desirable for the epicure, who is gener-

ally the cleanest of mortals. There is no close season for the porcupine, and so the hunter would have no conscientious scruples in killing them or the trader in selling. Cannot some of your readers furnish information relative to this abused and neglected animal, whose quills figure in all Indian works of art, and whose carcass should grace the tables of the wealthy and may be made an article of export to feed the hungry in other

lands. Mrs. Nexdore—I notice you've got new paper in your hall? Mrs. Pepprey—Yes. How do you like the design? Mrs. Nexdore—It seems to me it's rather loud. Mrs. Pepprey—Yes, that's why we selected it. We thought it might drown the sound of your daughter's piano playing.—Philadelphia Press.