## EW STORY

Installment of Smith" appear Issue of the eekly Sun.

the Great was a ce of wealth and umerous folk who quently to his dehis numerous denone are more enthan

EON SMITH." ntures are told in ing manner by a author. The life y of this modern of the great rior and statesall of incident, and llustrate the ups of " the Field, the the Grove" in a t will keep every he Weekly Sun inom the first line to this great serial. ch for the millions aparte to Napoleon thrilling events of fe in America and s double wooing. hological incident story of surpass-

n Smith" will run months. time to subscribe ekly Sun, the peo-Only one dollar in advance

## IME TRAGEDY.

Recalls a Wholesale the Columbia River.

wickers Were Among the en Victims.

B. C., Colonist.)

drowing accident in lives were lost on the as far back as 1866, nimd by a letter recently F. Adams of this city, nation of one Daniel out that time. The let-Joseph L. Cotev of Wisconsin, a brother whom information is

been in Quesnelle in nd the brother writes mother wants to hear 1856 went to California later to Cariboo, and of at Quesnelle. It wned, of which Mr. of the few survivors. ho was in town a few Lorne creek, rememas Dan Whiteside, other old timers. It first that he might the two men drownbia a few days before ty met with their terbut that turns out nor can it be found

accident of which Mr rivor is told of in the nds of gold in the Big ng a great mining as the Klondyke is were the men who h. On May 19, 1866, a party of 24 men ullock's creek. They a large old Hudson's proceeded down the ame to the head of oids, when all but four Mr. Adams and three he boat, steered by for a couple of miles ne rest of the party and though the ne river had not been three being tired of the boat again. Withconsiderable water. rowers became panicave pulled the boat to unity was allowed to tting in the bow was could easily have been rope was foul or the ed, and away went ole coat and capsized hole. Mr. Adams, C. ed. Quick and Capt. ove the main rapids, ning could have lived, ged to catch a floatout to some men on he boat was pulled in. and James Nicholson vim ashore, but the rowned. The victims McKiel of Greenwich, Wm. F. Coldwell of B.; C. J. Kirby of Joseph Defort, John Harvey, Edward Gilsworthy, Wm. Rich-Wm. Hockins of Grim; Joe, of the New

story of a misfortune doubt well rememold-timers, is new have since come to

Victoria; Edward

whose name is

HON. MR. FOSTER'S

Hall, Toronto.

His Telling Exposure of the Drummond County Railway Deal.

Mr. Greenshield's Very Decided Interest in J. Israel Tarte's Son-Mr. Laurier and His Bosom Friend Pacaud, of Notorious Memory.

(Mail and Empire report.) 'The Crow's Nest pass is not in it with the Drummond County railway -(laughter and cheers)-is not anywhere near it. I say that this transaction is unprecedented in the history of parliamentary government. I say acquisition of any road from Levis west to Montreal was never once in-terjected into the debates of the house as a question for the house to consider. I say that it never was considered by the late conservative gov-ernment. Sir Louis Davies asked me to deny tonight that it had been a subject of negotiation and discussion by the late government. Sir Louis, I deny it. (Louid cheers.) I say that at Nothing which involved millions of dollars would be discussed at that council unless I were there. It was never mentioned in that council. (Cheers.) It was never brought to my attention. It was never negotiatby the government. I don't doubt that somebody wanted to sell it for a good many years, but, Sir Louis Da vies, I have all pleasure in denying tion or discussion by the government of Canada of which I was a member. (Loud cheers.) What was involved in that? Briefly, without going into minute calculations, it would involve entirely the sum of \$7,000,000. Is that true? My friend to the left shakes his head, but there is nothing in it."
(Roars of laughter.)

'That, gentlemen, involves an expenditure of seven millions of dollars capitalized. Will my friend tell me that that means? Two hundred and nienty-nine years is to be paid under that arrangement. Capitalize that at 3 per cent. and you have got to put up \$7,000,000 to furnish the money to pay \$210,000 per year. (Applause.)

AN UNPRECEDENTED COURSE.

"I say it is unprecedented in parliamentary government that a government, unknown to its own party fol-lowers, should go to work and make a hard and fast contract with the Grand Trunk railway, and the Drummond County railway, binding them to an expenditure which on capitalization amounts to the setting aside of \$7,000,000 without first having brought the matter before parliament to be parliament on the matter. (Hear, hear, and applause.) What happens We have government by party. What happened down there? The government came in with that scheme when? At the very end of the session. Their own followers kicked vigorously. They kicked so vigorously that for a time there was doubt whe ther it would pass the lower house What was the rod held over them? Why, sir, it was 'the government have committed us to it; you must see us through or we will have to throw up in.' Is that a fair basis for parliamentary decision of a matter involving the people's money? (Loud cries of 'No.') By no means, and I say it is unprecedented in parliamentary practice. A measure of that kind, involving \$7,000,000 and an arrangement for ninety-nine long years—three generations—if it was going to be submitted to parliament ought to be brought down in good time. It was mentioned in the speech. We did not get the papers down, not one of them on the table of the house until the 14th day of June, eight days before the house was set to prorogue. (Applause.) Why? The order-in-council making the arrangement and authorizing it was dated the 24th day of March. Why did we not have it brought down directly afterwads? The contract was signed on the 15th of May. Why did we not have the contract down directly afterwards, in-

stead of on the 14th of June? Why? THE HIDDEN MOTIVE.

"Because, to my view, it was the set purpose of the minister of rail-ways to railroad that through in the dying days of the session. (Cheers.) More than that, gentlemen, would you believe it, when Mr. Blair conceived the idea, sitting close beside Mr. Tarte, when they conceived the brilliant idea for my friend Greenshields, for whom nothing is too good-(laughter)-they actually asked Mr. Schrieber for a report on the road. Mr. Schrieber gave them a general report on the 2nd of February, the last clause of which was this: 'If the government has any idea of purcha or making an arrangement, I would advise that a thorough engineer's investigation be made of it.' Was it made? The contract, as I stated, was authorized the 24th of March, the document was signed the 15th of May, and it was not until the 2nd or later in June that an engineer was sent down to make an investigation of that road-(hear, hear)-and when he was sent down he was sent on a Saturday, ran over it on a Sunday, came back on Monday, and made his report (Laughter.) Now, sir, is that business-like for a business government? That, sir, is subversive of everything like good parliamentary government and of any check upon the expenditure of the people's money. Now, sir, I am not going further into that, except this: What did the Drummond County road get? Sixty-four thousand dollars a year for ninety-nine years. Follow me in this. What was the basis of buying? One million six hundred thousand dollars the govern-

cause the government asked how much it would cost to build a road that length. One million six hundred thousand dollars was the report. Magnificent Speech at Masseu Mr. Blader then said: "I will take \$1,will give you that for it, and I will count interest at 4 per cent., and I will pay you not \$1,600,000 down, but I will pay you \$64,000 a year for ninety-nine years.'

AN EXORBITANT DEAL. "Will any of you take that to a banker, to an actuary, and ask him what it means?" A voice—"Where does Israel Tarte's son come in." (Laughter). I will tell you about that, but first I want you to interview that banker or actuary and ask him what an annuity of \$64,000 a year for 99 market. What will he tell you? Two million one hundred thousand dollars. (Applause). What was the price agreed upon by the government? One million six hundred thousand dollars. but in order to give them \$2,100,000, instead of paying cash down, and they could have got the money for less than 3 per cent. in London, they pay at the rate of 4 per cent, on an annuity of \$64,000 for 99 years. (Applause). Now, sir, this is but a sample of the business all the way through. When we come to the Grand Trunk railway, why, sir, we find that the terms are most exorbitant. For 25 miles of the road, undivided half-interest, from St. Rosalie to St. Lambert, we pay \$37,500 a year for 99 years, for the use of the bridge \$40,000 a year for 99 years, and for the use of the terminals in Montreal we pay \$62,500. For the whole we pay what is equivalent to setting aside \$7,000,000. Now, sir, where is the husiness to come from? It brings the road to Montreal, but when it does so it brings it into competition for through freight to Fortland, to St. John, to Halifax, 300 or 400 miles to Portland, 248 miles shorter to St. John, and 76 miles shorter to Halifax than the line that the government are now acquiring will make their road from Montreal to these points.

NO FREIGHT TO BE CARRIED. "What through freight are they going to get competing against three reads whose whole interest is in drawing the freight over their own roads, and to this day no man in parliament or out of it has attempted to show where the increased freight is to come from. Nothing but generalization. What happens, sir, about the time that this thing is going on? That road, I want you to know, is owned by Mr. Greenshields, Mr. Mitchell, and a third party, Mr. Greenshields being the great owner. Into the whole of that road up to the last of June, 1896, they had put out \$300,000 of their own money. But, sir, Mr. Greenshields took a more active part in the elections, and what was more, he took a very decided interest in Mr. Tarte's son. (Laughter and applause). How convenient it is to have sons. (Laughter). Israel Tarte has sons. Israel Tarte is a member of the government. Mr. Bertnam (addressing the chair), you said the other night that J. Israel Tarte was the greatest enemy of cor-ruption in this sountry. (Laughter, and cries of "Oh, oh.") You said it. will suppose a liberal conservative minister had done this. Before he came to be a minister he was down in the province of Quebec, in the city of

"He knew Mr. Pacaud. Mr. Pacaud was the organizer of the liberal party in dominion politics in Quebec. He was the bosom friend of Sir Wlfrid Laurier. They ate together, slept together, travelled together, talked over the campagn together, fought it together, and, amongst other things, Mr. Pacaud was a thief. (Cheers) Does any sensitive soul quiver and say, 'That's a hard thing for you to say, Mr. Foster?' It is, but I am only quoting what the judges of Quebec stated when, the case being carried to court, they gave a decision on the 8th April last, ordering Mr. Pacaud to pay back to the provincial funds of Quebec \$100,000 that he had stolen from the province. (Cheers). Mr. Pacaud was the tolkeeper. Nothing went out in the shape of a contract, nothing came in in the shape of a payment, that Mr. Pacaud, the bosom friend of Sir Wilfrid Laurier, did not toll, and the Baie des Chaleurs under oath investigation showed that from one time and another hundreds and thousands of dollars had been filched by Mr. Paçaud. He is ordered to pay back this \$100,000, but he did not. Why? What had he done with it? Some of it, he said, was sent to New York, and he could not get it. What became of the rest of it? It had been paid out. What for? For the private debt of provincial grit ministers in the province of Quebec. relieve Mr. Pelletier, Mr. Tarte, and others, of notes they had signed for the dominion election expenses, and five or six thousand of it went where? To provide election protests deposits against conservative members, and some, it is said, to Blair were attached to it. in New Brunswick. (Cheers).

QUESTIONS FOR SIR WILFRID "Now, I say this, before a grit can get up and talk about purity he has to put a pertinent question to Sir Wilfrid Laurier, and that is this: 'Sir Wilfrid, you are the pure leader of a pure party? 'Yes, I am that; look at my (Roars of laughter). There, sir, is the decoration that was forced upon me by the Queen. (Renewed laughter). I did not want it, but when I went over to London I found it, with her majesty's commands, and I had to take it.' (Laughter and cheers). "It strikes me that Gladstone was never forced by the Queen. It strikes me that Alexander Mackenzie was Lever forced by the Queen. It strikes me that Edward Blake was never forced by the Queen. (Cheers). But Sir Wilfrid was forced. Oh, how they raged against tinpot titles, did they not? It was Sir Tupper, Sir Bowell, and it was Sir That, with all the contempt possible. Now like sucking doves they roar. (Much laughter). Now, Sir Wilfrid, let me put to you this question, you, who wear the Legion of Honor, the badge of honor and integrity:

"'Did you know this judgment was given? "'Yes, I read it.' "'Did you know that this money ment said it was worth. Why? Be- was used to pay bills in your federal nearing a close.

elections in 1891 by which you got | I. C. R. DISMISSALS.

"'Did you know that \$5,000 of it went for election deposits to contest beral conservative seats there?" " 'Yes. "'Are you a pure leader of a pure party?

" Yes. 'That money was stolen from Que-" 'Yes.'

"'It is your duty, sir, before you talk purity to take that \$25,000, and that \$5,000, and give them back out of your party treasury to the filched treasury of the province of Quebec. (Loud cheers).

MR. TARTE'S DEALINGS. "Mr. Tarte is no chicken. What Mr. Tarte does not know about springs and combinations is not worth knowing. (Laughter.) He lived alongside Pacaud and fought him for years. He knew Mr. Pacaud's methods. What does Mr. Tarte say in his sworn evidence at the Grenier trial? "I was sitting one day after a meet-

ing of the legislative council, when Mr. Pacaud came to me. He said to me: 'Mr. Whelan, contractor, has got his bill passed, \$40,000 is in the estimates. I want to know if your side-Mr. Tarte was then a liberal conservative—is going to oppose this in the house.' 'I will see," says Mr. Tarte, and the little man flew off, and whispered to Mr. Taillon, the opposition leader, What is your policy about that?' 'My policy,' says Mr. Taillon, 'vote it through before the grits get hold of it. It is due to the man. I am not going to oppose it.' Mr. Tarte fizzed back, and he said to Mr. Pacaud, 'Why, the thing is all right,' and Mr. Pacaud replied, "All right? Then here's \$5,000,'

"Where did that \$5,000 come from? Stolen—seized from the country's chest. (Cheers.) Mr. Tarte took it, as he says, without turning his hand over in service, because there was nothing for him to do. Took it, he says, and thought of was a brilliant stroke, and would do it over again. That is the minister of public works He got into difficulties again, and he had no money."

A Voice-What about McGreevy? MR. TRATE'S PERQUISITES. Mr. Foster—"Will you apply the same strictures to Mr. Tarte as to Mr. McGreevy? Cheers.) Mr. Mc-Greevy was turned out of the house and turned out by a liberal conservative ministry. (Renewed cheers.) Mr. Tarte, who is equally guilty, is into place and power, and honored as a martyr by Mr. Bertram."

A voice-The court has not said so. Mr. Foster-"The court has not said so? Why, Mr. Tarte under oath in the court said so himself-(loud cheers)and swore to it. He was in difficulty again in 1891. He applied to the grigovernment, to one of the member hard up. Give me an order for printing to the amount of \$3,000.' Oh, yes, but you are not doing the printing.' 'No, but I want the money.' The order was given. Before he had done the printing, before he intended to do it—whether it was ever inteded to be done or not—Mr. Tarte put that order of the minister to his note, and raised \$3,000 upon it, and when the upheava came in Quebec he had to foot it himself. But it was none the less a transaction that no honorable public man should have been engaged in. (Loud cheers.) Mr. Tarte was tied up again, just before the l'Islet election, and his friend Mr. Shaugness offered him \$3,000. Mr. Tarte, in the delicacy of his heart, said, 'No, I am but Mr. Shaughnessy, here are my sons.' (Laughter.) I do not doubt but what they would take it, and do some printing for you.' (Renewed laughter.) So under oath Mr. Tarte says, 'Mr. Shaughnessy gave the \$3, 000 to my sons. I took \$1,200 or \$1,400 of it, and went down into l'Islet, and was elected,' (Laughter.) There is your immaculate minister of public works. Mr. Tarte, according to Mr. Bertram, is the enemy of corruption (Laughter.) He is that kind of a prohibitionist that I saw parodied oncea prohibitionist who prohibits every possible kind of liquor that comes within his reach from passing until he has downed it. (Roars of laughter and cheers.) And, sir, just about the time that this Drummond railway business was going through Mr. Greenshields could not give anything to Mr. Tarte, but he could put \$30, 000 into a paper, buy it, and give the title deeds to Mr. Tarte's sons. (Laughter.) Now you could put this and that together. I have never yet said in parliament or out of it, that the Drummond deal was full of iniquity in point of corruption, though I have (Cheers). Twenty-five thousand of it my suspicions. (Cheers.) Iwould no say it until I had seen it investigated, but I saw that no more improvident bargain was ever attempted to b forced on the parliament of any country-(applause)-in the way in which it was done, and in the terms which

> CONSUMPTION CURED. An old physician, retired from practice, having had placed in his hands by an Bast India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma, and all throat and lung affections, also a positive and radical cure for Nervous Deblity and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has selt it his duty to make it known to his suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire it, this recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with staup, naming this paper. W. A. NOYES, 320 Powers' Block, Rachester, N. Y.

Fuddy-"There's much truth in the saying, 'Seeing is believing.'" Duddy -"But it has its exceptions, like all other rules. I have seen your friend Archer a great many times.—Boston Transcript.

An ordinary cough or cold may not be thought much of at the time, but neglect may mean in the end a conof Linseed and Turpentine will not cure consumption when the lungs are riddled with cavities; but it will stop the cough, will cure consumption in its early stages, and even in its last stages gives such relief as to be a perfect Godsend to those whose lives are

Names of Those Who Have Lost Their Positions.

Moncton, Dec. 3.—The Times today publishes a pretty complete list of the em-ployes of the Intercolonial railway dismissed for political reasons since the advent of the liberals to power in June, 1896. The list is not official and it does not, therefore, represent the full extent of the swing of the axe on the People's railway, but it is sufficient for the purpose of showing the publie that the men in power at Ottawa are degrading the service and setting a precedent for their successors. The list of dismissals summarized as follows :

s summarized as follows:
One chief engineer.
Two district superintendents.
One sleeping car superintendent.
Two store keepers.
Two track masters.
Two inspectors.
Three mechanical shop superintendents.
Two foreues carrents. Two foreman carpenter

Six station ageuts.
Three car inspectors.
Six fuel men.
Three tank men.
One foreman blacksmith.
Thirteen office clerks.

Three baggage masters. Seventy-six miscellaneous mechanics, shop-nen, pipe fitters, bridge and crossing tendmen, pipe litters, bridge and crossing tenders, etc.

The total is over two hundred, many of whom, as will be seen by reference to the list below, had been from ten to thirty-three years in the service of the railway. Some of these men entered the service of the railway as boys, they know nothing but railway work and being denied letters of character or recommendation, as some of them were, it is said on the orders of the minister himself, their situation is one of peculiar hardit is said on the orders of the minister nim-self, their situation is one of peculiar hard-ship. The list of dismissals in detail is as follows. The names of the few so fortunate as to secure re-instatement because of poli-tical or society pulls or other circumstances being marked with an asterisk: P. S. Archibald—Chief engineer, Moncton;

V. Cooke-General store keeper, Moncton; 33 years.
\*A. R. McDonald—District superintendent, Rivier du Loup; 13 years.
F. D. Laurie—District superintendent, New Glaugew; 14 years.
\*L. B. Archibald—Superintendent sleeping cars, Truro; 32 years.
C. T. Hillson—Inspector buildings, Amherst. 18 years. herst. 18 years.
W. B. Moore—Inspector fuel, New Glastow, 5 years. H. Williston—Store keeper, Richmond

P. Lawry-Track master, R. du Loup years. \*L. McPhee—Track master, Newcastle years. Geo. Fisit—Mechanical foreman, R. du Geo. Fisit Action of the Communication of the Commu Flavie: 18 years.

James McLean-Foreman carpenter, Antigonish; 13 years.

J. McKinon-Foreman carpenter, Pictou; years.
D. Leberge—Section foreman, Cape St. Ignace, 8 years.

J. Proulx—Section foreman, St. Prene; 10 D. Therien—Section foreman, St. Charles; 2 years. Geo. Chauviss—Section foreman, St. Rochs; 12 years. S. Bedard-Section foreman, St. Valier; 10 L. Lambert—Section foreman, Hadlow; 20 Cynas Dastons Section foreman, St. Simon; 22 years.
Octave Soircy—Section foreman, St. Fa-

blers: 21 years. Alex. Thibault—Section foreman, St. Farears.

Henry Levesque—Section foreman, Bic; 13 8 years. Gallant—Section foreman, Sayabec; \*Pazier Dassylra—Section foreman, Can-21 years.
Dassylra—Section foreman, Can21 years.
Michaud—Section foreman, Amqui; years, Sam. Lorne—Section foreman, Amqui; 21

Ernest Michaud-Section foreman, Amqui; Morrison-Section foreman, Thomon; 24 years. Stephen Colburn—Section foreman, Ox-Stephen Colburn—Section foreman, Ox-ord Junction; 15 years. Jacob Taylor—Section foreman, Wallace; A. Mitchell-Section foreman, Oxford; 7 Wm. Proudlock—Section foreman, River John: 15 years.
Thos. Harrison—Section foreman, Maccan; 12 years.

Alex. Stewart—Section foreman, Harbor au Souche: 13 years.

F. Chisholm—Section foreman, James

F. Unstolle Section Foreman, Marshy Angus Smith—Section foreman, Marshy J. A. Barbour—Section foreman, Grand dale; 10 years.
Rory McNeill—Section foreman, Grand Narrows; 6 years.
Sam. McLean—Section foreman, Boiesdale; A. Barbour-Section foreman, Orange-- years. tico. Soucy—Trackman, Old Lake Road

Geo. Soucy—Trackman, Old Lake Road;
years.
S. Fortin—Trackman, Cape St. Ignace.
Alf. Dube—Trackman, St. Thomas.
J. Soucy—Trackman, St. Jeen, Port Joll.
K. Poitrae—Trackman, St. Jeen, Port Joll.
K. Poitrae—Trackman, St. Alexander.
Phil. Dube—Trackman, St. Alexander.
C. Levesque—Trackman, St. Alexander.
C. Levesque—Trackman, St. Anne.
P. Vezina—Trackman, St. Valler.
Chas. Leclerc—Trackman, St. Helene.
V. Levasseur—Trackman, St. Helene.
V. Levasseur—Trackman, St. Helene.
V. Levasseur—Trackman, St. Philip.
M. Ferguson—Trackman, St. Chyrsostom.
A. Lambert—Trackman, St. Chyrsostom.
A. Lambert—Trackman, Levis.
T. Bouchard—Trackman, St. Henri.
L. Carrier—Trackman, St. Henri.
L. Carrier—Trackman, Hadlow.
Chas. Fralcour—Trackman, St. Charles.
H. Drolet—Trackman, Hadlow.
Chas. Fralcour—Trackman, St. Simon.
August Beiger—Trackman, St. Fabien.
Janes Besuard—Trackman, St. Fabien.
Janes Besuard—Trackman, St. Fabien.
S. Cote—Trackman, Bic.
P. Pesusrd—Trackman, Bic.

Jos. McKean-Station agent, Oxford Junction, 12 years.
Jos. Clarke—Station agent, Pugwash; 5 years.
James Bain—Station agent, Mulgrave; 25 A. Fowlie-Car inspector, Springhill; 20

Jos. Tarris—Car inspector, Oxford Junc-Jos. Tarris—Car Inspector, Oxford Junction; 10 years.

— McKinnon—Car inspector, Mulgrave.
Stephen Steuart—Foreman blacksmith shop, Amberst; 16 years.
S. Bourque—Tankman, Shediac.
J. Huard—Tankman, St. Charles.
Alex. Steuart—Tankman, Springhill, Junction; 25 years.
A. Facey—Fuelman, Springhill Junction; 15 years.

15 years.

J. Holmes—Fuelman, Springhill Junction; 15 years.

Jos. McPhee—Fuelman, Oxford Junction years. J. Prendergast—Fuelman, Richmond; 25

Cears.

Lewis Marin—Fuelman, St. Charles.

Geo. Bell—Office clerk, Moncton.

Fred Chapman—Office clerk, Moncton.

Emile Dugan—Office clerk, Riv. Ju Loup.

W. D. Foster—Office clerk, Moncton. W. D. Foster-Office clerk, Mo. C. 27.
A. Carrier-Office clerk, St. Jean, 1.5. t. Joli.
R. H. Simonds-Office clerk, Moncton.
A. Pelletier-Office clerk, K. Paschal.
H. A. Morins-Office clerk, Halifax.
A. Samson-Office clerk, Levis.
J. Murray-Office clerk, Levis.
J. Donegan-Office clerk, St. Charles.
J. Donegan-Office clerk, St. Charles.
D. Pelletier-Office clerk, St. Anne.
A. Roberge-Office clerk, Hadlow.
R. McLeod-Office clerk, Pictou.
R. McKay-Bridge tender, Pictou; 8 years.
J. Foster-Carpenter, Monoton.
Jos. McPherson-Baggage master, Antigonish.

J. Clarke—Baggage master, Mulgrave.
J. Clarke—Baggage master, Mulgrave.
Jos. Charest—Constable, Riv. du Loup.
J. Peeples—Mechanic, Mulgrave.
Jos. Daily—Mechanic, Ruv. du Loup.
Ledger Cormier—Mechanic, Riv. du Loup.
E. Ladennessee—Mechanic, Riv. du Loup.
F. Hayter—Mechanic, Monoton; 10 years.
A. W. Belyea—Painter, Monoton; 15 years.
A. Munn—Carpenter, Monoton; 10 years.
Busby Mathews—Pipe fitter, Monoton; 24 years. Peter Creaghan-Plackemith Moncton : 19

Peter Creaghan—Elackerith, Moncton; 12

years.

A. A. Leblanc—Blacksmith, Moncton.
D. D. Leblanc—Blacksmith, Moncton.
P. Belliveau—Blacksmith, Moncton.
Vital Cormier—Blacksmith, Moncton.
U. F. Leblanc—Blacksmith, Moncton.
U. F. Leblanc—Blacksmith, Moncton.
U. F. Leblanc—Blacksmith, Moncton.
D. F. Leblanc—Blacksmith, Moncton.
Theo. McGirlcy—Wheel turner, Moncton.
I. Mugridge—Carpenter, Moncton.
R. J. Soper—Carpenter, Moncton.
A. G. Cochrane—Carpenter, Moncton.
A. G. Cochrane—Carpenter, Moncton.
C. Smith—Shopman, Moncton.
A. W. Kinney—Shopman, Moncton.
Council Wilbur—Shopman, Moncton.
D. H. Johnson—Carpenter, Moncton.
M. A. Devarrenes—Shopman, Moncton.
D. Livette—Shopman, Moncton.
S. D. Leblanc—Shopman, Moncton.
C. A. Bourque—Shopman, Moncton.
A. O Legere—Shopman, Moncton.
A. O Legere—Shopman, Moncton.
A. O Legere—Shopman, Moncton.
Dom. P. Leblanc—Shopman, Moncton.
Dom. P. Leblanc—Shopman, Moncton.
Dom. P. Leblanc—Shopman, Moncton.
Dom. P. Leblanc—Shopman, Moncton.
P. M. Gaudet—Shopman, Moncton.
P. M. Gaudet—Shopman, Moncton.
P. M. Gaudet—Shopman, Moncton.
P. M. Gaudet—Shopman, Moncton.
C. P. Wheaton—Carpenter, Moncton.
P. R. Jonnh—Carpenter, Moncton.
W. P. Duffy—Carpenter, Moncton.
W. P. Duffy—Carpenter, Moncton.
P. R. Jonnh—Carpenter, Moncton.
Daniel Johnson—Shopman, Moncton.
C. A. Somes—Shopman, Moncton.
C. R. Seldart—Carpenter, Moncton.
P. R. Jonnh—Carpenter, Moncton.

P. R. Geldart—Carpenter, Moncton.

A. C. Crosmal—Tinsmith, Moncton.

B. S. Pellerin—Shopman, Moncton.

Camile Richard—Shopman, Moncton.

P. Richard—Carpenter, Moncton.

A. E. Hopper—Shopman, Moncton.

A. E. Hopper—Shopman, Moncton.

A. C. Crosmal—Shopman, Moncton.

A. C. Hopper—Shopman, Moncton.

A. C. Cormier—Shopman, Moncton.

A. E. Hopper—Shopman, Moncton.

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RACED INTO PORT. Campania Shows Her Heels to the St. Paul.

NEW YORK, Dec. 6.-Never in the history of the two boats has there been a more exciting race than that finished off Sandy Hook Friday night by the trans-Atlantic greyhounds, the Cunarder Campania and the American liner St. Paul. It was shortly after 7 o'clock Friday morning whe the navigators of St. Paul sighted the Campania astern, or, to be more accurate, about founteen miles on the port quarter, to the eastward amd northward. The 10,000 additional borsepower that the Campania possesses began to tell as noon came, and at 2 p. m. the Cunard was planted at dusk led her by several cables' Hope; 13 years.

Hope; 13 years.

In the Cunarder reached the Thomas Ryan—Section foreman, Mulgrave; lightiship at 10 p. m. The St. Paul came in range of the same famous

mark at 10.24 p. m. There were 446 passengers on the Campania and 384 on the St. Paul. The excitement among them was intense while the two leviathans, in the endeavor to excel, heaped up great sheets of white water at their and churned huge combers with their mighty turnscrews astern. Nor was the excitement confined to the passengers. From the gold lace on the bridge to the oily togs in the engine rooms, the fever attacked each and every one, and the stokers, being infected like the rest, exerted every physical power to keep the glowing was as cheap as water about that time. When the Cunarder was first sighted the St. Paul was about sixty miles east of Nantucket. It was a stiff, up-hill climb for both of them. for the sea was rough and the wind westerly. More than five hundred August Beiger-Trackman, St. Fabien.
James Besuard-Trackman, St. Fabien.
S. Cote-Trackman, Bic.
Goffrey Boulay-Trackman, Rimouski.
Eugene Charest-Trackman, St. Luce.
Francois Roy-Trackman, St. Flavie.
Geo Roy-Trackman, St. Flavie.
Cyprian Thibault-Trackman, St. Flavie.
Edw. Levesgne-Trackman, St. Flavie.
E. Nolet-Trackman, St. Flavie.
James Bush-Trackman, St. Flavie.
Sam. Michald-Trackman, Amqui.
Al'. Sumerean-Trackman, Amqui.
Al'. Sumerean-Trackman, Medis.
Apdrew Lamontague-Trackman, St. Moise.
Sol. Fraser-Trackman, Medis.
A. M. Lepage-Trackman, St. Moise.
Francis Petron-Trackman, St. Moise.
A. M. Lepage-Trackman, St. Moise.
James Berube-Trackman, Cansapscal.
Michael Morticon-Trackman, Cathous Mellington Price-Trackman, St. Moise.
James Berube-Trackman, Beau Rivarge.
James Berube-Trackman, Matis.
Alphonea Roy-Trackman, Calboun's Mills.
J. Leak-Trackman, Sussex
T. Wrynn-Trackman, Calboun's Mills.
P. McManamar-Trackman, Springhill.
A McDougall-Trackman, South River.
C. McKinnon-Trackman, Calboun's Mills.
P. McManamar-Trackman, George's Rr.
Alex. McLeod-Trackman, Bolescale.
J. Morrison-Trackman, Goorge's Rr.
Alex. McLeod-Trackman, St. Flavie.
McLeoder Rivarian, Goorge's Rr.
Alex. McLeod-Trackman, St. Moise.
Discourse Rivarian Ri wagers of all descriptions were made by the passengers while the ships were in view of each other. The



## AROUND THE HOTELS.

Names Hugh John Macdonald as the Next Premier.

Came Here to Find the Leak Through Which Chinese Crossed to the States.

(Montreal Gazette.)

"Hugh John Macdonald will without doubt be the next premier of Manitoba."

This is the opinion expressed last evening by Robert Rogers, the well known politician from the Prairie province, who arrived at the Windsor on Saturday, and was soon surrounded by a number of friends desirous of hearing the details of the recent conscrvative victory in Turtle Mountain.

Mr. Rogers took a personal part in the campaign, and being asked if he thought it was the beginning of the end, expressed himself in the affirmative.

"This is first blood," he said, "for the oppositon under the popular leadership of Hugh John Macdonald, and there can be no doubt about the folkwers of Greenway being on the run. Hugh John had already visited most of the forty electoral divisions of the province, for the purpose of perfecting the party organization, and Turtle Mountain being the first constituency opened, the result of the election was both decidedly important from a party standpoint and nighty satisfactory to our leader."

"Has Turtle Mountain always been for the government?" Mr. Rogers was asked.

"Yes; for fifteen years Mr. Grenway had always elected him candidate and up to the last moment he hoped that the constituency was safe."

"Thea, there must be a reaction in Manitoba?"

"I will explain the situation," he replied. "There was a conservative majority in Turtle Mountain, as has been the case all

"Thes, there must be a reaction in Manitoba?"

"I will explain the situation," he replied.
"There was a conservative majority in Turtle Mountain, as has been the case all along throughout the province, but they first supported Greenway on the provincial rights cry and then on the national school question. These are no longer issues, and the Manitoba conservatives naving returned to their party allegiance, will return Hugh John Macdonald to power at the coming election just as sure as fate."

Mr. Rogers intimates that the verdict of Turtle Mountain is but a true reflection of public sentiment all over Manitoba, and, as Sam Blake would say, there is a sound of going in the mulberry trees.

"Did the Greenway government make a stubborn fight in Turtle Mountain?"

"They did, indeed. Three ministers were in the county and every possible effort was made by the ministry to stem the rising tide, but all in vain. Both candidates were good men, but the maladministration of the Greenway government was brought home so plainly to the people by the oppositon speakers that out of a possible vote of 800, Mr Macderald's candidate was returned by the decisive majority of 150 votes."

Mr. Rogers likewise states that the conservative party is well organized, that their cancidates are already pretty well decifed upon in the different constituencies, and that the feeling has taken hold of the electorate that Greenway is doomed and that Hugh John is the coming man. It would be impossible, Mr. Rogers adds, for a leader to be nvere popular than Mr. Macdonald.

"Where will he run?"

"Most likely in South Winnipeg, where he will easily defeat Mr. Cameron, the attorney general."

Mr. Rogers is likewise of the opinion that Mr. Watson, another of Greenway's ministers, will have to seek some other constituency than Portage is Prairie, where he only squeexed in by a majority of nine.

Being asked if he would be a candidate, Mr. Rogers said fine had not yet decided. He also said that a general election would come off within a year.

MILITARY MATTERS.

Hon. Mr. Borden's Trip to England-The Fenian Raid Medals An English Artillery Team.

(Montreal Gazette, Saturday.) The minister of militia sails for Engand on Wednesday from New York The report that his trip is entirely on private affairs is evidently a little

It is understood that Dr. Borden goes to England for the purpose of looking into the question of clothing and equipment for the Canadian militia, and that he will take "a special course" at the Horse Guards and war office with the view of introducing some modern system into the milittle

lepartment. A decision has been reach matter of the proposed distribution of medals in connection with the Fenian raids of 1866 to 1870. The recommendation to the imperial authorities will be that medals be granted to all who were called out, without respect to whether they went to the front or not. It is understood that this question of the bestowal of medals is one of several others which Hon. Dr. Borden, minister of militia. will look after during his trip to

Great Britain. Lieut.-Colonel Cole, 2nd Regiment C. A., president of the Dominion Artoillery Association, left for Ottawa last evening, accompanied by several officers of his regiment. Colonel Cole will be one of a deputation from the Dominion Artillery Association that will interview the minister of militia this morning in regard to the proposed visit of an English artillery to Canada next summer.

It is almost certain now that the Englishmen will come out in 1898, and the object of the representations of the artillery deputation to Dr. Borden this morning is that the Canadian artillery should have the proper armament, that they be in a position to equal terms. It is very probable that their requests, which are moderate and sensible, will be acceded to, as far as the minister himself goes. This visit of the English Volunitee Artillerymen to Canada is awakening much interest throughout the country.
The Canadians will do everything in their power to make the visit a

pleasant one. The liveliest recollections are held of the unlimited hospitality which the Canadian team received in England in 1896. The winning of the Queen's prize by the Canadian team that year was said to be the most pupular victory in the annals of Shoeburyness meetings. A private advice received by Colonel Cole confirms the telegraphic report that if the team does come the Earl of Strad-broke, lieutenant-colonel commandant of the 1st Norfolk Volunteer Artillery, will be in command of the team. It is proposed that the team should be made up of eight officers and fifty-

five men. They have written out here asking if that number would be too large to accommodate. The answer was, of course, that arrangements would be made to accommodate just as many men as possible that cared to come. The competition would be held during the month of August, and would take place at the Island of Orleans and Quebec. It is quite prob-able that a field artillery competition would also be arranged, to take place