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# I.C.R. FREIGHT RATES

SECOND PART.

#### Manager Harris Before the Board of Trade.

A Number of Concessions Made—The West Rules the Roost.

Merchants Advised to Take a "Broad View -Cases of Discrimination-Four Rates on Lime.

The interest which St. John merchants take in the new I. C. R. freight tariff was very well illustrated Thursday. On ordinary occasions it is not always easy to secure more than a quorum of the board at short notice. but when the word went around yesterday morning that Manager Harris would like to meet the members there was no need of a special messenger. The secretary had some difficulty to get chairs enough to seat the crowd, representing every branch of the wholesale trade.

And in many respects Mr. Harris came down handsomely. The tariff is not nearly so bad as it was. Still. it will be seen that Mr. Harris was not unmindful of the interests of Mon-D. J. McLaughlin, president of the

board, called the meeting to order. Mr. Harris, who was accompanied by Divisional Freight Agent Robertson, expressed the pleasure it gave him to again meet the citizens, and said he expected to come to the provinces every month or so and spend a couple of weeks knocking about, so as to meet all the patrons of the road. Taking up the new tariff, he explained that when he took charge he found no regular system existed, but that many different rates were charged on the same lines of goods. He had endeavored to frame a tariff on some basis that would be fair to all and to develop trade to Upper Canada and United States points. To do this it had been found necessary to lower the rate on what are known as goods of the first and second class, and slightly increase those on the third, fourth and fifth class, decreasing again those of the remaining classes. In the maritime provinces he met a system of rebates in force, and in doing away with them he had tried to make the new rate as near the old as possible. It had been necessary to establish the weight system, which is in vogue everywhere else, because it was found that in many sections the rolling stock was being damaged by being heavily

Mr. Harris then went quite fully into the lumber tariff. He said the minimum of a car was 30,000 pounds. On logs for spool wood, etc., or on deals or other heavy lumber an allowance of 6,000 lbs. per car w ade. The tariff was framed on the basis of what the road earned under the old tariff. In some cases there would be an increase and in some a decrease, but on the whole the charge was not more than before.

With regard to shingles, where the minimum weight was stated to be 30,coo lbs., if a car would not carry more than 24,000 lbs. the charge would be for that quantity. The new tariff lowered the rate on shingles to United States points so much that north shore shippers said they could now resume the business the U.S. tariff had crippled. By special arrangement with connecting lines he had been able to give rates to Boston, New York and interior points in the eastern states that would be of great advantage to shippers of shingles and railway ties. He was trying to find markets for his railway and give the people an outlet and a chance to develop their resources. And the greatest consumption of shingles was at interior points, not at coast ports. He spoke particularly of New York state. As to St. John, he had not known that there was a special rate on mixed cars of merchandise. He would, therefore, give a special rate on mixed cars of classes 1 to 5, and would of course give the same concession out of Halifax. But as the cars were now being made larger, he would like to see the minimum rate raised from 20, 000 lbs. to say 24,000 lbs. He would like to hear their views on that point

As to the rate on lumber for export, the roads west of Montreal were getting a higher rate for hauling sawdust and mill waste. The rate for 50 miles was 3c. per 100 lbs., or \$12 for 40,000, and 6,000 lbs. excess of weight was allowed. The rate was nearly 100 per cent, lower than on other roads, and was a reduction on former rates As to shipping lumber by weight, he could see no difficulty. It was done everywhere else, and nowhere else was there as low a tariff. He spoke of 1,750 cars of lumber being shipped from three stations in Quebec to

lowed for excess, as compared with an I. C. R. rate of 71-2c. per 100 lbs., with 6,000 lbs. allowed for excess. Mr. Harris condemned the former system, which he claimed permitted overloading and escape from a portion of the just charge. He took occasion also to denounce the steamship companies, who in carrying deals from Halifax and St. John charged a higher proportionate rate than those from Quebec and Montreal. People here went for the railway, but he proposed to go for the steamship companies. Mr.

and banged the table, declaring he would inform the steamship people that he would withdraw the export tariff unless they gave the lumber shippers here the same advantage they gave to shippers from Montreal and Quebec. He would like the board to get the facts and take hold of this question. Proceeding, he said a great deal of Quebec lumber went via Portland to South America. He did not

see why it should not go via St. John.

tariff a fair trial, and he was satisfied the result would be all right. James F. Robertson remarked that the present rate on dry goods to provincial points was lower than the old

J. Willard Smith pointed out that the rate on lime to Halifax had been increased \$6.60 per car, and when the tariff under which that had been done was withdrawn he could not get any rebate. He would like to know if any change had lately been made in the

Mr. Harris replied that since March 1st the rate to Halifax was 10c. per 100 lbs

Mr. Smith replied that would be \$3 per car lower than the old rate, of which he was very glad. But he had also got some plaster from Hillsboro. The old rate was 35c., the new one 56c. The rate by water was 10c. per

Mr. Harris did not think the rate had been increased. However, Mr. Robertson, the divisional freight agent, was always available and could make a special rate if necessary to secure business. They were here to get business, not to lose it.

Mr. Smith further observed that a Nova Scotla furniture company had a lot of their goods to ship to St. John, but the new rate was prohibi-tory and they had arranged to have it brought by waer. Mr. Harris made no comment on

W. H. Thorne said he was very glad to hear that there would be a special rate as before on mixed cars of goods from St. John. Mr. Thorne drew atention to the case of Mr. O'Leary of Richibucto, who, as stated in his letter to the Sun, had to pay the first class rate on a whole car. Under what class, asked Mr. Thorne, would mixed cars now go? Mr. Harris-Fifth class.

Mr. Thorne-Then the rate on Mr. O'Leary's oar would be 13c. instead of 20c., which he paid. But Mr. O'Leary states that the old rate was only 9c. to Kent Junction.

Mr. Harris replied that there was an increase in fifth class goods. While in others the rate is the same or lower on classes 3, 4 and 5, it has been advanced. They had to be governed by the basis adopted by other roads or they could not make through rates. They wanted to get into closer contact with the west and develop through business. They had made concessions. The rate on classes 1 and 2 and some others had been owered, and the merchants would have to come up to meet him in the case of 3, 4 and 5. The present basis was necessary in dealing with western

Mr. Thorne directed attention to the fact that St. John's chief competitor was Montreal, and while our rates had been raised, those of Montreal had not. We were, therefore, handicapped. For instance, the rate on less than carload lots to Campbellton was 27c. from St. John, and 25c. from Mon-

Mr. Harris thought not. The rate from Montreal was 32c. pointed out that what he stated was

Mr. Harris said the rate on cement, drain pipes, fire clay and some other goods from St. John was only 10c. Mr. Thorne said the rate was less on some goods, but what our merchants were most interested in was

classes 1 to 5. Mr. Harris here explained that the tariff which Mr. Thorne had was really the summer tariff, which had been issued about a month earlier than usual. That tariff had to reckon with water competition. Montreal had not the privilege of making up mixed cars. Montreal merchants might ask him

for that privilege. W. S. Fisher said the commodity tariff on an article which his firm manufactured placed that article in class 3, while the same comes from Montreal to all provincial points as goods of class 4. This was a discrim-

Ination against us. Mr. Harris replied that this had been remedled on Wednesday in Moncton, and the goods would now go as class 4. (But there is no reduction as compared with the old tariff, for class 4 under the new tariff has the

same rate as class 3 under the old). Mr. Fisher read the following statement that had beeen placed in his "Formerly lumber from Hampton

cost 2 1-2c. per 100 lbs, with 20 per cent rebate, making a cost equal to 50c. per M. Present tariff rate equal 75c. per M. It will cost less to car lumber to St. Martins and freight to St. John by schooner. Total cost at present from say Parker's Road to St. John via Hampton, \$1.37 1-2; formerly, \$1.12 1-2. Can put car to St. John via St. Martins for \$1.25, saving 12 1-2 cents. Two hundred cars will be brought this way."

Joseph Finley said the old rate nolasses to Moncton was 11c. Now, based on the highest class goods in a car, it would be 18c. It was an inorease of nearly 2 1-2c. per gallon. He had lost a sale through the increase. Mr. Harris said the rate had been changed. Moncton is a water point and the rate is now 10c. He proposed Portland for export, a distance of 250 to fight water competition and drive it out. He predicted that in twelve months the railway would capture a great deal of business from water

Mr. Finley pointed out that the C. P. R. would take molasses to Montreal for 15c, and the I. C. R. asked 18c, Mr. Robertson had said 15c, was a through rate on molasses from the West Indies and did not apply to goods warehoused.

It was intimated by Mr. Harris that this matter could be adjusted. Continuing, he said for this year he would make the minimum weight on car lots 20,000 lbs., but would ask them next Harris grew emphatic at this point, year to make it 24,000 lbs. Mr. Harris discussed the rates on coal. He said he had cut the old

rate one-third in some cases. Halifax had already contracted for over 100,000 tons by rail from the Intercolonial Mining Co., from Springhill, Maccan and Joggins. The miners were standing by him, and coal would be cheaper to the people in consequence. He expected to bring a great deal more to St. John. The Dominion Coal Co. complained in Nova In conclusion, Mr. Harris said he Scotia, but he was after business. As would like the merchants to give the to the whole tariff, there were reductions in many instances, and he thought the people should not com-plain because there were some increases. They should look at it from a broad basis. He would like to feel that the board of trade was at his

back. Geo, McKean at this stage produced a statement of freight paid on ten cars of lumber, which showed an increase of \$21. Taking Amherst as an nstance, Mr. McKean said that the Amherst man's deals were not worth over \$7.50 in Halifax. The railway had no right to increase the rate. The trade could not stand it.

Mr. Harris figured it out, and showed that with 6,000 lbs. allowed for excess the rate from Amherst to Halifax would now be about \$16.50 per car, compared with \$17.50.

Mr. McKean said that 6,000 lbs. of course would make a difference, but the rate on short distances was too high. He further remarked that Mr. Harris was talking through his hat when he talked about the steamers getting a big share of the freight. The regular steamers took very little. Deals were taken by steamers and sailers chartered by the shippers themselves, and the rate had no relation at all to the railway rate. He also raised the question of demurrage on cars of lumber waiting for dis-charge, and the possibility of having lumber on hand when steamers came. Mr. Harris said that could all, be

had authority to settle it. J. A. Likely asked why the rate on coal from Springhill to Sussex was \$1 when the rate to St. John was 85c. An industry about to be started there had asked for a rate and he had quoted \$1. They had asked why they could not get the St. John rate. Mr. Harris replied that at St. John

arranged with Mr. Robertson, who

they had water competition. At Sussex they had not. Continuing, he pointed out the cheap rate at which coal is carried to Montreal. He had reached out to Chicago and captured the corn carrying business, and knocked out the Boston route. He believed there would be from one to two thousand cars of corn brought by the I. C. R. to lower province mills this year. The cars had to go west again, and he had abolished the flat car in the through coal trade, and carried it in the box cars. He thought that was sound business, even if he had to accept a low rate on the coal. The business he would take away from water competition would make the road pay. If points like Sussex got a fair rate they could not complain. The present rate was lower than the old one

Mr. Likely said he would give Mr. Harris credit for one thing. It had never been possible before to get a lumber rate from the north shore, but this winter lumber had been brought here from New Mills for export.

J. F. Robertson remarked that this was a gratifying statement. There had long been a desire to get a rate that would enable north shore men to ship through St. John in winter. Mr. Thorne produced a tariff and the discrimination against St. John pausion engines by the builders, nts in favor of Montres connection with the rates on less than carload lots of general merchandise of classes 3, 4 and 5.

Mr. Harris contented himself with talking around the question and urging the merchants to consider the whole tariff and its purpose and look at the question in a broad way. There were reductions on some classes, and there was the privilege of mixed carlcads, which Montreal did not enjoy. He thought the merchants ought to stand by him.

James Robertson asked if it would not be possible to restore the old rate on the classes referred to.

Mr. Harris said it would not without raising the rate on others and upsetting the whole plan of the tariff. They had to do certain things in view of what they were doing in the west. J. F. Merritt discussed the lumber tariff, and hoped it would be made satisfactory; also the matter of demurrage. He also referred to the increase of the minimum charge; on small articles from 25 to 35c. Mr. Harris replied that this was

done without his knowledge, and had at once been cancelled when he heard

Mr. McLaughlin pointed out that under the system by which lumber was carried it was not possible, as Mr. Harris had suggested, for shippers to overload cars and evade paying full freight.

Mr. Merritt, Mr. Robertson and Mr. McLaughlin expressed appreciation of Mr. Harris's courtesy in going into all these questions with the board, and the meeting then adjourned.
THE RATE ON LIME.

Mr. Harris stated in reply to J. Willard Smith, that the rate on lime to Halifax since March 1st was 10c. per 100 lbs. At four o'clock yesterday afternoon Mr. Smith called up the I. C. R. and asked the rate on lime to Halifax. He was told it was 12c. per 100 lbs. This was a flat contradiction of Mr/ Harris's statement.

To a Sun reporter who called on him yesterday afternoon, Mr. Smith said there had been three different rates on lime from St. John to Hallfax since January 1st. The old rate was \$27. The next one was \$33.60. He paid that on three cars and could get no rebate. Then a rate of \$28.80 made. Now Mr. Harris says it is \$24. which the people at the L. C. R. freight office had not yet learned yesterday, though Mr. Harris says it has been

in force since March 1st. Mr. Smith also pointed out that several carlods of furniture from Bass River are to be brought here by the steamer Beaver and stored for shipment to St. John river points. The company could not ship by the I. C.

R. because of the rates. The rate on plaster from Hillsboro had been raised, despite Mr. Harris's doubt on the point.

TO CURE A COLD IN ONE DAY. Take Laxative Bromo-Quinine Tablets, All Druggists refund the money if it falls to cure. 25c.

If a foul keeps his mouth shut he can pass for a weather prophet. If a girl is pretty and unable to marry, she is a matchless beauty. If a man tries to teach a pretty girl to ride a wheel he has a good, steady

#### NOVA SCOTIA.

HALIFAX, N. S., March 18.-It is reported that the steamer Alpha, the former Bermuda mail boat, and the steamer City of Ghent are chartered to go to the Klondyke.

Traffic Manager Harris of the I. C. R. was at Truro today, and met the lumber kings, who strongly protest against the new export freight tariff on lumber, which is 25 per cent. higher than as before. Mr. Harris promise to re-arrange it satisfactorily. He also met the board of trade delegation in reference to local freight rates on hay, cattle and farm produce. said a supplementary tariff had been issued within twenty-four hours,

which would straighten matters out. NORTH SYDNEY, C. B., March 18. The owners of the schooner Willie McGowan, illegally seized by the Russian government in the Pacific waters, have been notified that the full amount of the award and costs, \$24,-000, has reached Ottawa.

FREDERICTON, March 18.—Eight Scott act cases were acknowledged at the police court today, and the two meh from Williamsburg under arrest for violation of the game laws were discharged. The prosecution failed to produce any evidence against them.

James S. Neill and wife and Joseph
Walker and others went to Boston this evening to attend the sportsmen's show. Tomorrow afternoon the Governor and Mrs. McClelan, with Mr. Barker, his honor's secretary, Premier and Mrs. Emmerson, Attorney General White and some other members of the government, will also leave for the hub. They will be present on Tuesday next, which has been specially set apart as New Brunswick's day at the fair.

Most of the members of assembly have gone home, and all will be off omorrow. The next to leave will be the half company of the Infantry School ordered to the Yukon. They go to Ottawa to outfit some time next

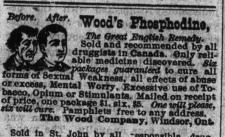
HALIFAX, N. S., March 20 .- The steamers Osborne is off this port with a tail shaft broken, having broken from the steamer Duffield, which towed the Osborne nearly a thousasnd miles, only to be separated from her prize in a stiff gale three miles from a haven. A fleet of tugs have gone after the Osborne, which is known to be at anchor, as she broke adrift within the forty fathom line. The Osborne's shaft broke Friday, March 11th. An allan liner declined to tow her. The Duffield was spoken Monday. The vessels were both bound for Philadelphia originally, but on March 18 threatening weather induced them to change the course for Hali-

NEW STEAMER FOR THE DON-ALDSON LINE.

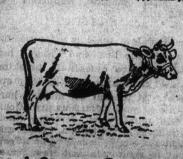
Donaldson Bros. have contracted with the London & Glasgow Engineering company to build at Govan a steamer for their Canadian service of over 7,000 tons fitted with triple exdrive the vessel at a speed of over twelve knots. The vessel will be fitted with Howden's system of forced draught, Weir's pumps, feed-heater and evaporator, Napier's windlass and capstan on forecastle head, and Caldwell & Co.'s steering gear. Ten large winches will be supplied by Clarke, Chapman & Co., fitted on raised platforms, leaving the deck free for the carriage of live stock.

Accommodation for the captain, officers, and all the crew, cattlemen, and horse attendants, will be provided on the bridge deck. This is a feature which has been found eminently suited for the general working of such a ship.

We understand this is the first of neveral large steamers which will be built shortly for the Donaldson Bros.' increasing Canadian trade.



Sold in St. John by all responsible drug-gists, and W C. Wilson, St. John, West.



# A Common Bred Cow

When toned up by Dick's Blood Purifier will give as much and as rich milk as a highly bred aristocratic Jersey cow gives upon ordinary feed, and a Jersey cow when given

# Dick's Blood Purifier

will wonderfully increase her yield of milk. It saves feed toobecause a smaller amount of well digested food satisfies the demands of the system and every particle of nourishment sticks.

50 CENTS A PACKAGE. LEEMING, MILES & CO., DICK & CO.,

# "The Alaska-Yukon Gold Placer

## And Quartz Mining Company.

Organized Under the Laws of the State of Washington.

AND	runy paid up and non-assessable, par value, \$1	555,88
COL. W. W. D. TURNER (also presider	nt of the Le Roi)	
W. J. HARRIS (also vice-president of	the Le Roi)	
ANDREW CHILBERG P	Zad Vice-Presiden	Ł
J. D. HELM, Seattle, Wash	idinayian-American Bank, SeatileTreasure	•

The ALASKA-YUKON CO. owns the following valuable properties in the KIONDIKH," viz.: Claim "51," 500x1500 feet, on the Bonanza Creek; the "Buckley" claim, 500x1500 feet, at the junction of Forty-Mile Creek and Nugget Gulch; three quartz claims, the "Emma M.," "Despondent" and Tenderfoot," and have had twenty men at Dawson City for six months.

This is not a speculation, as is the case with "prospecting" companies, for the value of the properties owned by the Alaska-Yukon Co., has already been demonstrated.

The present price of treasury stock is 25 cents per share, and we only ask the public to invest after they have fully satisfied themselves that there is nothing better in the market. A complete prospectus, and an authentic map of Alaska, furnished free, upon application to the Company's authorized Brokers.

#### MOORE KELLY & CO. 220 Board of Trade, ...... MONTREAL

CAMPBELL'S WINE OF BEECH TREE CREOSOTE CURES OBSTINATE COUGHS. DOCTORS RECOMMEND IT HIGHLY. ASK YOUR DRUGGIST FOR IT.

GEN. MOORE IN BOSTON.

BOSTON, March 20.-Gen. Montgomery Moore, commander in chief of her majesty's troops in North America, accompanied by Mrs. Moore, Miss Moore and his aide-de-camp, Captain Colborn, arrived in Boston today from Halifax. He said to an Associated Press reporter: "I am on my way to Washington to pay a visit to the British ambassador. There is no political significance to be attached to my visit. ()f course it may seem to some that it is strange that I should visist him just at this time, when the shadow of war seems to be over the United States, but it is only a conci-

CONSUMPTION CURED An old physician, retired from practice, having had placed in his hands by an East india missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Coasumption, Bronchitis, Catarrh, Asthma, and all throat and lung affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt 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 stunp, naming this paper. W. A. NOYES, 320 Powers' Blook, Rochester, N. Y.

#### THE COTTON STRIKE.

NEW BEDFORD, Mass., March 20 The decisison of the manufacturers given Saturday leave the great cotton strike where it was before, and at the beginning of the tenth week the end can be predicted with no more certainty than at the beginning of the first. The sentiment of the more prominent unionists as expressed today are fh favor of continuing the fight in-

THE I. C. R. TARIFF.

How It Hits the Farmer and Manufacturer in Kings County.

(Sussex Record.)

The Record, in conversation with G. J. Armstrong, manager of the Sussex Mineral Spring Co., finds that on the basis of last year's business the increase in the rates will mean to the company an expenditure of from \$400 to \$500. Mr. Armstrong is making a systematic inquiry into the prevailing tariff, and does not express himself as very favorable to its adoption. The rate on his goods from Sussex to Montreal is one cent per 100 points less than from Sussex to Quebec, although the former is 170 miles further away.

The new tariff for a time threatened to interfere seriously with the Electric Light Co. They receive all their coal from Queens county, which is shipped over the Central to Norton. The former cost on a 25-ton car was \$7.30 from the latter place, but under the new rate it was raised to \$22.75. This is at the rate of 90 cents per ton. When it is shown that by the new tariff coal will be hauled from Springhill and Joggins to Sussex at \$1 per ton, the disadvantage under which the local shipper was laboring, is plainly manifest. The authorities evidently realize that a mistake has been made in this instance and the rates on coal from Norton here have been reduced to nearly the old basis.

Perhaps no one will feel the effects of the

here have been reduced to nearly the oid basis.

Perhaps no one will feel the effects of the increased rates more than the milk companies operating at Sussex, Apohaqui, Bloomfield and Hampton. To the Sussex, Milk Co. elone the increase of from it cents under the old tariff to 14 cents per hundred, pounds under the new, will mean over \$500 a year. This amount the farmers will have to lose, as the prices now prevailing in St. John will not permit of an increase. The total excess freight on this one article alone from Kings county will amount to \$1,200 a year. James Lamb, local manager for the Sussex Milk Co., says that under the new tariff they could drive their milk to \$1. John and effect a considerable saving.

On beef, butter, cheese and pork, the rates from here to \$1. John have been advanced two cents per 100 lbs., and on live stock the present tariff is almost prohibitory. From Sussex to 3t. John the rate on a single animal, which was formerly \$1.70, is now \$3.50. This is explained by the railway people by the fact that a single animal will received.

Sussex to 3t. John the rate on a single animal, which was formerly \$1.70, is now \$3.50. This is explained by the railway people by the fact that a single animal will require a whole car, the same as several. It has been suggested as a remedy for this that a cattle car be run on certain days in the week to accomedate this traffic, on the same basis oil is now handled.

Another peculiarity of the new tariff is that on commeal, which can be brought from Moncton to Sussex for 13 cents per barrel, if brought from a mill which brings its corn from the upper provinces by way of the I. C. R. The old rate was 16 cents per barrel, which is still in force on meal purchased from mills getting their corn over other roads than the I. C. R. The rate from St. John on this article has been increased from 16 to 18 cents per barrel.

On lumber the rates have gone up over fifty per cent, which at the low price that article is bringing, makes it a source of loss instead of profit.

A DELICATE POINT.

We understand that in con We understand that in connection with government's request to be furnished by heads of departments with lists of the ladies employed under them, the delicate point has been raised by one chivalrous official as to whether female sweepers are to be classed as "ladies." The point is one that requires a bold answer from the government. Mrs. Raddle, the landlady of Bob Sawyer, resented being called a "woman" by Benjamin Allen, and it is possible that the ladies referred to by the chivalrous official above might equally resent being omitted from the roll of honor.—Madras Mail. ON CHARGE OF MURDER.

An Arabian Pack Peddler of Bangor Under Arrest.

AUGUSTA, Me., March 20.-Amanda Joseph of Bangor, an Arabian pack peddler, was arrested by Deputy Sheriff J. B. Bean of Augusta at Windsor, today, charged with the murder of her newly born baby at South Vassalboro, Friday. She admits the child's as her's, but claims that it was born dead. An autopsy on the remains shows that the child was killed by a pair of shears or some other sharp instrument being thrust into the throat in four different places. The woman was brought here and lodged in the county jail to await the action of the grand jury next month. A pair of shears were found in the woman's pack, with stains, supposed to be blood, on them. The remains are in charge of the county physician, Dr. Burt Andrews, who performed the autopsy.

THE GREAT ART EXHIBITION.

The committee appointed to wait on citizens who have paintings of more than ordinary merit will do their work in the next few days. Our own citizens will doubtless be no less public spirited than the Montreal gentlemen who responded so generously to the committee's request.

ENGLAND'S GAME.

On the banks of the Niger England desires to play the same game as she does everywhere. She avoids the ofligations of treaties and conventions, and occupies without any right foreign territories in order to lay claim to them prior to other countries. In the basin of the Niger England has found that the French have no fear of her menaces. We hope that this will serve in the future as a lesson to England, as well as to other nations.—Glasnost (St. Petersburg).

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The Baird Company, Ltd., Woodstock, N. B., on receipt of a wrapper of either of the following well-known and reliable remedies, viz:

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