

ng all the year, is remarkably just now, as it is going out of The aldermen have just passed vis to create a board of control nd \$650,000 for new water works to spend \$350 000 for electric gas plant, and the next meeting robably decide no spend a milso in asphalt paving.

couver, B. C., Nov. 18 .- Word ed the city this atternoon of the of John Clemens at North Deceased, who had superinthe construction of nearly all anadian Pacific railway stations, at the time of his death supering the construction of necesbuildings at Laurie, the new stanear Illecillewast, where the Payne company are carrying extensive imining operations disease was the cause of death eceased was a native of Ontario was a well known man

EWING AND FREDERICTON.

lly as noteworthy from the artisfrom the literary point of view 'Leaves From Juliana Horatio ng's 'Canada Home,' " gathered illustrated by Elizabeth S. Tuck-As the author puts it, these very ble reminiscences of a pleasing lish writer "are a few memories facts of that portion of her life on this side of the Atlantic-a of gleaner's sheaf from the rich of that life already gone over stored by her sister. Miss H. K. y, who, however, in her interest vork has almost left untouched ecord of the two years in Can-It was in the pretty little city dericton, the capital of the proof New Brunswick, that spent these two years, as the of Major Ewing, the military and ant there during the period estion. The author of the attracnew book under consideration has only dealt in a loving and intermanner with her text, but has with her illustrations, made it of the acceptable artistic gift of the season. Some of her thes of Mrs. Ewing's surroundin and about Fredericton are spirited, and there are also some reproductions of photographs cial and unusual deature is in the eight fac similies of wator drawings by Mrs. Ewing's hand. There is a characteristic mental frontispiece portrait of Ewing. Published by Roberts ers, Boston.

pan is preparing an official account le war with China, written up by general staff. The naval and milimanoeuvres will be published in rate parts.

e vast acreage of level coast lands heastern Texas has begun to t the attention of rice planters. of it has already been planted nice and the success of the exent has been such as to justify hopes for the future of the indus-ALAN IN

Mr. Skinner, Mr. Timmerman testified ithat the removal of all port charges here would not make up for e extra cost of hauling goods to St. John as against Portland, Me., which was 184 miles nearer Montreal, but it. would greatly assist to that end. He had said that in order to carry on this through winter port business it would in all cases where similar condition be necessary to have all wharfage abexist. It has been termed the "slice" olished at the inception of the traffic, method of construction. At intervals but he bellieved that the conditions along a given section of the projected under which this business would be subway, trenches about twelve feet handled in the future would not differ wide are excavated across the street from those now existing. He wished to emphasize the fact that there was very little likelihood of this traffic developing without the abolition of these charges, but could not see that any conditions could possibly arise in the future more favorable to St John than at present. A tlime might come when the business would be so firmly established in St. John that Portland or Boston could not take it away, but when that time would ar rive was problematical. He could not say as a business man what time would bring that about. It was his opinion that even after a large traffic was established at St. John, the reestablishment of wharf charges would have a tendency to interfere with it. The margin of profit to railways and steamships in the business was very small on many lines and would not stand whanfage, etc. With charges same in each port, St. John, Portland or Boston, the cost of carrying the extra 184 milles to St. John would have to be borne by the transportation company, and he did not believe that any railway would do that. Th agreement as to the suspension of whanfage, warehousing, etc., was made with a view to helping out the C. P. R. In this geographical disability as compared with Pontland. This agreement existed last winter and so far as he knew it extended to the present winter. The proposed agreement be tween the city and the C. P. R. provided dhat if the city at any time im-posed wharfage, etc., on through traf-fic it must return the \$50,0000 contributed by the C. P. R. towards the city's winter port improvements. If the city re-imposed the old charges on through business he would conclude that it was indifferent about this traffic. He believed that if this were done a great deal of the busi-ness would be lost, as it could scarcely be considered more than a paying business under the most favorable conditions. To Mr. Palmer-The C. P. R. did

tains a clause that the city may term-

inate the agreement at twelve months

notice, on paying back to the C. P.

R. its investment.

to a distance and depth corresponding to the size of the subway. This excavation is bridged over flush with the street pavement by strong beams and timbering. These beams are used to support the street railway tracks as well as the ordinary traffic The width of the excavation being only twelve feet, the water-mains gas-pipes, etc., require but little support, and they are either left in place or gradually removed to new locations, as circumstances may demand. In the same way an excavation so narrow cannot endanger adjacent buildings to any appreciable degree, but where it extends very near the buildings it is made as much narrower than twelve feet as is practicable By this means a small portion of slice of the subway is completed in each trench. In due time each slice thus built is properly joined to the contiguous slices. The contractor for a given section is required to have at all times as many trenches under excavation, being filled with masonry, and being back-filled with earth above completed masonry, as is necessary for the even and steady progress of the work toward comple tion at the time agreed upon. work is carried on by night as well as by day, and in localities when street traffic is great it is chiefly done at night. The earth is for the greater part removed by buckets carried upon ndless cables supported on scaffold ing constructed over the sidewalks at convenient places, and thus carried along to points where it may be received by carts without obstruction to ordinary traffic. To facilitate excavation the planking is removed from these bridges in degrees varying with the amount of street traffic at different hours. For instance, it is provided that on Tremont street, be ween 7 a. m. and 7 p. m., two-thirds of the street shall be unobstructed and all tracks kept open for the pass ag' of cars; from 7 p. m. to 11.30 p. m. one-third the width of the street is to not run a line into Pontland or Bosbe open and at least one track; from ton. The Grand Trunk controlled the 11.30 to 6 a. m. no tracks need be in traffic to Portland and the C. P. R. service; and for the next hour, until could have none of it. It made quite a. m., at least one track must be a difference whether a company used open. In a section of the street 300 its own line or that of another corfeet long not over 100 feet can be unporation. The city declined to make der construction at the same time. any arrangement for an extended There are also suitable regulations period with the C. P. R. as to whart for the convenience of sidewalk trafexemptions, etc. The agreement con-

> PILES CURED IN 8 TO 6 NIGHTS. Agnew's Ointment will cure all case

The

Dr. Agnew's Ointment will cure all cases of fiching piles in from three to six nights. One application brings comfort. For blind and bleeding piles it is peerless. Also cures tetter, salt rheum, eczema, Barber's itch, The question of a long and short haul had mistified many people, railway men included. He was not able to say much about the

regarded as the best system to adopt very simple and ingenious method. by most of the people now. By that which has been enthusiastically comsystem they allways have a fair remended by visiting engineering auurn, and a good price for some of thorities. It is here practised for the their products that evens up at the first time, having been devised to end and makes the business more sucmeet the exigencies of the situation, essful. and is doubtless destined to be used

To my mind this is the country for a man to farm in if, that is the busiiess he proposes to follow. Farming here is more on a wholesale system tide. than in the east. All kinds of farm products are produced and sold in arge quantities, and now with the benefit of the experience of the pioneer men a new comer should be almost certain of succeeding, particularly by the application of reasonable industry and carefulness not to go in debt, at the bed least beyond visible means of paying. One thing is certain: beyond doubt any farmer can raise the food required for himself and family easier and better n this country than in any other part of Canada that I know of. It is no for any farmer to raise the rouble best of almost every kind of vegetables, also the best of beef, pork mutton, poultry, eggs, and bread and butter. With sugar and tea, which are not expensive here now, added to the above articles of food, our Northwest farmer sits down to as good a break-

fast, dinner or supper as any man in Canada The most important thing for the settler coming to the Northwest now to consider is his location. That is a natter that concerns him more than most else he will have to think of. As regards the fentility of the soil and limate it is much the same all over. Suitable sections can be had in every district, but the great thing to consider is the distance from the railway. In that regard all the good land near the railway that was open for homesteads has been taken up, and all that s now left is the odd numbered sections owned by the railway company I would much prefer buying land from subject. the railway company near the railway than to get a free homestead farther

off. In this particular I am stating what I did myself after fully and carefully thinking the matter over, and authorize the sale of land covered I do not regret it, but rather have re- with water within public harbors. The peated the alct by buying more land margins of navigable rivers and lakes and nearer the station this year. The may be sold if there is an understandmarketing of your products is a mat- ing with the dominion government for ter of importance much the same as a long or short haul is to the lumbernen. On our famm we can draw two loads with ease and three if necessary in a day to market. This is a great adamitage, as you are at no expense, tra vires. and it is much easier on yourself and beam in not being exposed to long and cold drives, and besides you are in a position to take advantage of the

markets, and not be caught out in bad storms. I therefore would say, as the railway company are offering their ving, Q. C., and Clark for British Colands on reasonable terms of payment, umbia it would be much better for a person (Pr. Coun. Ref.)

o buy land from the railway com-18 Oct., 1896. pany, so that he could make a to market easily in a day, rather than

to take free homesteads farther off. In conclusion, I would say to very person in eastern Canada

who has a poor farm, or who is about starting in the farming business: come The fac-simile to the Northwest, and I am certain you will make a better and more com-

required will, however, be merely personal, conferring qualification, and can give no exclusive right to fish in a panticular locality.

The rule that riparian proprietors own ad medium filum aquae does not apply in case of the great lakes or navigable rivers. Where beds of such rivers have not been granted the right of fishing in public is restricted to waters within the ebb and flow of the

 becaast to Hallfax
Beifast to St. John
Dublin to Quebec
Dublin to St. John
Loch Ryan to Quebec
Loch Ryan to Quebec
Loch Ryan to St. John
Milford Haven to Sydney
Loch Ryan to St. John
Milford Haven to Sydney
Milford Haven to St. John
Antwerp to St. John
Antwerp to St. John
Antwerp to Halifax
Sable Island to St. John
Sable Island to St. John
Milford Haven to Sydney
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Sable Island to Halifax
Sable Island to St. John
Milford to St. John
Sable Island to St. John
Sable Island to St. John
Milford Haven to St. John
Sable Island to St. John A provincial government may grant the bed of lakes and navigable nontidal rivers as to which the restric-tions in Magna Charta do not apply. Such grant will carry with it the right of fishing unless the same is reserved or such right may be granted without

The provisions of Magna Charta are in force in the provinces of Canada (except Quebec) and restrict the right of either the dominion of province to grant the beds of, or fishing rights in, tidal waters.

Sec. 4 and other portions of R. S. C St. Amn's Point Light to Fastnet Rock S. W. coast of Ireland c. 95, so far as they attempt to confer exclusive rights of fishing in provincial waters, are ultra vires. Gwynne, J., contra. Norwithstanding the provisions of Magna Charta, the dominion parliament can grant the 'exclusive right to fish in public harbors, and in waters in .unsurrendered Indian lands; B. N. A. Act, c. 91, item 4.

Per Gwynne, J .- Provincial legislatures have no jurisdiction to deal with fisheries. Whatever comes within that term is given to the dominion by B. N. A. Act, s. 91, item 12, including the grant of leases or licenses for exclusive fishing. Per Strong, J., Taschereau, King and

Girouard, J. J., R. S. C., c. 24, s. 47, and s. s. 5 to 13 inclusive, 19 and 21 of the Ontario act of 1892 are intra vires. Per Strong and King, J. J. They are intra vires but may be superseded by dominion legislation on the same

Total-Liverpool to Chatham Cape Race . Loch Ryan to Cape Race Cape Race to Chatham R. S. Q., arts. 1375 to 1378 inclusive are intra vires.

Per Gwyne, J.-R. S. O., c. 24, s. 47 Total-Loch Ryan to via Cape Race Loch Ryan to Belle Iste Belle Iste to Chatham is ultra vires so far as it assumes to protection against interference with navigation. The act of 1892 and R. S. Q., arts. 1375 and 1378 are valid if pasee Months Without Siepp - Wasted Flesh and Given Up to Die. But the Sr South American Nervine Soothes to R With One Dose and Effects a Rapid s Permanent Cure: sed in aid of a dominion act for protection of fisheries. If not, they are ul-

Robinson, Q. C., and Lefroy for Dominion of Canada; A. Hamilton Irving, Q. C., S. H. Blake, Q. C., and Clark for province of Ontario; Casgrain, Q. C., attorney general, for Quebec; Longley, attorney general, for Nova Scotia; Ir

"Why didn't the fight come off ?" 'One of the pugilists had an attack

'writer's cramp.' "-Judge. CASTORIA.

iversally good natured ?" queried the speculative boarder. "For the reason," answered the cheenful idiot, "that it would take a fat man much longer to get mad clear through '-Indianapolis Journal.

and after Monday, the 12th Oc the trains of this Railway will (Sunday excepted) as follows: TRAINS WILL LEAVE ST. JOHN. press for Campben bellton, Pugwash, Pic Express for Hallifax. Express for Sussex. Express for Quebet and Manual and Montreal.....16.35 Passengers from St. John for Quebec and fontreal take through Sleeping Car at Monoton at 20.10 o'clock. TRAINS WILL ARRIVE AT ST. JOHN. Express from Sussex..... Express from Montreal and Qu (Monday excepted) Express from Moncton (Daily)..... Express from Halifax. Express from Halifax, Pictou Campies from Halifax, Pictou Campb

. 2728

2579

475 725 169

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Chatham

Wand Bank ... 2843

St. John

Sydney Halifax

Total . Fastnet Rock to Cape Bace Dape Race to Halifax

Lape Race to St. John

Total-Milford Haven to Milford Haven to Cape Race Cape Race to Sydney

Total-Milford Haven to Halifax

Total-Milford Haven to Chatham via Cape Race Liverpool to Innistrahuli Innistrahuli to Belle Isle Belle Isle to Chatham

Total-Liverpool to Chatham Belle Isle Liverpool to Innistralbuil Innistrabuilt to Cape Race Cape Race to Chatham

INSOMNIA

London to St. John Belfast to Quebec Belfast to Hallfax

lelfast lelfast

The Trains of the Intercolonial Radiway are hested by steam from the locomotive, and those between Halifar and Montreal, via Levis, are highted by electricity. All Trains are run by Eastern Standard to grad effet

D. POTTINGER, General Manager. Sin October, 1896.



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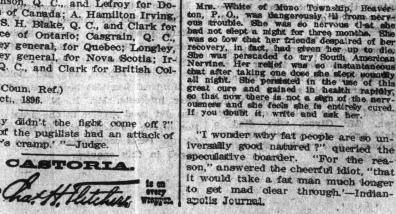


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