OTTAWA LETTER.

Sir Wilfrid Sounds the Kevnote of Ministerial Policy

"Not to Benefit, But to Satisfy **Explains Many Things That the** Government Have Done.

The Laurier Motto Can be Used to Explain Official Lying and Official Stealing and the Making of Promises Only to Break

OTTAWA, July 14 .- Mr. Blair suc ceeded in creating a senation in the house last evening. Some members were shocked the day before when the announced that the contract \$300,000 had been given to Messrs. Connolly, whose names are somewhat familiar to the house of commons. It is eight years since the McGreevy investigation, but the me-mory of the enquiries still lingers in these halls. Nearly half of the members now in the house were in parliament of 1891, when Mr. El to the MoGreevy contracts. There may be some who thought that in view of these developments, and especially of what was said by members of this ministry, the government should not have dealt with the Con-nellys on any terms. Othere who know that they are good builders as well as good bargainers, would not object to have them accepted as government contractors if they came in as the lowest tenderers. It may be remembered that among the allegations in regard to the Ouebec barbor. tions in regard to the Quebec harbor works it was said that a lower tender than that of McGreevy and the Connollys was ruled out and that a contract was given to them for \$753,-371, when the harbor board had a tender which properly extended was \$17,000 lower, a loss of over two per nilarly it was charged that in the Esquimault dock contract a lower tender than that of the Connolly firm was got out of the way and the award given to this concern \$35,000 higher, or 9 per cent higher. It was a disputed question whether these charges were sustained. But this was the crime charged against the government in the Esquimault case and against the Quebec harbor board and minister of public works in the Quebec

It may be interesting on another day to quote some of the language used by men now in the government in reference to these same Connollys. At present it may be said that when Mr. Blair announced the name of M. P. and N. K. Connolly as his Long Wharf contractors there were strong manifestations of interest. It did not then appear, however, that they were other than the lowest tenderers. In fact the contrary appeared, as Hansard shows. Here is the official re-port. After Mr. Blair had mentioned estimated cost of the works the

"Mr. Montague-Were tenders called

Mr. Montague—And given to the lowest tenderer?
Mr. Blair—Yes.

Mr. Montague-Who is the tenderer? Mr. Blair-M. P. and N. K. Connolly, Mr. Montague Surely not.

Mr. Montague—Is that really the Mr. Blair-You can take my state-

Mr. Montague-I move that we ex-

Mr. Blair-I am sure a great many speeches night be expurged."

Afterwards Mr. Blair was asked who had tendered and 'nvited to give fur-ther particulars. Then he disclosed the fact that the Connollys were not the lowest tenderers. The official report makes Mr. Blair say: "There was port makes Mr. Blair say: "There was one difficulty which caused Mr. Mayes, whose tender was something smaller than that of the Connollys, to withdraw his tender. He coupled his tender—not at the moment of tendering, but before we notified him—and in fact before we opened the tenders, with a condition that the government should give him permission to bring in a dredge from the United States, free of duty, and allow him to work in the of duty, and allow him to work in the harbor. We refused to allow the dredge to be brought in without duty. He declined to sign the contract and he

Mr. Blair went on to say that forfeit of \$14,000 had not been returned, though Mr. Mayes had asked for it. Dr. Montague and others seemed to be rather surprised that the tenderer should forfeit this amount for the sake of the duty on a dredge. But they expressed the opinion that the thing might be explained when the figures were brought down, if it should appear that the Connolly tender was \$14,000 higher than that of Mr. Mayes. In that case Mr. Connolly would afford to pay the deposit out of his margin and still have a contract on terms as good as Mr. Mayes would have had. Mr. Blair had said that Mr. Mayes' tender "was something smaller than that of the Connollys." It was a day later before the house ascertained what amount times the amount of the formetted de-posit. The Connolly tender was 43 per cent. higher than the Mayes.

It was midnight of the next day, when Dr. Montague was not present, when Mr. Bergeron and Mr. Haggart obtained the information. The figures

Connolly Heney 293,198 219,990

Now, so far as the minister states,

was that he desired to use a dredge hired from the United States without paying duty. The government did not think this would be fair to Canadian dredge owners. The duty would have amounted to say \$30,000. Mr. Heney wanted to amend his tender by add-ing \$33,000 to cover this duty. The whole amount at stake in the customs ount at stake in the cus partment could not exceed that If you take \$33,000 from \$108,000 there government would have saved by al-lowing Mr. Mayes to amend his tender by adding the amount of duty. The customs department would also have obtained the \$35,000 which Mr. Mayes would have paid, so that the whole \$108,000 would have been added to the tents of the federal treasury.

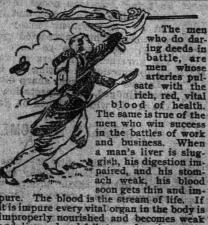
But after all it is a little singular that the departments of railways and customs should insist that dredges employed at Intercolonial railway works should pay duty while Mr. Blair buys locomotives and cars in Pennsylvania and New York without egard to duty. If the same rule were lied in the one case as in the other the question of foreign machinery would not be allowed to stand in the way of a favorable contract.

Mr. Blair might have done if he had not chosen to refuse the privilege asked by Mr. Mayes and Mr. Heney. He could have called for new tenders and thus avoided giving the contract at almost the highest figure offered. The question of time was apparently no great object when we consider that a considerable period was allowed to lapse between the date fixed for opening the tenders and the time Mr. Blair and Mr. Pottinger opened them, and when we remember there was a further period of some five or six weeks after the opening of tenders before the contract was sign

It also appears that before the ten ders were opened Mr. Mayes had discussed with Mr. Blair the question of the dredge and that Mr. Heney had also been trying to negotiate between the time that the tenders were put in and the time that they were opened Ther was no reason why the Connorlys could not have learned from ten derers themselves during this inter on who the other tenderers wer and what was the amount of their offers, and to have made any arrangement which was possible in the circumstances. In the general result does not yet appear that Mr. Mayes is a heavy loser, especially if, as Mr. Blair, says, his tender was very low. He had a right to forfeit his deposit and withdraw. He has a share as subcontractor or partner in the Connolly Bros. contract, and if he should get his forfeit back, or if, as Mr. Blair seems to suggest, that the Connolly Bros should pay it, he probably will get out of the affair as well as if his tender had been accepted. In the same way it may be arranged so that Mr. Heney will not be the loser. The Connollys evidently stand to gain. There is only one party to the affair who co on the losing side, and that is the party who made the contract at Mr. Connolly's figures—the people of Can-

The minister of railways gives an estimate made by Mr. Mackenzie of the probable cost of the work. This was \$322,060, or \$6,000 less than the Connolly tender. Mr. Blair was not able to inform the house how the government estimate was made up Mr. McLellan of Glengarry, himself a contractor of experience, endeavored to learn how the engineer figured out his calculations, that is to say, liow much for timber, how much for filling, how much for dredging, and so on. Mr. Blair only knew that the dredging was estimated at 45 cents a yard. He had no other figures and took his engineer's statement for the whole am ount. This struck Mr. Haggart as be ing an odd way of doing it. He thought it was the duty of the minister to con-sider the prices himself. Mr. Blair wanted to know whether he ought to go down with a tape line and correc but did think that he should examin the engineer's statement of prices, especially before passing a tender and pting one higher by \$108,000. bably hear sor about this contract at a later day.

Meantime attention has been called



ach weak, his blood soon gets thin and impure. The blood is the stream of life. If it is impure every vital organ in the body is improperly nourished and becomes weak and diseased and fails to perform its proper functions in the economy of life. The victim suffers from loss of appetite and sleep, wind, pain, fulness and swelling of the stomach after meals, bad taste in the mouth, foul breath, imaginary lump of food in the throat, headaches, giddiness, drowsiness, heavy head and costiveness.

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Costiveness constituation and torpidity

transaction. Hon. Mr. Ferguson other day asked a number of questic concerning the contract given to Calena Oil Co. of Detroit for supp ng lubricating oil to the Interc railways. In reply to these questions Mr. Mills, for the department of railways, gave the following information:

In May, 1896, the late government asked for tenders for one year's supply of lubricating and burning oils. Offers were received from John Mc-Goldrick, St. John, N. B.; Galens Oil Works, Toronto; J. R. Hutchins, Montreal; Eastern Oil Company, St. John; Samuel Rogers, Toronto; A. Holden, Montreal; Imperial Oil Co., Petrolea; Pushnell Oil Co. Montreal; On the Bushnell Oil Co., Montreal. On the 7th of July, 1896, the contract was given to the Imperial Oil Co., who, it appeared, made the lowest specific ender. After the change of govern-Oil Co. that the contract would not be executed, and one was made with the Galena Oil Works of Toronto, from whom the minister stated he had a more favorable offer. This cor was made on the 17th of September, 1896, and was followed by one on the

The Galena Oil Co's tender was higher than the Imperial Oil Co., but preposed to guarantee that the lubrication under their contract would cost ten per cent less than the cost for the previous twelve months. It was this element which Mr. Blair gives as the reason for cancelling the other acceptance and closing the new contract. preceding Mr. Blair's contract with the Galena Company was \$33,377. The first year after that contract was made it was \$43,174, while for the next year it was \$40,266. The figures per car mile on which the guarantee is made Mr. Blair has not yet given. The ninister states that an amount has been deducted each year sufficient to make the ten per cent reduction per car mile, as guaranteed. Notwithstanding this the amount paid to the Galena Oil Co. for oil for the two years and part of the third has been \$93,429.

Now there on hangs a tale. It will be seen that Mr. Blair concelled the contract made by the lowest tenderer and accepted one in which higher figures were quoted, on account, as he alleges, of a guarantee of ten per, cent reduction in the total cost per mile. Further enquiry will no doubt show that the late government did not make the contract on this basis, because the way. Propositions for the guarantee attached had been received and were not accepted, the department taking the ground that if an arrangement of that kind were made it ought to be made in the same way as the other, by an open call for tenders on thas basis The minister states that so far back Moncton offered to supply oil for loco-motives or a mileage basis, guarantee-ing the same saving of ten per cent. as was subsequently offered by the Galena company. The late government then took the ground that if any change took the same ground in 1896 when the Galena Oil company made the same proposition as Humphrey.

Mr. Blair changed the basis, as he had a right to do. But he did not call for new tenders. He made a private arrangement with the Galena Co. without competition. This contract, though only made for one year, has been extended to the second and third year, and over \$100,000 has been raid to concern. It is understood that if the guarantee basis had been submitted to tender another firm would have been cent. instead of ten.

One other development appertaining to the case may be mentioned. Mr. Blair took office in July. He was a candidate in Queens and Sunbury counties in the campaign which ended on the 25th of August. The contract with the Galena Oil Co. was made on the 17th of September. After the cancellation of the acceptance of the low est regular tender, the agent of the Galena Co. is said to have been seen in the county of Queens actively assisting in the good work of securing a seat for the minister of railways This gentleman belongs to New York and is said to have been on his first visit to New Brunswick in 1896, so that his sudden and impetuous interest in Queens county politics is a striking ommentary on the attractive character of Canadian politics.

S. D. S. OTTAWA, July 15.-The house of commons voted several million dollars resterday, mostly for canals, and put through all that was left in the main estimates for the department of the ish the main estimates, and in the meantime the supplementary, which was promised a fortnight ago, will be down. There must be a great amount of worry over these supplementary estimates, as they have been held over day after day and week after may be a supplementary estimates. day after day and week after week until the close of the fourth month of the session. It will be a pittle thing when it does come, if it fulfils the expectation of those who have promised it. Sir Wilfrid is anxious to his satisfy. That is the keynote of his

An incident in proof has occurred this session. Less than two weeks ago Mr. Sifton was steering through the house a measure to provide a fresh issue of scrip to the half-breeds. The intent is to provide a title to 241 acres of land for each half-breed born between 1871 and 1885, and thus to extinguish their title to any further amount of territory. But, in the place of cive guish their title to any further amount of territory. But, in the place of giving them the land, the government is following the example adopted with the half-breeds of Manitoba, and is giving them sorip, which will entitle the holder to the land for himself, or the noider to the land for nimsell, or to sell. As a rule this scrip is pur-chased by speculators at a fraction of its face value of a dollar an acre, and is ultimately sold by them to white settlers at its face.

Mr. Foster and other opposition members strongly urged the govern-ment not to make this issue of scrip but to see that the individual half-

bability the \$700,000 of scrip would fall into the hands of the speculators, so that the half-breed would not get more than one-fifth of a grant which was quivalent to cash. On the other hand every dollar of it comes into the de-partment of the interior to pay for lands that wou'd otherwise be paid for in money. Mr. Foster's view was that if the government was going to give the half-breeds the land, it should be done directly. If a money compensation were given, the money should be so bestowed that the whole of it uld go to the half-breeds. Dr. Montague suggested that in place of giv-ing a half-breed \$300 worth of scrip he should be allowed, if he wanted the money, to take it in the form of an annual payment, say of \$40 or \$60 a year. Then he would get the whole of it, and the speculators who were following him up would not be the chief beneficiaries.

Mr. Sifton held that these criticisms and suggestions applied to the course pursued in Manitoba. That method was open to censure. But he had reformed it all. He was not issuing this scrip payable to bearer, but required a legal transfer made before a proper person, with witnesses, affidavits and all the other formalities attendant on a transfer of title. This would make it impossible for the speculators to take advantage of a halfbreed who was intoxicated or in temporary need alienation of the title of halfbreeds under age, as they could not make a legal transfer. These comprised more than half the total number, and their title would be secure until they became able to understand the nature of the

Mr. Sifton was rather severe on the old method, and used some strong lan-guage against the adventurers and speculators who gather in the scrip as fast as it is given out, paying a trifle, cheap jewelry, and occasionally money. Mr. Foster did not defend the old way. But he protested that the ountry was 10w much better known, that the halfbreeds were more advanced and that we were in a position o profit by past errors and to adopt better methods than were employed when we took possession of the Northwest.

This discussion was eleven days ago Yesterday Mr. Sifton explained that the whole programme had changed. tenders had not been called for in that way. Propositions for the guarantee settle with the halfbreeds and issuescrip in accord with the statements made sleven days before. The commethod and had issued scrip payable to bearer. This explanation had to be made because Mr. Davin stated that sich of the last week. Sir Mackenzie negotiable scrip of that kind had been | Bowell's proposition would have gone as in 1895 J. Humphrey & Son of seen in circulation. Mr. Sifton explained that the commissioners had decided that this would not satisfy the halfbreeds, who, it appears, are anxious to get clear of their scrip at once. Of course they are strongly encoura in that idea by speculators and other was permitted in the regular specifica-tions all contractors alike should be get the larger part of the grant themcamp followers, who seek a chance to permitted to compete on that basis. It selves. Mr. Sifton says he has no doubt the commissioners had reasons for their action, and as it was not conthem to report to Ottawa and acted contrary to instructions. he had adhered to the opinion expressed the other day, he would perhaps have done the same thing him self if he had been on the spot as had been done by his friends and appointees who had charge of this busiless. In fact Mr. Sifton before he got through with the defence of the partment was not only excusing but almost commending the course which eleven days before he claimed great credit for having avoided. He can hardly be persuaded now that he has brought upon the halfbreeds all those evils which eleven days ago he claimed had been caused by the issue of scrip payable to bearer.

It was in these circumstances that Sir Wilfrid sounded the keynote of ministerial policy. He stated that the halfbreeds desired the issue of transferable scrip, and held that if they wanted to get rid of it for a trifle they wanted to do was to turn it into money, and rather than have trouble Sir Wilfrid was disposed to give them what they wanted. It did not seem to occur to him that if the halfbre wanted to give away their scrip, which cost the government a good deal of money, they themselves and not the camp followers should have the

Sir Wilfrid summed it all up in these emorable words: "The primary object is not to bene-fit the halfbreeds but to satisfy them." As Mr. Davin and other member

pointed out, this is a most remarkable statement to come from a prime minister. It shows an utter disregard of the responsibility of an administration toward a people who are in a sense wards of the country. The object of the present government in this matter may be what the premier says. The object of an honest government is primarily to benefit and incidentally to

A careful student of the history of the last three years cannot fail to see that Sir Wilfrid's statement is a general announcement of government policy. The whole theory of Sir Wilfrid's government is expressed in the words "hot to benefit, but to satisfy." This explains why ministers who have declared the property of the satisfy. declared themselves to be consci-entiously opposed to protection and who assert that the protective policy is injurious to the country have retained protection. The Laurier motto counts for the Drummond and Grand Frunk railway deals, which, if they do ot benefit the country, satisfy cer-

blebiscits, which has been of no pos-sible benefit to anybody but was in-tended to satisfy an element in the country. It explains the double dealvatican and the statements made to Rome in flat contradiction of the state-Canadians. It accounts for the appointment to office of members of th house of commons by ministers who condemned such appointments, since the members appointed have been satisfied even though the country has not been benefitted. It explains the making of solemn promises to the house to satisfy certain persons, and the breaking of the same promises to satisfy others. It explains why contracts are given to favorites who have to be satisfied, when the law requires that they should be let by tender and when the minister in charge has solemnly promised to obey the law. The Laurier notto that the purpose of a government is to satisfy and not to benefit can be used to explain official lying and official stealing. Mr. Bourspeech was highly commended by the premier, has laid down the rule that a minister does not lie when he breaks a pledge, provided he changes his mind after he makes the promise. Bourassian system of ethics and the Laurier principles of government deserve to go down to posterity together as part of the philosophy of this gen-

railway bills have passed through their perilous stage and are beyond danger for the future. The senate in committee has adopted an amendment to the traffic agreement clause. It is not exactly the one which Mr. Mills, minister of justice, offered. It is not the one of which Sir Mackenzie Bowell gave notice. The amendment may be called a compromise, though it requires a keen intelligence to distinguish it from the one offered by the minister of justice several days ago. The senate is entitled to large credit for the improvements made in the agreement, from the public point of view, since it was first presented two years ago. These have been rated in previous letters. But to be fair it cannot be said that anything has been gained by the senate since the bill came to that chamber this year except in one matter. It has removed the ninety-nine year clause, which imposed a servitude of the Intercolonial to the Grand Trunk. This was an important and valuable minister of justice when he found that he could not get the bill through the senate without it. When that point was gained everything was obtained a great deal farther, but he has 'eceded from the main points of difference, and the bill has gone through committee without it. So far the Grand Trunk may be congratulated.

The Grand Trunk and Drummond

OTTAWA, July 17 .- Mention has been made about Mr. Sifton's change of policy, adopting in one week the system which he denounced the week before. Hansard shows that Mr. Sifton two weeks ago was very emphatic they had taken their own heads for it in condemning the course of making the half-breeds' scrip payable to He had not dismissed them, and while bearer. He was even more emphatic he had addered to the opinion exis now in approving it. This is what Mr. Sifton said of the late government in respect to the way they had transacted this business:

transacted this business:

They did not even take the small step I have taken in the way of changing the certificate. They let the certificate go fixed up just to suit the broker. One would think the broker must have drawn the certificate himself or got a lawyer to draw it, because there is no other explanation for it; it was drawn to enable the broker to get hold of that scrip in the easiest possible way.

The scrip issued by the late government did not require any assignment or endorsation, but was practically like a note of hand, payable to bearer. Why was it made thus? Does the hon, gentleman suppose that the men who passed that law did not know what they were doing?

You can get a certificate out of the possession of a half-breed when you could not get an assignment from him signed before a witness.

And again Mr. Sifton said in justi-

And again Mr. Sifton said in justied to adopt :

If prevented from alienating the scrip for the first three months the immediate danger is averted. That is the danger of the half-breeds selling their scrip to people who will follow the commissioners and resort to the peculiar means of buying the scrip which is resorted to in such cases. way Mr. Sifton said:

Once more Mr. Sifton said:

The practice in former years was to issue to the half-breeds a certificate, which was so drawn that one might fancy it had been drawn for the express purpose of making it as easy as possible for a broker to get hold of it. It would hardly be believed when

Mr. Sifton was using these words that in less than a fortnight he would appear in the chamber with a statement that \$250,000 worth of sorip had been handed out by his commi exactly the form that he condemned exactly what has been done by the half-breed commissioners in the Athabasca district. To one thousand halfbreeds scrip payable to bearer has been issued and probably more than half of it was in possession of brokers by the time that Mr. Sifton was proclaiming his change of base. This is all in the interests of the camp fellower and against the interests of the half-breeds. The government pays perhaps one-quarter of the allowance to the broker. As Sir Charles Tur suggested, there is very little doubt that the brokers and speculators are at the bottom of the change in the government policy.

rapid, is quite expensive. Mr. has made one change which shor the road 5,281 feet, and has req the road 5,281 feet, and has required a construction of 1,819 feet of road.
According to Mr. Blair, he has reduced the sharpest curve from 9 1-2 degrees to 9 degrees, but the grade is a little heavier than it was before. The cost of the change is given by Mr. Blair at \$25,000, which is equal to \$70,000 a mile. Mr. Macdonald of

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P. E. Island says the cest is ridiculously in excess of what '- sught to be, and offers to guarantee that if the rest of the work is let by contract it will be done at one-third of the amount. It is suggested that this particular job was performed in Mr. Davies' riding by day's work, spreading over two or three years and was kept going to give employment to party friends. Naturally it came high. At this rate it will cost about three times as much to straighten out the curves of the island railway as it would to build a new line from one end of the island to the other.

In view of the payment by the New Brunswick government of 61-2 cents a lb. for steel bridges it is interesting to quote Mr. Blair's testimony as to the cost of bridges for the Intercolonial. This is one job that Mr. Blair gives out by tender to the lowest bidder, and we have his testimony.

Mr. Powell-Who had the contract for this work last year?

Mr. Blair—The Dominion Bridge Company.

Mr. Powell—Has the Hamilton Bridge Co. Mr. Blair—They have a good deal of work

Hamilton Bridge Company I. o. b. at Hamilton?

My. Blair—Two and a half or two and three-fourth cents. Less than three cents in recent years. Just now they are going up.

Mr. Powell—Two and a half cents of course would be low, and I am glad to hear the government are getting it for that. Are they subject to careful inspection, so that you may get good work?

Mr. Blair—Yes.

Mr. Davin has been teaching the premier the proper use of his mother tongue. It was rather singular that the French-Canadian premier should be corrected in the knowledge of the French language by a member from Ireland. This is how it happened. Some days ago Mr. Davin quoted a connet written in praise of Sir Wilfrid by Mr. Gouvreau, the member for Temiscouata, who appears to be a sort of hero worshipper with a taste of his own in heroes. Mr. Gouvreau began

"Il in a rien affronte." Referring to this Mr. Davin said that according to Sir Wilfrid's eulogist the remier "never faced anything" nor net an issue squarely. took exception to this reflection on his courage, and remarked that though Mr. Davin was a fine scholar he himself being French knew French a little better than Mr. Davin. He would therefore inform Mr. Davin that the word "affronte" had two meanings, and that the verb bore the significance "to deceive." Mr. Gouvreau meant to say that the premier was straightforward and never deceived anybody. Mr. Davin interrupted on the spot by sayng that the word as used in the verse could not possibly mean that. Even if the word could be twisted into that meaning it would require to be used with a person for the object. Sir Wilfrid, however, persisted, and the in cident passed off.

But since then a scholarly writer in Le Reveil, a Montreal critical and philosophical fournal, has written an rticle on the subject proving that Sir Wilfrid is entirely wrong. This writer, who is understood to be Mr. Marc Sauvalle, an author, lecturer and journalst of French birth and Parisian education, quotes from the standard French dictionaries in use to show first that the word as employed by Mr. Gouvreau with the meaning attached o it by Sir Wilfrid is obsolete and only and in the poets of previous cenhe shows that even by these writers it was never used in the connection employed by Mr. Gouvreau. That is say it is never used with "rien" but son. Mr. Sauvalle sums up the whole case by declaring Mr. Davin was absolutely right, and gave the only rational or possible translation that can be given without doing violence to the

Mr. Davin is not elated over his vindication, though he seems to be wor-ried over the reflection that our French-Canadian premier should reninds him of the time when he imself was in France as the corres-ondent of the London Standard. One ay he and the correspondent of the nes were brought as alleged spies Times were brought as alleged spies before a French officer and accused of being spies. Mr. Davin had written on his passport the name of a small town which he had visited and desired to remember. It happened that the name of the French officer in command had the same name as the village, and he saw all manner of plots in the writing. He would not believe there was such a town, until at Mr. Davin's suggestion he sent for a gazeteer and discovered its existence. When the correspondent related to his paper his experience in teaching French geography to a French general he hardly expected that it would be his duty a quarter of a century later to teach the French language to a French premier. guage to a French premier.

Children Cry for CASTORIA BOS

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