OTTAWA LETTER.

While Great Portion of Government Buildings is

Unoccupied

Tarte, Sifton et al Are Hiring nises from Ottawa Liberal Real Estate Owners,

Wants Canada's Trade to Flow Through Canadian Channels-Hon. Mr. Tarte Now Says that Canada to Preserve Her Trade Must be Made Independent to American Routes -- Efforts of Conservatives at Last Bearing Pruit.

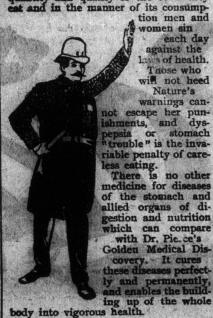
OTTAWA, March 7.-Mr. Roche, the member from Halifax, has made aber of speeches during the past two weeks, and during these address he has assumed many roles. He has talked from the standpoint of a farmer, a banker, an insurance man, a shipping agent, and a money lender. Discussing some of the subjects of interest of these several branches of business, Mr. Roche has made himself rather tiresome and already his voice is beginning to have a soothing effect upon members who are com-pelled to remain in their seats and listen to it. One member of the house suggests that it would not be surprising if a new soothing prepara-tion were shortly placed on the mar-ket to be known as "Roche's sure ep draught, directions; taken verbally it will at once have the effect of producing a tired feeling." On one occasion on which he addressed the house, Mr. Roche spoke to Mr. Ma-dore's money lending bill and opposed the clause which prohibited money lenders from charging more than twenty per cent. Interest per annum on the principle of a debt, and while the house that he found it it to lend money at any rate of He wanted information as sere he could float some of his to where he could float some thousands with good results. According to Mr. Roche, the banks of Helifax were running all over the world with money in their hands, trying

Mr. Roche is in the same predica ment, but if he wants an investment which will quickly add to his already comfortable fortune, he can not do better than invest in real estate in Ottawa and try renting buildings to the government. Mr. Roche will bear in mind that the buildings to become ful earning power, must unr all circumstances be rented the vernment. Private individuals in they inclined to bid high prices for real estate, but the government is most generous, being sadly in need of offices to house the horde of civil ser-vants which it has gathered together on Parliament Hill since 1896.

On Tuesday Mr. Tarte asked the house to vote \$25,000 for public buildings at Ottawa, but the opposition refused to allow the item to pass for over an hour, and during the debate to which the item gave rise, the min ister of public works and the minis-ter of agriculture confessed that the "wait till you see us next year" pol-icy was thriving. The minister of agriculture wants a place to store his census officials. It is true that a great portion of the parliament buildings and the Langevin block are unoccupied, but this makes no difference if the government sees fit to distribute about the country some thousands of dollars. They have a certain amount to disburse in the capital, and they do it by paying exhorbitant rates for rent of buildings which are utterly unsuited for the purposes intended. The government, instead of procuring the services of some good real estate agent, who is competent to secure suitable quarters for them, send the chief architect or some other person to look at premises owned by staunch supporters and campaign contributors, and the government's agent comes back and finds, that in all Ottawa, no other building is suitable but a particular structure which happens to be the property of some favorite. That is the course that has been pursued in connection with the housing of the census officials, and the government was asking for money

The Seybold building was formerly the premises of Messus Russell, Seybold & Co., wholesale dry goods, who were always disposed to look upon the liberal policy with a friendly eye, And so it happened, that when the collectorship of customs in Ottawa be-

Of health has no uniformed guardians of its peace. If it had there would be arrests innumerable in every restaurant every day of the year. Both in the quantity and quality of the food they eat and in the manner of its consumn-



body into vigorous health.

"I took two bottles of Dr. Pierce's Golden Medical Discovery for stomach trouble," writes Clarence Carnes, Esq., of Taylorstown, Loudoun Co. Va. "It did me so much good that I didn't take any more. I can eat most anything now. I am so well pleased with it I hardly know how to thank you for your kind information. I tried a whole lot of things before I wrote to you. There was a gentleman told me about your medicine, how it had cured his wife. I thought I would try a bottle of it. I am glad I did, for I don't know what I would have done if it had not been for Dr. Pierce's Golden Medical Discovery."

Dr. Pierce's Pleasant Pellets cure con-

lease, Mr. Seybold gets \$20,500, while

Another edifice which the renting of caused a heated discussion, is the Nagle building. It sold in open mar-ket for \$6,000, and immediately the ket for \$5,000, and immediately the government engaged it. After spend-ing \$5,000 to improve it, Mr. Tarte pays the owner \$1,000 per annum for a period of three years, thus giving Mr. Nagle a margin of \$2,000 on his ed up with all modern improvetill be hended back to its owners about twice as much money as then the government became a ten-

It was pointed out in the house by

to meet the interest on a first as building, where any money at in permanent improvements and still remain in the possession of g his efforts. The agriculture branches outside the main building and the Hon. Clifford Sifton has opted a similar line of policy, in the ed to the staffs in the last five years, these individuals have to be and these individuals have to be sheltered. Formerly the liberal leaders were horrified, if any attempt was made to increase the staff of a department, but the present administration is carrying out a scheme, which, if it had been mentioned in the good old days of the conservative rule, would have been denounced by Sir Richard Cartwright and others as downright robbety. The knight from Oxford has little to say in these days when advanced liberal ideas are so much in evidence in the capital city. nuch in evidence in the capital city.

And so Mr. Tarte and the rest are able to do pretty much as they

It is interesting to note that Mr.
Tarte intends to make any changes in
the building by day's work. Previous
to the election he made some alterations in the math building and these
methods were employed there. Only tions in the main building and these methods were employed there. Only friends of the government were employed and thus the cabinet was enabled to turn its outlay to good account on November 7th. In answer to Clarke Wallace, Mr. Tarte frankly admitted that he intended to follow the example of Sir Louis Davies and look after the good friends of the party. This means a good day's pay for a half day's work, for any who may be favored with a position. Mr. Tarte simply laughed at the suggestion that tenders should be called for. That a contract should be made for such a small sum at \$10,000 seems to be highly amusing to the first minister, for Mr. Tarte is regarded as the first minister in these days.

Yet if what Mr. Bennett says is true, Mr. Tarte is not wholly satisfied with this renting of public buildings. For some time past the minister of public works has had his mind fixed Parliament Hill. But Mr. Tarte's colleagues would rather fifte buildings from their fiftends, on lines similar to those adopted in the Nagle and Seybold cases, and Mr. Tarte does not seek to hide his discontent. It was quite noticeable the other day, finat he took little pains to assist the hon minister of agriculture, when the latter was being unmercifully roasted in connection with the Paris Exposition extravargances and Mr. Bennett thinks connection with the Paris Exposition extravagances, and Mr. Bennett thinks that he has the explanation of the trouble. When the latter asked if the above mentioned conditions did not exist. Mr. Tarte laughingly replied that a building would be necessary in the near future. Mr. Tarte says that he may also erect this by day's labor, but he did not assent thimself as positively as he did in regard to the Seybold and Nagle buildings. It is underold and Nagle buildings. It is under-

Mr. Bell of Pictou, just before cebate was concluded, placed the question of leases in a practical light. He showed that in the case of the Saybold building alone the government was paying 7 5-6 per cent inter- 2,000,000 bushels, and they are looking est on \$100,000, for three years. This, in every direction to find trade for mount was extortionate in view of this enoromus elevator plant. the fact that the government can toborrow money at three per cent. \$100,000 they could erect a building suited to the purposes for which it was required, and thus be in possession of permanent quarters. Hon. Mr. Fisher's only reply to this empty cars had to be returned to St. proposition was that the ce sus had to be taken, and that he was not prepared to wait for a year, in order finish a building. Considering that the minister of agriculture has been aware for some six months that he had to take a census of the whole do-minion in 1901, his excuse is hardly a good one. During that time he might have erected half a dozen buildings, but then if that course had been ad-opted, Mr. Seybold and others would not have been drawing comfortable incomes these days. Mr. Bell was also anxious to know, why the government did not expropriate the two properties that they have engaged at such fabulous rentals. He considers that a board of arbitration could not consistently have awarded more than \$30,000 or \$40,000 for a building which

tain the

a lot of money and been in possession of something to represent their out-OTTAWA, March 8.—The opposition are doing great work this session. The past two days have been utilized by them in bringing fairly and squarety before parliament a question of national importance, the transportation of Canadian goods so as to centre them in Canadian territory, from which they may be handled and for-warded. During the last month, many of the opposition members have been continually hammering at the government, in order to bring to the attention of the prime minister and action as might result in the deten-tion at Montreal and other Canadian points, of the trade which these ports have worked so long and earnestly to build up. The action of the Grand Trunk going to Portland has been ed day after day until it is alhas refrained from lifting a hand in the interests of our own ports, and it looks as if Portland would win with-

sold at public auction for \$20,000, and

that the government could have saved

Seeing that little could be hoped for at the hands of the administration, Mr. Bennett, the member for Simcoe, ntroduced a resolution that "in the rived when a fixed and definite action tion of the transport of the grain other commodities of the Northwest Territories, Manitoba an he Western States, with a view to centreing the same to the greatest possible ex-tent in Canadian channels."

Mr. Bennett assigns the existing and deplorable condition of affairs to many reasons which the government alone can be looked to to remedy. To show that he knew what he was talktics furnished in connection with the great grain shipping centres of the United States, and compared them with those covering the exports of were shipped from New York 93,830,-352 bushels of grain. At Boston 28,-905,095 bushels of grain, at Baltimore 56,335,397 bushels, while at Buffalo nearly 200,000,000 were handled. The great trade done at that centre is in marked contrast with that tem, which is decreasing year after year until Montreal now handles only 22,000,000 bushels. Gradually the Grand Trunk and Canada Atlantic system are losing their freight at Buffalo and their failure to hold their pas ess can only be attribute business can only be attributed to their neglect to keep pace with im-provements in rolling stock on United States railways. There was a time when between Buffalo and New York comparatively small trains were hauled, with cars capable of carrying 600 bushels of grain; but today the same railway systems are funning cars with a capacity of 1,500 bushels, and monsters. The same increase in carrying capacity is noticeable in shipping on the great lakes. It was common in the past to consider a vessel of 20,000 or 25,000 bushels capacity a fairly creditable freighter. Last year with a capacity of and the 300,000 bushels of grain. It needs little consideration to show that this class of vessel is the one that has come to stay. Bottoms of this type can be run at comparatively less cost than those of smaller tonnage, because the crews carried by the larger boats are very little more expensive than those on the smaller ones, and where a vessel carrying 300,000 bushels of wheat between Port Arthur, Chicago and Middand will earn \$15,000 in freight, of \$1,000. It will be seen, therefore, that one of the first necessities in the Canadian grain carrying trade is the provision of larger cars and vessels of greater tonnage. Unless these are provided, the Canadian routes will provided, the Canadian routes will find it impossible to meet the compe-tition of the transportation compan-ies of the United States, and eventu-ally our trade would pass in the hands of our neighbors to the south.

Another reason for the falling off o trade is Canadian channels is the pol-loy of the government. Mr. Bennett contents that with each minister run-ning over the country, laying down principles of his own in regard to railway questions, the feeling of un-rest is created. The Grand Trunk reelved from the government some 500,000 to enable it to reconstruct and trengthen the Victoria bridge. The ailway department also pays som spend the sum of \$10,000 in making imstood that the building to which Mr.
spend the sum of \$10,000 in making imstood that the building to which Mr.
Bennett has reference may be coma good bargain for Mr. Seybold. In
menced within the next year. It
will probably stand in the square back
three years, which is the term of the

abled the Grand Trunk freight from the port of Montreal could be taken to Portland. Mindful of the needs of the city which is now to be the winter and summer port of Can-ada, the Grand Trunk has constructed a grain elevator with a capacity much for the Grand Trunk side of the bargain. The Intercolonial railway John and Halifax. Then he looked for a remedy. A happy thought suggested itself to the minister of railways, and he forthwith made contracts for hauling 300,000 bushels of grain down to St. John. \$10,000, and Mr. Bennett thinks that it is high time the Intercolonial railway stopped wasting money in manner and looked about for feasible scheme, with which to nish itself with profitable traffic and at the same time provide business the seaboard ports of Canada.

Mr. Bennett asked the minister of

allways if he intended to extend the C. R. by purchasing the Canada thantic railway and the Booth sys-em, which would give an uninterrupt ed railway communication from a point on the Georgian Bay clear through to St. John or Halifax. Ther we will be in a position to bid for the cording to Mr. Bennett, made a statement in Halifax to the effect that t was the intention of the governent to open up this through conne tion between the Great Lakes and the Atlantic by the acquisition of thes two additional railway systems. Mr Blair denies that he ever proposed purchasing these roads. He says that he did promise to secure interchange and the Canada Atlantic, but he has not even done this. It may be said that Mr. Blair's statement does not altogether tally with that of Dr. Russell, the member for Hants, who is credited with holding a pretty warm place in the hearts of the cabinet Shortly after Mr. Blair spoke before the Halifax Board of Trade, Mr. Rusell came to his rescue with a strong Booth railway system. Mr. Bennett says that the cabinet, or a part of the ing over of the line for some months Up at Depot Harbor the governmen is spending some hundreds of thou-sands of dollars in building piers for levators and other freight handling achitles. The people of that place ave been talking of the good times in tore for them, for some months past and holding on to it with a view to future railway extension. These are high are taken to mean that some thing definite will be announced in egard to a second, and it is to be oped, more profitable extension of the intercolonial system. But with Mr. Blair's flat denial that anything is going to be done, and Mr. Tarte's activity in providing terminal facilities it is hard to definitely conclude what may be the ultimate outcome of the

Mr. Bennett now concludes that the on, minister of railways is blowing hot and cold. His remarks in Halifax were not at all sincere, and he humbugging the people of that eity. With false promises, the minis-ter of railways took advantage of his official position to influence the peo ple of the maritime provinces for political purposes. But Mr. Bennett thinks that Mr. Blair cannot sometimes help himself. It is known that the members of the government hold different opinions on railway matters and Mr. Blair is often forced to step down and out. This was what he had to do on the question of the Kettle River railway two years ago. Blair, with all the authority of his position, announced to the railway con mittee that the government's policy on that question was so and so. Mr. Tarte, the minister of public works took an opposite view, and great was Mr. Blair's humiliation when he found that Mr. Tarte commanded more votes than he (Blair) did. Within a week the cabinet may be expected

to have another difference of opinion. When the question of allowing American railways to enter the southern portion of the British Columbia comes before the government, one portion of the government may be expected to support the proposition, while a smaller section will oppose it. Mr. Bennett considers that united action on the part of the government is re-quired, if Canada is to assume her proper position in the grain carrying of the continent. Such steps should be taken at the earliest possible occabe taken at the earliest possible occa-sion that would lead to the devertion of trade to Canadian channels. Mr. Bennett considers that we should at least have all Canadian produce forwarded from our own ports, and he thinks that it is not too much to expect that we should also secure share of the United States trade.

Mr. Bennett pointed out the absurdity of the government policy in ex erection of grain elevators at St. John and Halifax and then allowing these buildings to remain idle. The govern ment should never have constructed them unless it was seriously intended to provide business for them, but as they are up he urges the necessity of keeping them supplied with grain. To do this it will be necessary to take very advantage of the canal system eading from the Great Lakes give attention to transportation by land. American competition must be met on the Great Lakes, and facilities supplied, whereby the Intercolonial can compete favorably with the best American roads. The most modern means known to railway enterpris should be employed. Millions of dol-lars have been spent on our canal system, but the government does no

before all our grain goes into Ame ican channels, to sell if we cannot make some improvement in our present canal system. Each individual cease to formulate different lines of policy on the question of transpor tion. They should stop at once and not until then will the transportation forever and adopt as a body a fixed and definite line of policy, than and question be settled to the satisfaction and interests of Canada.

OTTAWA, March 9.-Doesn't

seem funny that the minister of pub-lic works feels himself called upon to announce the policy of the railway department. After weeks of weary waiting parliament has been at last enlightened as to the methods the government proposes to employ in its effort to solve the question of Canadian transportation. Mr. Tante made an announcement of the programme yesterday. The business which suggested it was an item in the estimates of \$433,000 to be used in improving the St. Lawrence canal system. Mr. Blair had on two previous occasions been brought into this discussion on railway matters, but in neither instance did he see fit to take parliament into his confidence and convey to them his opinion as to how the best interests of Canada might be conserved. In yesterday's letter we dealt with conditions as they exist in conn our railway and canal systems. found that traffic was being taken to United States ports because lines were unprepared to compete with the modernly equipped railways membered, too, that Mr. Blair rather inclined towards secrecy in regard to the Parry Sound railway. Not so with Mr. Tarte. The minister of public works is always frank except when it suits him to be otherwise. Yesterday he was in good humor and he told the house all the plans of the government for the early completion of con-nection with the great lakes and seapoard of Canada.

When it is considered that it was Mr. Tarte who made this announce ment, its importance cannot be questhoned. To those who have watched parliamentary proceedings during the present session, it is quite apparent that Mr. Tarte is the real boss of the show. It is his ruling to which Mr. Blair has been forced to submit when the occasion arose for submission, and it looks now as if the minister of finance will have to bow to Mr. Tarte's will. Quite frequently the opposition members have felt called upon to refer to Mr. Tarte's domination in administration, and as yet no denial has been made of the allegations. red to as the head of the govern ment in smiles in a most pleasa but Mr. Tarte does not mind that and the tariff so as to provide for free coal oil. In his paper, La Patrie, Mr. Tarte has been lecturing the govern-ment on the desirability of a change in this respect.

Tarte's arrangement, when completed, will represent an expenditure of some millions of dollars. Starting at Montreal, he finds that the Grand Trunk olicy has been forced to favor Port land by the utter lack of facilities at the Canadian commercial capital, Mr. Tarte does not blame the railway. At the present time an elevator company using floating elevators control traffic. They charge half a cent per bushel for handling wheat and their annual profits amount to between 40 too is utterly inadequate to the wants of the ships now employed in the trade, and before any material progress in shipping can be anticipated, it is absolutely essential that exten-sive elevating works should be constructed. Mr. Tarte says that the monopoly must go. Before another year is over he promises to have full government elevating plant in operation. It is found that the Conners elevators are going up because the promoter finds himself blocked in his attempt to raise capi-tal. Several times he has had the necessary funds, but on every occa slon the great monopolles of the Uni-ted States have interfered with his backing and swept the feet from un der him. The minister of public works declares that this must cease and intimated that now Mr. Conner will have the government

But we must get the grain into Mo treal before we elevate it, and be pre pared to handle it when it has arrived. The minister of public works finds, that this year he will require \$433,000 for dredging the St. Lawrence, from a point 60 miles below Montreal. Heretofore, the mean depth of the channel had been 27 feet 6 in. In 1895 and 1897. however, the water lowered to 25 feet 10 in., and in order to prevent a reoccurrence of this kind, it has been decided to sink the channel to a depth of 30 feet. Its present width is 350 feet, but this will be increased to 450 feet. Many millions of cubic yards of material will have to be removed, and it is estimated that three seasons will be required to make the alterations. At St. Peter's Lake alone, 9,000,000 cubic yards must be raised. To do this four dredges now in the possession of the government will be used, while a fifth dredge on the suction plan, capable of moving from 30,000 to 40,000 cubic yards per day, is being built. When this channel is finished, the largest ships will be able to reach Montreal and take cargo at piers to be provided there.

Mr. Tarte proposes to use three outes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborn to Montreal, it is 375 miles. The New York Central has provided a road bed from Buffalo to New York, which enfrom Buffalo to New York, which ables their trains to move enorm quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition and with the advantage in mileage in favor of Canada, that the Canadian route will be able to secure a large



Contented WOMAN

is'nt contented simply because she uses SURPRISE Soap: but the use of this soap contributes largely to her contentment. In proportion to its cost, it's the largest factor in household happiness.

It is pure, lasting and effective; it removes the dirt quickly and thoroughly without boiling or hard rubbing.

SURPRISE is a pure hard Soap

share of American trade. Depot Harbor is another port on the great lakes which is attracting attention. It is the erminus of the Booth system and it is 394 miles distant from Montreal. With the completion of extensive works on the French River, from North Bay to Chocolate Bay, the distance by the C. P. R. to Montreal would be lessened so as to make it 330 miles. These are the three routes to Montreal that Mr. Tarte has in view. At Depot Harbor he is erecting large piers at a cost of hundreds of thousands of dollars, and on these large elevators will be erected. At no previous time, according to Mr. Tarte's tatements, have the Booths received government assistance, and their success on the Parry Sound Railway is purely due to personal application; and the public works department in view of Mr. Booth's reduction of freight rates on grain, from the lakes to Montreal, to a figure slightly below three cents, have decided to give him every encouragement in future.

At Port Colborne a mammoth funnel shaped basin with extensive piers on either side, is being constructed. Although the harbor is extremely rocky, he public works department proposes to deepen it so as to enable vessels of 22 feet draft to enter Shins of this class under American management have been most aggressive during the past couple of years, and have been diverting Canadian grain for the Buffalo route. With provision for their handling at Port Colborne, this condition of affairs is not only expected to right itself, but it is hoped that it may be reversed in favor of Canada. The intention is to employ the large vessels as far as Port Colborne and then have their cargoes transhipped to smaller boats, which will convey the grain by water to Meaning. It is grain by water to Mantonal. portation when improvements are completed will not exceed two cents

All that was said about Montreal and the St. Lawrence route Mr. Tarte applies to the Canadian winter ports, but he did not say anything to justify his confidence in the latter direction He does say that the policy of the government is Canadian ports for Canadians; and if Mr. Tarte says so, it is probable that the rest of the govern-ment will have to fall in line. They have not apparently done so yet, for Mr. Tarte was not able to guarantee that his colleagues had concurred in his views. He did say that there was no doubt that they would acquiesce to anything he might suggest.

The minister of public works is afraid that unless Canada at once recognizes the importance of being independent of the United States routes. that her trade will suffer seriously. He drew attention to the action of the New York board of trade in strik ing at Montreal and even Portland.
This, in his opinion, was sufficient to awaken the interest of Canadians in the danger of some sudden change of front on the part of the United States congress which would be disastrous to us. The Grand Trunk, he observed, has its policy dictated by American influence, but that policy must cease and he felt that it would cease if Canadians took advantage of their

natural resources. Apparently insurance must enter largely in o the question of successful transportation. It has been stated by English companies that for everypound they received for insurance in pound they received for insurance in Canadian engaged shipping they lost three pounds. The absurdity of this proposition was demonstrated by Mr. Dobell and others. It was urged that to be successful in transportation, Canadian bottoms and a Canadian Lloyds are absolutely necessary. With these advantages, first class grain handling plants at the sea board towns and on the great lakes, and cheap transportation from the interior to Canadian ocean ports, it is thought that the question of successful transportation will have been setthought that the question of successful transportation will have been set-

It is well to note that all these changes have formed the basis of the opposition's policy since parliament opened. Day after day the government has been urged to take steps to save Canada's trade, and at least Mr. Tarte has come to appreciate the force of the arguments. Conservatives, one and all, are in favor of anything that will induce commerce to come this way; and it looks as if their agitation for action will be crowned with

Children Cry for CASTORIA.

J. D. McKENNA

OCAL LEG

Not the Intention o ta Appoint a S at Present

Mr. Shaw Introduced Bills, Also Present Opposition to Mr.

FREDERICTON, The house met at cold storage bill was and passed.

Dunn said the lieur

council granted lice

oil and natural gas sions of 62 Victoria Hon. Allen Ritchie

son, Henry C. Reed

Matthew Lodge, d 1899, and the are counties of Westn bert. Gloucester, umberland, Kings, bury. The survey time to time rece after the granting council, had a con ated under the lett der the name of wick Petroleum October 4th, 1899; county and have the first one to a which was abando hole was bored a struck at a distance and four hundred face. The company the second oil sand did not torpedo to a depth of some finding the boring would not be sa opinion, stopped or menced to bore a a mile and a half latter one, intendi first sand again, an perly to torpedo. this seemed to be after striking the f hole before menti menced to coze to since continued to ing of the compa lately, the report showed that over been expended in ing and in geolog area licensed. The these, he is inform larly kept. But ne furnished as to t salt solution. Th with Mr. Gooderich ing expert in charg and he has been r the examinations section 16 of the In reply to Mr. Tweedie said it was of the government

citor general at the the legislature, or Hon. Mr. Labillo only one tender superstructure of Kent Co., and Peters of the Rec ton; amount of There was only one ection of the sup Marysville, York C amount of contrac In reply to Mr. I Tweedle stated that of bonds issued for to date was as fol 3 (public bridges chap. 3, and 55 Vic bridge, \$150,000; 58 national bridges,

In addition, the for the following chap. 13 (1875), bridge, \$65,000; 38 Woodstock bridg Vic., chap 8, Medu

In reply to Mr. to the amount paid W. A. Hickman d the current year, for the year wh 1900, was \$5,265.68 between the first and the first of 430.96, making a Dunn gave a items of this exp cluded Mr. Hic England, his sale assistant. A gree up to the present cluding children, in the province Hickman's effort the government the coming sur three hundred pe Mr. Hickman getic is making of Great Brita which New Brum home for immig-class. His addre Mr. A. L. Jone "Hickman's lectridly. I think Mr best lecturer on any colony has and if I may should say that keep him here gration season about commence continue till say

to amend the

plained that the

year, which instead ber, would now

June. The bill

of 75 cents up to

tees so they will

changes the te