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**SUN PRINTING COMPANY.**  
 ALFRED MARKHAM,  
 Manager.

**THE SEMI-WEEKLY SUN**  
 ST. JOHN, N. B., OCTOBER 11, 1899.

**THE PREMIER AND THE CANADIAN CORPS.**

If another jubilee affair were going on in London, Sir Wilfrid Laurier would probably be able to get money to meet the expenses of his share of the demonstration. He would, also, have no hesitation in taking with him as he did before, a corps of Canadian militiamen. The premier would not be in the least worried over the lack of parliamentary authority for the occasion, as he has already shown his willingness to assist in a spectacle. When all was said Sir Wilfrid would come home trailing clouds of glory, and bearing, with ostentatious appreciation, all the titles that the Queen could be induced to bestow upon him. For a second time an appropriation would be made out of the dominion treasury and charged to "St. Lawrence improvements" to pay for rockets, fireworks, Chinese lanterns and other fireworks used in the spontaneous popular reception to "Sir Wilfrid" on his arrival at Montreal. And once more the Canadian people would be told by the first minister that he had a few days before found the dominion a conglomeration of scattered colonies, and had for a second time made them a nation. When the colonial troops were in London at the Queen's jubilee some foreign critics spoke of them as "ornamental appendages to the crown." That is not the view which is taken in Queensland, New Zealand, and other Australian colonies. They have shown that the colonial forces are suitable for other purposes. It is not the view taken by the force in Canada, as the volunteers have proved. But the leader of the government and his colleagues appear to agree with the foreign critics.

What is the influence which holds the government back? We are not permitted to know more than that Sir Wilfrid offers treacherous and false excuses. It is our opinion that if Mr. Tarte did not appear on the scene, Sir Wilfrid would not have been able to resist the loyal movement. Mr. Tarte's paper supports the policy of inaction. The other leading French journal in Montreal goes much farther and says that the militia men who have offered their services.

**La Presse of Montreal says:**  
 "The latest news announces to us that in Ontario, there are twenty thousand individuals, having nothing to do, who are ready to join and serve in the rear guard in the Transvaal war."

"Those twenty thousand braves, of whom that excellent, honest, Sam Hughes, is the grand master and the provisional colonel, demand that they be furnished with an insurance policy on their lives."

"Oh, yes!"  
 "There is some good patriotic job in that question. They are the warriors who wish to cut the Kruger's whiskers."

"Hardly three weeks ago the western farmers were demanding men for the reaping in their harvest. Actually there are not enough laborers to finish the extensive works which have been started by the government, the railways, the wharves, etc. Little fear that any of those fighters would present themselves to work with a pick and shovel."

"Ah, they are much cuter than that, the imperialists. They will be clothed and the Canadians at large will pay for it; they will make a trip and Jean Baptiste will pay for it."

"Oh, they will not kill anybody—do not be afraid. If they succeed in their trick, those sustainers of the old crown, they will go very far—as far as the Cape, passing the Island of Madeira, where good wine is to be had; via the Azores, where one can suck the juice of the fruit, and by the Cape, where are to be found the old blazoned coats of the Royal Crown."

Laurier is also after popularity, and he desires most of all to hold the supremacy he has acquired in his own province. He may not be taking the right way to do it, but he takes the way that commends itself to Mr. Tarte and himself.  
 Some of the government organs protest against criticism which make it appear that one political party in Canada, and especially the one governing the country, is unpatriotic. It would be a misfortune to have such an accusation made—and proved. There is indeed no ground for making such a charge against the liberal party at large. The humbug of the government in this matter is not more agreeable to the great body of liberals in Ontario, or the maritime provinces, or the west than it is to conservatives. It is perhaps not satisfactory to all the supporters of the premier among the French speaking people in his own province. But that does not make the case any better for the government.

Nor have the people of Canada forgotten who it was that said that if he had been on the banks of the Saskatchewan fourteen years ago he would have shouldered his musket with the half breeds against these same battalions which now offer their services to the Queen. We also remember the names of the Canadian statesmen who ten years ago were cheered to the echo by a United States audience, when he declared that when the choice came to him as a Canadian legislator between the American dollar and the English shilling he was for the American dollar.

**THE MAKING OF A NAVY.**

Great Britain has just been launching the battle ship London, the fourth to be launched of a class comprising six in all. Of these the Formidable, the Irresistible, and the Implacable were launched some time ago and are nearly ready for service. The other two, called the Venerable and the Bulwark, are under construction at Chatham and Davenport. These ships are from 13,700 to 15,000 tons displacement. The London is protected with nine inch armor, the plate being carried forward and at less thickness to the bow, while the after bulkhead protection is as thick as twelve inches. She is provided with engines of 15,000 horse power and is expected to have a speed of 18 knots. These six battle ships, with fifteen other first-class battle ships in the British navy, each carry four 12 inch breech loading guns. In addition the London will carry twelve 5 inch guns, eighteen twelve pounders and fourteen other quick firing guns. Her steel ram weighs by itself thirty-four tons. A ship like this carries about her four steam boats and thirteen sail and pulling boats. The British fleet of today, counting ships under construction, includes no less than 45 first-class battle ships and 21 armored cruisers, and 30 other first-class cruisers. To show how new a creation this fleet it may be mentioned that all these battle ships but eight have been launched or begun since 1890. Of the cruisers mentioned above 46 are of less than nine years old. During this year the admiralty has had under construction 12 battle ships, 15 first-class cruisers, 8 second-class cruisers, 10 third-class cruisers, and 61 torpedo boats and other small craft.

**THE DIFFERENCE.**

The suggestion that Mr. Foster should be a candidate in Queens and Sunbury leads one of the government organs to speak of Mr. Foster as a candidate in search of a constituency. Mr. Foster may not be nominated for the constituency, and if he is he may think it best to continue to represent York. But if he should leave York for the other riding he would only do what Mr. Blair did before him. The difference in the two cases is that Mr. Foster would leave York on the urgent invitation of the people of Queens and Sunbury, whereas Mr. Blair left York on the peremptory invitation of the people of York, and went to Queens on the urgent invitation of Mr. Blair. Another difference is that when Mr. Blair first went to Queens he bargained for the seat and did not expect opposition, and when he last ran in Queens and Sunbury he thought that he was entitled to an election without a contest. If Mr. Foster goes to the double constituency he will go with the express intent and desire to meet the minister of railways.

**THE FAILURE OF A GREAT MINISTER.**

Mr. Blair is a great minister of railways, and a great representative of New Brunswick in the cabinet. His nearest political friends say so, and he himself admits that what they say is true. He has held two meetings at Cady's to tell of his doings. Two non-partisan banquets have been held to make the matter still more plain. And lest the truth should not be made sufficiently manifest to the multitude, a new paper is to be established to proclaim the great doctrine every morning. This is because the Telegraph and Globe, the old and reliable party or-

gans, persist in talking about something else.  
 As a minister of railways, Mr. Blair bought the Drummond railway for a price equal to more than two millions. The senate did not endorse the purchase, and so Mr. Blair bought the same road for half a million less.  
 Mr. Blair procured Mr. Harris from the Grand Trunk and set him to work to reform the Intercolonial. He paid Mr. Harris five thousand dollars a year and proclaimed to everybody that a thing or two would be shown to the people in railway management that the late government never knew.

A few months later Mr. Blair was declaring that the traffic arrangements with the Canadian Pacific must go. They were not in the interest of the Intercolonial and he would not be coerced into retaining them.  
 A little later he signed an agreement with Mr. Shawinigan in which the old order of things was in the main continued.

The next move was the cancellation of the old arrangements, which the Canadian Pacific said that Mr. Blair had agreed to continue.  
 Then came the order to cancel the cancellation and the announcement that an Intercolonial officer had departed from the arrangement without orders.

Now it is learned that the cancellation of the old arrangements has been cancelled, and that the officer who acted without orders was acting under orders.

The New Brunswick minister has taken this winter post under his particular care. He began by denouncing the late government for having subsidized mail ships to go to Portland, a policy which the late government had abandoned.

Then he revoked the action of the late government, which had dropped the Portland subsidies. Mr. Blair sent the subsidized ships back to Portland.  
 A year later he sent out a Canadian mail service, and destroyed its usefulness by sending the ships to two ports.  
 At length Mr. Blair got a subsidy for the winter post from the London government. He began by denouncing the late government for having subsidized mail ships to go to Portland, a policy which the late government had abandoned.

This year Mr. Blair again neglected the winter post. Before the Canadian Pacific came. Before that was settled the Dominion line had arranged to use Portland, and all the best Allan ships were fixed for other routes.  
 At this moment the sailing of the first winter ship from Liverpool, no arrangements have been made for the weekly mail service. It is known that the Dominion line has been unable to get the ships, and that no other line is in sight. Meanwhile the Canadian Pacific railway has not agreed to furnish freight for the Liverpool route.  
 Mr. Blair is of course a great minister, but he does not get along very well with public business.

**THE APPLE TRADE.**

Reliable advices from various fruit sections of this province indicate the apple yield of Nova Scotia at 90 per cent of a full crop, the second largest on record. There will be available this year 400,000 barrels for export, representing the growers of the Annapolis valley a sum of \$1,000,000. Over a dozen orchards in that section have each a yield of 2,000 barrels. There is a strong movement of apple shipments now to Boston, where they will be transhipped to steamers for the English market. The apples are being carried by steamers from Yarmouth, or in schooners from various points in the Bay of Fundy to Boston in preference to direct shipment by rail to Halifax. The rates from the port to London are one shilling a barrel higher than from Boston to London.

The Prince Arthur took about 1,000 barrels of apples from Yarmouth to Boston, Saturday.

**EVENING CLASSES.**  
 OPEN FOR WINTER TERM  
**Monday Oct. 2nd**  
 Hours: 7.30 to 9.30  
**SHORTLAND: The Isaac Pitman.**  
**BUSINESS: The latest and best system for use of which we hold exclusive right. Terms Right.**  
**S. KERR & SON, - Oddfellow's Hall.**

**SUSSEX.**  
 Close of a Most Successful and Creditable Exhibition.

The Attendance was Large—The Showing the Best Ever Made in Kings County—The Prize List.

SUSSEX, N. B., Oct. 7.—Last evening the Sussex exhibition was brought to a close, with what success, from a financial consideration it is at this time impossible to state, but judging from the large attendance and the very general interest manifested, notwithstanding the bad weather at times, a favorable result is looked for. General praise is given to the managers for their indefatigable exertions.

The sports were here in large numbers to see the races, announced to come off in the trotting park at 3 p.m., between Carnot, the horse owned by Mr. Sergeant of Chatham, and Billy, owned by Jesse Prescott of Sussex. Notwithstanding the heavy down pour of rain, over 200 persons assembled. The contest was most exciting, and considering the state of the track, the time, 2:29 1/4, made by Carnot, who won in three straight heats, was quite fast. Nellie Bly, the guileless wonder, gave an exhibition of speed, much to the delight of all present.

The judging of the horses took place today in the driving park, the work being performed in the most satisfactory manner by A. B. Etter, the well known amateur horseman. A lot of animals were shown, many of which attracted particular attention, but none perhaps more than the horse owned by the Muller Bros., butchers, of this place, which captured the prize for carrying heavy loads. There were some beautiful exhibits of heavy draft horses. Col. H. Montgomery Campbell's team of six grays, which was awarded the first prize in this class, would be hard to beat anywhere.

Much praise is given to the police force for their excellent work in keeping good order, in their case prevention of any lawlessness was their main point.

The tobacco grown by John T. Kirk in his garden here was sampled by many lovers of the weed. It was a novel exhibit.

C. Flood & Son of St. John, whose beautiful exhibit attracted much attention, disposed of several fine pianos at private sale.

**THE PRIZE LIST.**

- Class 1—Arrivages.  
 Bull, 4 years old—E. O. McIntyre, 1st; J. H. Arnold, 2nd; W. H. Parrie, 3rd; James Macrae, 4th; Thomas Macrae, 5th; J. T. Prescott, 6th; W. H. Parrie, 7th; Thomas Macrae, 8th; Wm. Jeffries, 9th; Bull calf, under 6 months—W. H. Parrie, 1st and 2nd; H. S. Parrie, 3rd; Wm. Jeffries, 4th; Wm. Jeffries, 5th; Wm. Jeffries, 6th; Wm. Jeffries, 7th; Wm. Jeffries, 8th; Wm. Jeffries, 9th; Wm. Jeffries, 10th; Wm. Jeffries, 11th; Wm. Jeffries, 12th; Wm. Jeffries, 13th; Wm. Jeffries, 14th; Wm. Jeffries, 15th; Wm. Jeffries, 16th; Wm. Jeffries, 17th; Wm. Jeffries, 18th; Wm. Jeffries, 19th; Wm. Jeffries, 20th; Wm. Jeffries, 21st; Wm. Jeffries, 22nd; Wm. Jeffries, 23rd; Wm. Jeffries, 24th; Wm. Jeffries, 25th; Wm. Jeffries, 26th; Wm. Jeffries, 27th; Wm. Jeffries, 28th; Wm. Jeffries, 29th; Wm. Jeffries, 30th; Wm. Jeffries, 31st; Wm. Jeffries, 32nd; Wm. Jeffries, 33rd; Wm. Jeffries, 34th; Wm. Jeffries, 35th; Wm. Jeffries, 36th; Wm. Jeffries, 37th; Wm. Jeffries, 38th; Wm. Jeffries, 39th; Wm. 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