6

SUNDAY SCHOOL COLUMN.

The little Handbok for Workers in Parish Sunday School Associations, prepared by Rev. A. Lucas, is one of the best helps yet published for organized work in the parishes, and should be in the hands of every parish be read officer in the province. It can profitably by every one, as all are inrested in parish or city work.

The present and for the next two months is a trying time for the Sunday schools with so many away on holidays, and it is important that teachers and officers who do remain at home should be faithful in their attendance. On these pleasant Sundays there is a great temptation to remain away, but the importance of the work demands the sacrific and once undertaken should be faithfully performed. Those who go away should not make that an excuse for neglecting the Sunday school if there within reach. The Sunday School Times says "It is better to rest in work than rest from work.' Sunday school workers visiting other places will find themselves bet-ter off at the end of the vacation by taking an active part in the schools where they visit than in idling their time on Sundays beside the aid and encouragement they may be to those whom they are visiting.

THE ESSENTIALS OF A GRADED SUNDAY SCHOOL. By Edward P. St. John.

The place of the Sunday school in the economy of the church is that of a school; its mission is distinctively to teach. Hence the plans for its organization, management, and work, must be based on educational principles. One of the most fundamental and important of these tells us that instruction must be adapted to the development, conditions, and needs of the pupil.

Two conditions which commonly exist in our Sunday schools increase the difficulty of adaptation: (1) the instruction must be chiefly class instruction—several pupils must be taught at the same time; (2) in the International Lessons, which are used in most of our schools, there is no attempt at adaptation to any particular class-there is one lesson for the entire school. One of the most important problems in Sunday school work today is to apply the principle under these conditions. The solution is found in the graded Sunday school. Several schemes of gradation have been used and given to the public, all doubtless have their advantages. In case of some, a disadvantage is that they attempt so little that they do not furnish a solution for our problem; in others the scheme is so elaborate as to lead to the feeling that gradation cannot be accomplished in schools where the membership is small, the trained workers few, and expensive buildings unattainable.

Three points seem to be essential and to involve all that is essential to the idea of the graded Sunday school. They may be thus stated as rules: 1. Associate in the same class only those scholars who are of about the same age and intellectual development

2. Select from the desson for presentation to any class only such

Blair's Recent Boastful Speech Withdrawn. Sir Oliver Said the Drummond Deal

Will Stand for a Year.

PARLIAMENT.

On These Conditions the Senate Put Supply Through and Prorogued.

Ottawa, June 26 .- This afternoon Mr. Powell, in a brief and pointed speech, gave a review of Blair's traffic acted like a man." expectations. He showed the absurdity of Mr. Blair's claim that the extension of the L C. R. would obtain a passenger traffic equal to one-fourteenth of the whole of that of the Canadian Pacific, with its thousands of miles of line. While Mr. Blair claimed that these 161 miles would get a freight traffic equal to one-ninth of the whole C. P. R. business. On the eighth part of the Investigation. lonial the minister would have to get a business equal to one-third to one-half of that now obtained by the remaining seven-eighths. Mr. Powell allowed to the additional line

the same local traffic per mile as the Grand Trunk had on its whole system, and that left it necessary to carry eleven hundred through passengers a day in order to met the ministers' expectations, or taking the C. P. R. business as a basis, Mr. Blair was expecting to carry fifteen hundred through passengers per day. Mr. Powell then took up the deal with the Grand Trunk. It was proposed to pay that company \$37,500 a year, or equal to \$1,250,000, and in addition contributions equal to \$200,000; and all this for the mere partial use of a road that at \$88,000 a mile would only cost \$600,000. That is, the government proposed to give \$800,000 for a share in the road more than it would cost to build and own the whole line. The only remark Mr. Powell had to make to Mr. Tarte was that if he was concerned about vindicating himself he might take advantage of the court that stood open to him at Montreal. Mr. Foster, who followed, made no

remark about Mr. Tarte, except to say that the minister of public works seemed to think that his own newspaper and election transactions were the principal issue in this railway ction. He did not propose to trans deal with Mr. Tarte, but with . the measure before the house, and went on to argue that the transaction could be of no permanent benefit. Mr. Foster contended that the best thing to do would be to let the matter lie over to the winter session. He pointed out that the government now proposed, in addition to the favors previously offered, to give the Drummond com-pany a new subsidy of a quarter of a million, on which the government would at the same time pay the company interest at four per cent in the of rental. Mr. Foster showed that way even the nine months' experiment

would require a large initial expenditure, of which the \$100,000 now asked for additional rolling stock would be part. After further discussion the Item passed and also a vote of \$100,000 for additional rolling stock. In the course of the debate, Mr. Foster called attention to the apparent desire of the Drum mond people to get ready money and of the government to furnish them with it, by subsidies or other methois. After some preliminary skirmishing over the Crow's Nest railway bill, Mr Blair moved the house into committee on the vote of \$157,000 for nine months' rental of the Grand Trunk and Drummond counties railway. The minister said the proposition to extend the Intercolonial, to Montreal had got to come, and no opposition raised to it would be effective. It was proposed to pay the same rate of rental as was proposed in the contract rejected by the senate. This arrangement was made as an experiment and probably next winter parliament would asked to continue it another year. By the end of that period he was absolutely sure that there would be no opposition to the proposed extension on the terms of first agreed upon. As the to investigation into the affairs of the Drummond railway, the government but courted it, and defied it. The governa matter. ment was committed to this policy of

pression, but after some controversy Tarte withdrew it, remarking that Mr. Foster was not consciously influenced lieved there was an enquiry called for and the place which would perhaps determine whether Mr. Tarte was innocent, as he professed to be. As to his own cowardice, Mr. Wallace said he had never started a prosecu-Mr. Foster said he knew nothing of

WEEKLY SUN. ST. JOHN, N. B., JULY 7, 1897.

Armstrong, and had not heard a word tion of a man who made charges against him and then got out of the Mr. Tarte went furiously on, declar-

ing that the Montreal papers had been hired to attack him and to attack this province when the suit commenced. Mr. Tarte declared he didn't .run away from a suit, but on further discontract, and some of them had been russion did not deny that he was abpaid with shares of a rival scheme. sent when the Grenier case was call-He (Tarte) had been hunted and aced, and that it had been postponed cused of all manner of things. "I know," he said, "that some of my acfrom time to time because he could not be got there. cusers are men in my own camp." He It passed after further protests by did not deny that he had given elec-Messrs. Sproule and McLean. Mr.

\$50,000.

freight rates on the Canadian rail-

ways. Mr. McDonald of P. E. I. ob-

jected to the whole course of the

government in making the large in-

After recess, Mr. Blair said that as

the original programme of 99 years' lease had fallen through, he con-

cluded to reduce the vote for addi-

Concurrence was completed and the

The house went into committee

promotion expenses be included ?

ook carefully into the outlay.

Mr. Blair did not appear to have

cost. The late government's policy

reases of expenditure.

supply bill read a first time.

the railway subsidies.

tion notes, but he did not get a dollar Mulock said he was in favor of the of the deal, nor did he expect any. nationalization of railways and the Before he closed his excited speech, acquisition of the road to Montreal, 'Tarte paid a high tribute to Greenand it would have been a step in the shields, who, he said, had been "a right direction. He would be glad if most active supporter of ours and had the Intercolonial were pushed clear across the continent, as a check on

Dr. Sproule read from a news report to the effect that La Patrie was paid for in part by Greenshield's check, and in part with a note given by Greenshields to Tarte's sons, and that \$50,000 was contributed by Greenlds to the late election campaign Mr. Tarte invited Dr. Sproule

by Armstrong.

from him

make a charge and demand an in-Mr. Casgrain wanted to know whether in case an enquiry was held Tarte would do as he had done in courts, take advantage of his privilege and refuse to answer questions.

Mr. Tarte said he would answer any decent question asked him by a committee of the house. The Crow's Nest contract went through the final stages, and Mr. Blair expounded the proposed subsidies to other railways. He estimated that the re-vote subsidies would amount to \$2,148,000, and stated the reasons for the new basis of subsidies. He remarked that in the past many subsidies had been given in excess of \$5,200 a mile, but he had not been able to discover why some roads should have received larger sums than others. The proposition to give a percentage on what the roads should cost over fifteen thousand dollars was an attempt to reach a logical basis. He did not think that any of the roads for which subsidies were now asked would exceed \$15,000 per mile in cost, except the Rainy river line, which would probably claim the maximum subsidy.

Dr. Sproule criticized the resolutions. The whole of the evening session

was devoted to Mr. Mulock's bill reorganizing the railway mail service and giving him additional powers to let without tender contracts for carrying the mails. The opposition members advised him to withdraw his bill, to remove the objectionable features and bring it back next year.

Mr. Mulock stubbornly held to his purpose. Half a dozen members thereupon fell to discussing the measure in great detail. Five minutes before Sunday morning the postmaster general had got one clause through and proposed that the committee rise. In the remaining four minutes Mr. Fielding's bill enabling the government to repay to discharged civil servants the amounts they had contributed to the superannuation fund went through committee and was read into the Drummond railway. He ight the enquiry should proceed at Mr. Bowell had been inclined on Saturday to accede to the government's request to delay the enquiry to next ession. But after the challenge of

the minister of railways in the other chamber and the utterances of the government organs of Montreal and Teronto, which declared that the senate dared not press the enquiry least the conservatives be implicated, he concluded an investigation should go on at once. If the conservatives were ccrruptly implicated he, for one, want-

ed to see them exposed and punished. It was uspless for the liberals to hold out such threats. Sir Mackenzie denied that the opposition leaders had selected him to pursue this agitation. He acknowledged no leaders in the

carty, out acted according to his own udgment. Sir Oliver Mowat suggested that Hon. David Mills be added to the com-

mittee of enquiry. Senator Mills conserted at once The secretary of state said this was urely a fishing committee to find out comething to derange their political opponents. He thought some member should make himself personally reponsible for the charges.

tional rolling stock from \$100,000 to Senator Mills argued at length that the senate had no power to investigate the expenditure of public money, and Mr. Ferguson replied in an elanorate argument. In the afternoon Mr. Power express-

Hon. Mr. Foster asked Mr. Blair ed the opinion that the proposed enhow it was proposed to compute the quiry was within the senate's power, cost of the railways for the purpose but he thought the commons was the of determining whether the subsidy roper place for it. He condemned should be \$3,200 per mile or more. the Globe for its suggestion that the Would its cost be regarded as only a senate dared not venture an enquiry cash outlay, or would the expendiand reflected somewhat on Mr. Blair ture for the exploratory survey and for his defiant tone on Saturday. In his opinion the decision first reached in favor of postponing the enquiry was studied plan. He said if the road wise and ought to be followed. was returned as costing more than Mr. Primrose repudiated the idea \$15,000 per mile, the government would that this was a fishing committee, though it might discover some fishy transactions. He regretted to hear Mr. Foster next pointed out that the proposal to average the cost of the read per mile would allow expensive that a fire in the offices of the Drummond county railway had destroyed bridges and expensive terminals to be some records. included, thus increasing the average

Mr. Miller's motion was carried. NOTES.

was to allow 15 per cent. on the cost Communications have passed beof large brilges. By grouping these ween some of the ministers and senbridges with the roads of which they ators who are arranging for the Drummond railway enquiry. The form a part of the proposed resolutions would require the government nembers of the house of commons are to pay 50 per cent. of the cost of these tired of staying here, and do not want tridges. This would be the result in to wait for long enquiry. The senall cases, where the roads without ators opposed to the Drummond deal bridges would cost \$15,000 per mile, have always been willing to suspend and moreover, unler the former rule, enquiry if Mr. Blair would suspend his action in taking over the road. no subsidy above \$3,200 per mile was allowed for bridges costing under Mr. Blair has made some concession \$100,000. Hereafter these bridges by withdrawing half his appropriawould be assisted on expensive roads ions from the rolling stock and by to half the amount of the cost. Again declaring he would not buy the Drumthe cost of building one mile of road nond rolling stock. into some city might equal the cost of The senate committee will organize

ten miles of the rest of the line In morrow morning if the enquiry goes these cases the construction might on this session claim half the cost of this expensive Ottawa, June 29 .- This morning Hon.

Mr. Blair brought down his amend-ment to the subsidy bill. He proposed Mr. Foster said the committee ought to consider the probability of a that the cost per mile on which addi-tional subsidy should be paid should arge increase 'n the expenditure on bot include the expenditure for bridges Mr. Blair admitted the force of Mr. costing over \$25,000, nor the cost of the vester's criticism, but claimed that it equipment nor right of way nor term-

would be a proper thing to give more inal expenditure in cities and incorassistance to these bridges 'than had porated towns. In accordance with post office bill was put Mulock's with the contract clause through dropped. The postmaster general came in breathless to hurry the bill through and found the committee had rearly finished the work without him. The Crow's Nest Pass got its third. reading and went to the senate, and the house adjourned till the after-The senate committee of investigation met this morning, organized and adjourned till tomorrow. The senate met later, when Sir Oliver urged delay in the investigation till next session. He made a statement showing that nothing would be done by the government in the meantime to commit the country to the Drummond company railway lease. He was authorized to state first that the vote for rolling stock would be reduced to one half; second, that the severnment undertook to purchase no rolling stock from the Drummond reople; third, no step would be taken to commit the government or parliament in any way to go on with the Intercolonial project. Anything said by the ministers in the other chamber mplying that the ministry was determined to go on with the original programme sooner or later was withdrawn, and he had full power to say The minister of justice gave full assurance that parliament would be left entirely free to deal next year with the subject as if nothing had been dcne. On this assurance Sir Mackenzie consented to postpone enquiry. Mr. Fielding's loan bill was read the third time and passed. The rati-

I thank you for the liberal provision which you have made for the public service. Honorable Gentlemen of the Senate: Gentlemen of the House of Commons:

Gentlemen of the House of Commons: The session now closing will be memorable not only on account of the important meas-ures which have been passed, but also it has been Leid during the year of her majesty's jubilce, in which the people of all parts of the empire united in celebrating the sixtieth anniversary of the reign of Her Majesty Queen Victoria. Splendid demonstrations which have taken place throughout the Queen's dominions textify at once the loyalty and affection of the people towards their sivereign, and the unity of the British em-pire. I know that you rajoice with me that Canada has worthily performed her part in these great evenus.

these great events. In now taking leave of you, I desire to express my best wishes for your personal hap-piness, and my earnest hope that the work of the session may prove useful in advancing the prosperity of the people whom you re-present

A TRUNK STEAMER

The First of Its Kind Ever Seen in St. John Harbor.

The steamship Trunkby, which is oading deals at the Corporation pier, is attracting much attention, being the first trunk steamer that has visited St. John. This new type of vessel is patented by R. Ropner, jr., of the well known ship building and ship owning firm of Ropner & Son of Stockton on Tees and West Hartlepool. The advantages which it is claimed this style of ship has over all others are that she is fitted for the carriage both of heavy and of measurement cargoes and is therefore not only a first rate dead weight carrier, but also equally good for light cargoes. She is an exceptionally safe and strong vessel. The Trunkby, which was the first trunk steamer built, is 300 feet long, 45 feet beam and 22 feet 2 in. moulded depth, and has a dead weight carrying capacity of 4,100 tons on 19 feet 3 in. draft of water. She is single decked with full poop, bridge and topgallant forecastle, and has a patent trunk about 7 feet high extending from poop to bridge and bridge to forecastle continuously. The steam winches and other working parts are on the trunk deck, which is the navigating deck. The hatches also being there, are high out of water, which adds considerably to the safety and seaworthiness of the ship. She has excellent self-trimming and grain feeding facilities, having no 'tween decks, the holds being entirely free for cargo. The additional strength given by the continuous trunk right fore and aft is considerable. The Trunkby has no keel, but instead bilge clogs, which project out from her bilges nine inches for about two-thirds of her length. She is an admirably fitted up steamer, having been afloat only eight months. Capt. McCarthy has most comfortable quarters aft and the officers and men have no reason to complain of their apartments Capt. McCarthy yesterday showed a Sun reporter through the ship, which is well worth looking over. The gen-ial commander is highly delighted with his vessel, which he says is an extraordinarily large carrier. He pointed out to the Sun man how superior the Trunkby is to another vessel belonging to Ropner & Son as follows. The Trunkby is 1668 tons register and carries 4,100 tons dead weight on a draft of 19 feet 3 inches. The other vessel being 1675 tons, carries only 3,900 tons on a draft of 21 feet 6 inches. The captain called attention to the amount saved in the case of the Trunkby because of her selftrimming facilities. The Trunkby is consigned to J. H. Scammell & Co. Ropner & Son own some 45 large steamers, three of which are now on their way here, viz., the Kirkby, Ormesby and Roxby. They are not trunk vessels, however, only seven or eight that style having been built as yet.



ACROSS TH

the Queen in reference dissatisfaction of cert the house of common rangements made fo of commoners at Buc last Wednesday. In Queen expressed a d all members of the how with their wives, at on Saturday next. William Waldorf As cessful garden party premiers at their cour eden, Taplow, this guests were taken in Maidenhead to Clived This afternoon the attended a special their honor by Gen. L seley, the commander headquarters of the Three hundred guests were present given this evening at in honor of Dominion Smith, the Canadian sioner, presided. Am sent were Sir Wilfrid mier of the dominion: Lorne, Lord Derby, E Sir Wm. V. Whitewa Newfoundland, and the premiers, Sir Charles the Canadian archbishe who are now in Londo adian officers and me house of commons, amo Bryce and the Hon. Ed After the usual loys Donald Smith proposed ity of the Dominion." its immense resources. the Canadians might equal in number their United States. He re proof which the jubile had given of the stron the dominion to Great coupled the name of Sir rier with the toast. Sir Wilfrid Laurier. spond, was received w cheering. He said it wa pleasure to him to join a nation's birthday in country. At the same was never dearer to his the present moment. equalled, if it did not ex tic interest, the history France, or any other o world. She did not cho independence, because ready virtually indep could not have more po happiness and prosperit separated from Englan at some length upon the tween England, and said had been in London he of the public men as i

sentiment of the Amer Great Britain. He would

to declare that the sentin

of affection and revere

mity which once exis

Great Britain, Canada an States had been largely

the Queen herself, in s

kindly acts as her letter

of Mr. Lincoln and her

to prevent friction in the

jubilee service at St. Par "Let us hope that the Go

never spread his wings 1

land and the United Stat

cluded: "If on my dea

trace of racial feud has b

I shall die happy in the

Other toasts followed,

Montreal, June 29 .- The

respondent in London say

M. P., who has been su erysipelas is not so well

there is no immediate cau The Duchess of Abercor

of the Canadians and t

onial visitors last night

special magnificence. Aft guests repaired to the Ly

Sir Henry Irving and Elle

(Special to the S

have not lived in "ain."

proposing the health of

ing).

After an eloquent refe

as are adapted to the understanding and needs of the members.

3. Tise in any class only those methods of instruction which are harmony with the way in which pupils in that stage of development and experience must gain knowledge. Disregard these principles in your school, and it cannot properly be said to be graded. So organize, manage, and teach it as to carry out their suggestions, and a graded school you

To these fundamental steps various others which will be exceedingly helpful may be added, as, for example, the grouping of classes in which the work is similar in departments; the provi-sion for each department of a separate room, in which seating arrange and other equipment is suited to the special needs of the pupils, and in which carefully adapted general exercises can be conducted; the use of a graded course of supplemental instruction (if the International Lessons are used); promotion from grade to grade on examination, etc. But it should be remembered that these are auxiliary, not fundamental, to graded school idea.

This brief sketch does not attempt to answer the question, "How ?" 'What ?" It aims to present the sometimes forgotten purpose of grad-ation. It is hoped that it will suggest one question to each of two classes of superintendents who have considered the matter of grading their hools; to the one, Is the gradation of the school really so difficult a matter as it seems? to the other, Does an elaborate system of organization, management, and supplemental in-struction make a graded school?-Sunday School Times.

A HITCH IN THE PROCEEDINGS

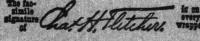
Under the caption of "The Answer ings of Misguided Youth," Cham bers's Journal tells the following: A man had been up for an examina-tion in Scripture, had failed utterly, and the relations between him and the examiner had become somewhat strained. The latter asked him if there were any text in the whole Bible he could quote. He pondered and then repeated: "And Judas went out then repeated: "And and hanged himself." "Is there any other verse you know

in the whole Bible?" the examiner asked.

"Yes. 'Go thou and do likewise."" There was a solemn pause, and the proceedings are said to have termin-

He-You say he is an ignorant man? She-Why, yes; he must be. I heard some one say he didn't know what fear was.

CASTORIA For Infants and Children.



extension and would not depart from Mr. Foster asked whether Mr. Blair expected the house to vote all this money with no other explanation than five minutes' of threats, declaration and prediction.

After further warm prelimitary dis-cussion, Mr. Tarte took the floor. He said that the whole opposition to this sure grew out of a conspiracy of C, N. Armstrong, whom Mr. Tarte de-nounced furiously. Armstrong wanted the government to buy the Bais Des Chaleurs railway, on which he had borrowed much money. This gov-ernment knew Armstrong well, and would not touch him with a ten-foot

Mr. Foster-When you touch people you get nearer than that.

Mr. Tarte, continuing his diatribe, began to talk about himself, assuming, apparently, that if there was any icion of a steal in the Drum scheme, he would be supposed to be in it. He began to defy all the world to investigate his record. The whole suspicion grew out of the fact that La Patrie, newspaper, had been bought. It was true that La Patrie had been

acquired. The late owner, Mr. Beaugrand, had telegraphed him (Tarte) that he wanted to sell it. The liberal party needed an organ, so the matter was arranged. It was true that J. N. Greenshields, president of the Drummond countles, arranger it. It was true that Greenshields gave his cheque for the money, but the money was not Daper. Greenshields'. It was the money of the liberal party. Though nobody had said a word in the house about

Mr. Tarte, he grew greatly excited, vile conspirator Armstrong. Mr. Foster called Tarte down at that stage, and demanded that the words be taken down.

Sir L. H. Davies defended the ex-

NOTES.

On reflection Mr. Fielding has con cluded to strike out the restrictions in the resolutions about the iron and steel bounties under which the bounties could only be paid on goods for home consumption.

The impression now is that the formal prorogation will take place Tuesday, though it may be delayed till Wednesday.

Ottawa, June 28 .- The house was in oncurrence during the forenoon. This afternoon, on the item for public buildings in Nova Scotia, Mr. McMulen moved to strike out the appropriation of \$5,009 for the Liverpool Post office building. Sir Louis Davies admitted that his

upporter from Weilington was within his right, but Queens had no important public buildings. As to Kent-ville, he really thought it was entitled to a better building and had that cpinion last year when his friends attacked the item, though he did not then say anything about it.

Mr. Casey said he had condemned these appropriations when he was in opposition, but while he had not changed his opinion, he did not pro pose to vote a want of confidence in the government in respect to so small

Mr. Somerville said he had conlemned the construction of public buildings in small towns when he was in opposition, and he did not propose to go back on his principles now. Much as he disliked to oppose his eaders, he would con iema them in

Mr. Scriver took the same view. So far all speakers were on the gov ernment side.

Clark Wallace (conservative) supported Mr. McMullen's motion, claring that four years ago, the late government abandoned the plan of putting up buildings in towns of less than 3,000 inhabitants. The members were called in, when the amendment was lost by a vote of 19 to 40

The minority included thirteen conservatives and six supporters of the government. The liberal supporters of the amendment were Messrs. Mc-Mullen, Christie, Bain, Somerville, Scriver and Oliver. The conservatives present were about equally divided. A spirited discussion took place on concurrence of the item of \$157,000 for Intercolonial extension.

Hon. Mr. Foster argued against nodified programme.

Mr. Wallace, carrying on the debace, brought Mr. Tarte to his feet by reference to the Greenshields and Tarte's notes that have been afloat, and also to Mr. Tarte's statement that Greenshields had been acting with him in financial matters connected with the purchase of the Patrie news

Mr. Tarte created another scene by dancing about the house, demanding an enquiry by the house right away into all matters charged against him. He said if Clarke Wallace was a man, and not a coward, he would accept

the challenge. Mr. Wallace said he was not terrified with Mr. Tarte's hysteria. He be-

n given hitherto. He defended the sliding scale as more equitable than the old method. He believed that the Rainy river line would involve a maximum subsidy, but it looked much fairer to give \$6,400 per mile on the roposed percentage manner than to

erminus.

these accounts.

rive a straight vote of double the rate for this road than is given for other lines, thus causing jealousy. Mr. Scriver, liberal, strongly protested against the proposed subsidies.

McMullen, liberal, followed, supporting Mr. Foster's contention about the sliding scale. He said it would probably resurrect a number of dead chemes which ought to be revived. This inducement would lead railway companys to put on all the expenditure in the beginning that they would ever expect to incur, showing that improvements might afterwards be made would be wholly at the company's excense, whereas under this bill half the cost would be borne by the country.

Mr. Bostwick, liberal, asked Mr. Blair to put in a clause providing that t the government should purchase a railway that had been subsidized, the amount paid in subsidies should be deducted from the purchase price. This would prevent the government buying back its own subsidies, as it proposed to do in the affair of the Drummond railway.

Mr. Semple, liberal, also condemned the double subsidy scheme, and expressed his adherence to his former programme of opposition to the rail. way subsidies. After further discussion Mr. Mc-

Mullen proposed an amendment to provide that the subsidies in additional to \$3,200 per mile be paid only on each mile which cost more than \$15,000. This would prevent averaging up the cost by reason of the expensive bridges or terminals at particular points.

Mr. Blair asked Mr. McMullen to withdraw his amendment, promising at a later period to prepare one himself to meet the case The committee then took up the

subsidies in detail. The committee passed the subsidy resolution, after which a bill was counded on them and read a first time. After midnight, Mr. Mulock insisted on getting his post office bill back n committee.

Mr. Foster asked for an adjournment and Mr. Mulock gave a fierce diatribe on the opposition obstruction, declaring that the bill must go through to night.

Sir Richard and Mr. Davies fried to suppress Mr. Mulock, but he was obstinate. Mr. Foster told him that the clause taking the power to make contracts without tender was serious-ly objectionable and would be resist-ed. Mr. Mulock said he would consider the withdrawal of that clause if he bill would pass tonight.

Mr. Foster offered to give only a reasonable discussion tomorrow if this clause were taken out and Sir Richard Cartwright, in spite of Mr. Mulock's protests, moved adjournment at 1.30.

THE SENATE In the senate today Mr. Miller resumed the discussion of his enquiry

way subsidies bill was passed through all stages with some discussion, and a debate took place on the Crow's Nest Lill. The supply bill also went through its final stages, and by six o'clock the chamber was ready for the governor general. He arrived at 8, and proro gation took place with the following

peech:

speech: Honorable Gentiemen of the Senate: Gentlemen of the House of Commons: In relieving you from further attendance in pacliament, I desire to thank you for the assiduity with which you huave discharged, the duties of a fatiguing session, and I con-ratulate ycu on the very important legis-lation which has been the outcome of your deliberations. The revision of the tariff, which occupied a large part of the session, has been completed in a manner which 'I trust, will prove affective in promoting the trust, will prove affective in promoting the spatifying to know that this measure has been recognized as one of imperial import-ance, and that it has already had a marked effect in strengthening the bonds which unite Canada to the motheriand. The arrangements for establishming a fast foreat Britain and Canada, with the co-op-eration and assistance of the imperial and canadian governments, encourage me to hope that at no distant day we shall see the accomplishment of that very important pro-ject. I am pleased to observe that you have

accomplishment of that very important pro-ject. I am pleased to observe that you have made provision for extending substantial aid to various important railway enterprises, which are designed to develop the vast min-eral wealth of Canada, and to improve the facilities for transportation and travel. The bill provides an effective system of cold storage on land and sea, will promote the interests of our agriculturists by afford-ing means for the fransportation of perish-able food products and placing them in the best condition in the great markets of the world.

world. Gentlemen of the House of Com WOODIS PHOSPHODINE The Great English Remedy.

promptly, and perman cure all forms of New Weakness, Emissions, Sp 20 effects of Ab Before and After. of Tobacco, Opium or Stimu lants, which soon lead to In n and an early grave. ty, Insanity, Consumption and an en been prescribed over 35 years in th been prescribed over 35 years in thousand es; is the only Reliable and Honest Media on. Ask druggist for Wood's Pho norm. Ask druggist for Wood's Phosphodine; II so offers some worthless medicine in place of this, nelose price in letter, and we will send by return nail. Price, one package, £1; six, \$5. One will lease, six will cure. Pamphieta free to any address. The Wood Company,

Windsor. Ont., Canada Sold in St. John and everywhere in the ominion by all responsible druggists.

DR. J. COLLIS BROWNE'S CHLORODYNE

THE ILLUSTRATED LONDON NEWS, of Sept. 28, 1896, says: "If I were asked which single medicine I should prefer to take shroad with me, as likely to be most generally useful, to the exclusion of all others, I should say OHLORODYNE. I never thavel without it, and its general applicability to the relief of a large number of simple aliments forms its backgroup in the state of the state

Dr. J. Collis Browne's Chlorodyne

18 THE GREAT SPECIFIC FOR DIARRHOEA, DYSENTERY, CHOLERA. CAUTION. - Genuine Chlorodyne. Every bottle of this well-known ren for COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHOEA, etc., bears on the Government Stamp ame ot the inventor-

DR. J. COLLIS BROWNE TSold by all Chemists at 1s. 11/d., 2s. 9d and 4s. 6d. SOLE MANUFACTURES

J.T DAVENPORT 33 Great Russell St., London, W. C.

H. H. PICKETT, B. C. L.

Attorney and Barrister at Law, missioner for Province of Nova Sco BARNHILL'S BUILDING, St. John, N. B.

Accounts collected in any part of Mari-ime Provinces. Returns prompt. 1756

J. H. MORRISON, M. D.

PRACTISE I IMITED TO Eye, Ear, Nose and Throat. 163 Germain Street, St. John.

OURS-10 to 12, 2 to 5 Daily. Ivenings-Mon., Wed. and Fri. 7.30 to 8.30.

a most cordial reception stage were Sarah Bernha hundred celebrities of literature and art. They to greet the visitors. great event is the Domin ner at the Hotel Cecil, Thi having been long ago set a lord mayor's banquet to t Laurier is expected to r portant pronouncement to "THE GLORY OF EN Strange Words of Praise in the New York New York, June 27 .--- T editorial in today's Sun "The Glory of England." is, in part, as follows: striking feature of the cel Queen Victoria's jubilee v monstration of the steadfa

ate, and universal loyalty lish people to England. In history of mankind there been such another display pride and devotion as that made in London last Tu throughout the world Englishman might be. It velation of the secret of Br and domination over a wor pire, and proved that the I ple have succeeded to the made Rome the master of when Britain had not yet

barbarism. "This virtue of loyalty to try which all Englishmen exhibiting last Tuesday m