

# ST. JOHN WEEKLY SUN.

VOL. 21—NO. 14.

ST. JOHN, N. B., WEDNESDAY, APRIL 6, 1898.

SECOND PART.

## DON'T FORGET

To call on Frasers when you want Clothing. They can show you how to make money. Best value in the city in clothing and lowest prices. If you can't come send your breast measure and the price you want to pay; if we don't please you it will be no sale.

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It is to be continually rebuilding fences when you can buy the "Star" 13 bar woven wire fencing, 4 feet high, for 60 cts. a rod. When once put up it will last a lifetime.

Wire Fence Manufacturing Co.,  
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## ONTARIO AND QUEBEC.

### Cardinal Taschereau Gradually Sinking and Last Rites of Church Given.

### I. C. R. Harris Visits Quebec and Not Only Cancels His Tariff But Reduces Former Rates.

### MONTEREAL, March 30.—It has been definitely decided that the Queen's birthday will be celebrated by the residents of this city by a grand field day, in which the entire militia force of the city will take part. It is also more than likely that the 62nd battalion, from St. John, N. B., will be here for a few days at this time, and will join the local regiments in the review and in field exercises. The operations will last two days and two thousand men will be engaged.

### KINGSTON, Ont., March 30.—A bad accident occurred yesterday afternoon on Buckshot Creek, a tributary of the Mississippi River, caused by a dam breaking away and sweeping the men and less through it. John Mullen of the capital has been badly injured. They are: J. C. Wilson, Alexander McDonald, and Foreman H. McKinnon, whose recovery is doubtful.

### QUEBEC, March 30.—E. L. Sewell, a retired merchant of this city, died this morning after a long illness during which he consulted in vain leading specialists of the United States.

### MONTEREAL, March 31.—The Star's London correspondent cables: "Fast mail matters are exciting much interest in Canadian financial circles. Hon. Mr. Doherty says he found on his arrival that the progress of preparatory arrangements was more satisfactory than he anticipated when in Canada. In other quarters it is confidently declared that the whole of the necessary capital has been underwritten. Mr. Petersen himself said today that he was too busy to make a statement, but it is noteworthy that the meetings of his associates are being held. Cecil Rhodes arrived at Madeira today. In the course of a recent conversation he spoke most warmly of the service Canada had rendered to the empire by compelling the British government to clear the German and Belgian treaties out of the way of future inter-imperial co-operation. These treaties formerly blocked his way in his tariff arrangements in South Africa.

### "Sir Wilfrid Laurier," he said, "has now got rid of them for us and the whole empire."

### The cut rates are causing an extraordinary rush to the Klondyke. The Canadian Pacific and other booking offices are daily besieged by men who would never have attempted the journey but for the ridiculously low fares. Many urge this as a potent evidence of the wisdom of the low fares, if Canada is to fill up her vacant lands rapidly, even though the state should have to contribute, as in Australia. Experts say that it is certain half of these passengers cannot hope to get through to the Klondyke this year.

### OWEN SOUND, Ont., March 29.—Thos. Campbell, farmer, had a bad attack of biliousness last night, with the result that he hanged himself this morning.

### TORONTO, Ont., March 29.—The Ontario election protests are piling in. So far fifteen have been filed, ten by conservatives, two by patriots and three by liberals.

### A special cable from London to the Evening Telegram says that the Chapter of the Order of the Hospital of St. John of Jerusalem in England, with the sanction and approval of the Queen, has appointed as honorary associate or members of the fourth class of the order Hon. Dr. Borden, Dr. Roddick and Major J. B. McLeon of Montreal.

### KINGSTON, Ont., March 30.—Albert Whitney, arrested at Cornwall on Monday for indecent assault, was arraigned here this morning. He pleaded guilty, and said he was drunk at the time. Police Magistrate Duff sentenced him to ten years in Kingston penitentiary, with forty-eight lashes—twenty-four one week after release. He is an old criminal.

### OTTAWA, April 2.—The Bankers' association have taken steps to watch

the progress of the insolvency bill, but the care seems unnecessary, as no progress is made.

A report from Toronto suggests the appointment of Rev. Dr. Dewart to the senate. But Mr. Cook has still the inside track for the Ontario seat.

The appointment of John Yeo as the Prince Edward Island seat will probably be gazetted on Saturday, April 17th.

The speaker's attention will soon be called to the vacancy in Bagot. The opposition candidate is already selected, and it is believed that his election is certain.

The post office bill introduced on Friday contains a provision for the free transmission of raised printed books for the blind, and also simplifies the dead letter process by allowing dead letters to be obtained from the local office without delay of the transmission to Ottawa and back.

METAPEDIA, April 4.—Sylvain Poirier, son of Theodore Poirier of St. Alexis, quarrelled with Jerome Martin, son of Octave Martin of the same place on Sunday night about a woman. Poirier finally pulled out a long knife, and making a rush at Martin stabbed him, and then drew the knife across his throat. The scuffle also drew the neighbors in the vicinity, and a priest was called for. Martin expired shortly after his arrival. Steps have been taken to have Poirier arrested. The coroner will open an inquest today.

MONTEREAL, April 4.—An immigrant special from St. John was wrecked at Danforth, Maine, on the Canadian Pacific yesterday afternoon. There is a high embankment near Danforth, and through some cause was not yet established the second coach broke loose, left the track and rolled down into the cutting. Happily all the rest of the coaches kept the track. The passengers were all more or less bruised or cut with broken glass. One woman was so badly injured that it was necessary to leave her at Danforth in a precarious condition. Another was brought to Montreal at one o'clock this morning and driven to a hospital, where she is under treatment.

QUEBEC, April 4.—Cardinal Taschereau is gradually sinking. The last rites of the church were administered to him this morning.

QUEBEC, April 4.—Mr. Harris' freight tariff on the Intercolonial, against which loud complaints were made by Quebec merchants and the board of trade, has been changed and lowered than it has gone into force, even lower than that in force prior to Mr. Harris' appointment. The rate on freight by the car from Quebec to River du Loup, which was 21 cents per hundred pounds, is now 18 cents.

TORONTO, April 4.—Fire broke out at 4:25 this afternoon, and before it was subdued fifty thousand dollars damage was done to the chapel and the men's residence. There was no trouble with the prisoners. The fire looked very dangerous at one time.

CHANGE OF TIME ON THE C. P. R. The spring change of time on the C. P. R. will take effect on Monday, the 11th inst. Trains will leave St. John, standard time, at 6:35 a. m., for points on line in New Brunswick and Aroostook county, also to Bangor, Boston, New York, etc.; 8:45 a. m. for Montreal and way stations; 4:30 p. m. for Montreal, Ottawa, Toronto and all points west, north and east on the Pacific Coast; Fredericton and intermediate points on the Atlantic coast; 8:30 p. m. from Fredericton; 12:45 p. m. from Woodstock, St. Stephen, Montreal and the West; 3:30 p. m. from Montreal and points on line in New Brunswick and Aroostook county.

On Good Friday, 25th inst., the accommodation train on the C. P. R. advertised to leave Montreal Junction at 8:30 a. m. and to arrive in St. John at 2:30 p. m. will be set back to run on the following time: Montreal Junction 11:45 a. m., Harvey 1:00 p. m., Fredericton 2:15 p. m., Hoyt 3:30 p. m., Westfield 4:55 p. m., Grand Bay 6:15 p. m., Fairville 6:50 p. m., arriving in St. John at 7:40 p. m.

What They Were Playing.—"Clara," said the mother of a little five-year-old miss who was entertaining a couple of neighboring girls of her own age, "why don't you play something instead of sitting still and looking miserable?" "Why, mamma, we've been playing," was the reply; "we've been playing that we're grown-up women."—Montreal Herald.

A poor speller always spells words the hardest way.

## PARLIAMENT.

### Corbin's Kettle River Railway Bill Considered.

### Government Granted Permits for Tak-Liquor into the Yukon.

The Manchester and Canadian Steamship Company—The Yukon and the Senate.

OTTAWA, March 31.—This afternoon's session of the house of commons was devoted to a discussion of the bill proposed by Mr. Richardson of Manitoba, which provides that the salaries of dominion officials may be garnisheed, and that attachment may be made by judgment creditors against the money in the government's hands payable to government contractors. There was a difference of opinion as to whether the bill was an infringement on the rights of provinces. The solicitor general had grave doubts on the subject. Nearly the whole house agreed that the purpose of the measure was a proper one. Sir Louis Davies adjourned the debate at six o'clock in order that the government might consider the question.

In the evening Mr. Britton moved the second reading of his bill amending the criminal code. Section one of this bill repeals the provision that in cases of seduction corroborative evidence is required. Mr. Britton wants the law to allow conviction on the evidence of the prosecutor alone. Another proposed amendment relates to appeals, and still another takes away from the minister of justice the power to order a new trial.

Mr. Cameron of Huron protested strongly against Mr. Britton's bill, and moved the six months' hoist. He spoke in high praise of the late Sir John Thompson, and said the criminal code should be allowed to stand unaltered.

Sir Louis Davies thought the criminal code was defective, but was not in favor of proceeding with Mr. Britton's bill.

The six months' hoist was finally administered.

Mr. Charlton's seduction bill was then called up, and the mover argued strongly that it be read a second time.

Sir Louis Davies wanted delay, stating that the minister of justice was considering the matter.

The debate was therefore adjourned. Sir Louis raised the age of consent from 16 to 18 years.

The next order was Mr. Reid's bill to regulate freight rates on railways. He wants to provide that no road shall charge more for a long haul than for a short haul on the same route.

The regulation of the railways was then taken up, and Mr. Reid would leave to a commission.

Hon. Mr. Blair suggested that as the matter had been ventilated he would be glad to have the measure withdrawn, and he promised that he would consider whether or not legislative action could not be effected to cover the case.

Mr. Reid consented and the house adjourned.

THE SENATE.

In the senate today the Yukon railway was taken up for the day.

Hon. Mr. Loughery moved the second reading of his bill incorporating Hamilton Smith's company and giving power to construct a railway into the Yukon country by the Dalton trail and the Yukon River.

The company is not asking money or land, but only for the privilege of building the railway.

Hon. Mr. Mills, for the government, opposed the bill and moved the six months' hoist.

At the end of the afternoon's discussion Sir Mackenzie Bowell moved the adjournment of the debate, which was carried by a vote of 26 to 24.

NOTES.

Montreal wants to issue three and a half million more bonds on harbor account. They want the government guarantee and interest reduced to two and a half per cent. A large delegation to the council is with the minister today. They ask also that the government shall assume all additional interest charges more than is paid now.

The Kettle River bill passed the railway committee this morning.

Hon. Mr. Blair opposed the charter on the ground that it was in direct opposition to the Crow's Nest policy of last year. Hon. Mr. Blair spoke warmly defending his position and calling on the committee to support his view. The vote resulted in 54 for Corbin's bill to 48 against it. Sir Adolphe Caron and seven or eight conservatives voted for the bill, while perhaps fifteen liberals voted against it.

OTTAWA, April 4.—This afternoon the postmaster general introduced his bill for newspaper postage. Hon. Mr. Mulock proposes to impose a postage rate of one half a cent per pound on all newspapers carried more than ten miles from the place where mailed. In order to give the proprietor some notice he proposes to collect a quarter of a cent per pound for the first six months, beginning with January of next year. From and after July 1st, 1899, the rate will be half a cent. The postmaster general gave these explanations, adding that he intended to reduce the letter postage at some future time to two cents. The bill gives him power to do this, but is only to come into effect by proclamation of the governor general. It is not intended to make the proclamation until the postal revenue approaches the extent of a cent per pound for the first time. Hon. Mr. Mulock explained that the circulation of Canadian newspapers was increasing with great rapidity, the weight of papers carried

having nearly doubled since 1888. The quantity carried last year was six hundred and half million pounds.

Sir Charles Tupper remarked that the great increase of the newspaper circulation indicated to his mind a desire on the part of the people to be better informed. He believed that the Canadian people had a more intelligent knowledge of what was going on in the world than those of any other country in the world. The government was apparently displeased with this. The bill introduced today was intended to strike a blow at all parts of the country, which went to him that the government was trying to keep from knowing about their Yukon deals, Drummond deals and other inquiries and devised this measure.

Mr. Taylor pointed out that about ninety per cent of the letters posted were mailed by business men, while only ten per cent of newspapers to be carried by this bill would be read by the agricultural class.

Hon. Mr. Foster wanted to know what revenue Hon. Mr. Mulock expected to make out of the newspapers, and what he expected to lose by reduction in letter postage.

Hon. Mr. Mulock declined to answer.

The franchise bill was then taken up. On motion to go into committee Mr. Kaulbach gave a graphic account of his working of the election laws in Nova Scotia, the result in the particular case being that the man with a minority of votes was now sitting as a member for Lunenburg in the local legislature.

Mr. Mills followed, giving a history of this franchising legislation in Nova Scotia. He was able to show that the whole matter originated in the hostility to Canada.

In committee Mr. Bennett gave an account of the working of the local election laws in Ontario. He wanted the government to place the revision of the lists in the hands of the judges or some acceptable authority.

In the evening private bills for the first hour was the order. The Kettle River railway bill was brought up.

This is the Corbin bill in which Hon. Mr. Blair takes such an interest. It was pointed out that an amendment supposed to be made in committee reducing the capital stock had not been marked on the copy of the bill. The proposition was made that the bill be sent back to the committee to be amended. Hon. Mr. Blair opposed this, remembering the narrow margin by which the bill escaped from the committee yesterday. He accused some of those who took these objections of a desire to obstruct the bill. Thereupon two members on his own side of the house, Messrs. Choquette and Melnes of British Columbia, took charge of the obstruction and his bill operation proposed to no advance was made with the measure.

Mr. Melnes devoted his half hour to reading Hon. Mr. Blair's Crow's Nest speech of last year. Amid the laughter of the house when the declaration was read in flat opposition to Mr. Blair's present position. The franchise bill was then taken up again in committee.

The discussion on the franchise bill in committee continued till midnight.

The collector general found it difficult to explain his bill from his own point of view, and he proposed to introduce some amendments were made and many more were suggested.

Sir Louis Davies, who had temporarily left the house, wanted to force the bill through, and the sitting, claiming that Sir Charles Tupper had so arranged. He was informed that this was one of his own misunderstandings.

Sir Louis held to the alleged understanding until Sir Richard arrived and took charge. It did not take the latter long to grasp the situation, when he gracefully yielded the pole and adjourned the house. The committee has not yet passed the first clause.

NOTES.

Mr. Lister, M. P., is the last to fall from grace. His son has an appointment on the permanent corps.

Militia appointments.—62nd St. John Fusiliers battalion.—To captain, Lt. W. Russell Miles, vice Kaye, transferred.

In the Drummond railway committee this morning Secretary Newton of the Drummond Counties Co. and Engineer McLeod of the railway department gave evidence. The latter testified that he had examined the road good value for \$1,600,000. Mr. McLeod's evidence was not completed.

OTTAWA, April 4.—This was private members' day and the first order was the committee stage of Mr. Corbin's Kettle River Railway bill.

Mr. Melnes of British Columbia resumed his speech against the bill and continued to insist on the amendments laid down last year by Hon. Mr. Blair.

Ross Robertson of Toronto came to Mr. Blair's rescue. He had opposed Mr. Blair's Crow's Nest policy last year because he had no faith in the minister's assurance that he provided against the C. P. R. monopoly. Now that Mr. Blair had changed his ground he was trying to provide competition. Mr. Robertson was with him. Mr. Davin had no belief in the virtue of railway competition. In practice there was no such thing as continuous competition between railways. Instead, there were combines. Mr. Davin allowed that the matter was the natural consequence of their opportunism and want of guiding principles.

No progress had been made with the bill during the afternoon, and Mr.

Bostock was speaking in favor of the bill at six o'clock.

After dinner the discussion was resumed.

Sir Charles Hibbert Tupper referred to the vote of the British Columbia legislature against the bill and explained that he himself proposed to place himself in accord with the action of that legislature and with his own vote and that of the house of commons and the government at the last session, he would therefore vote against the charter.

Sir Adolphe Caron spoke in favor of the bill, and Dr. Sproule against it.

Mr. Oliver favored the charter. Mr. Blair, rising at ten o'clock, took up the argument. The statement had been made that Mr. Blair was at variance with his colleagues, and especially with Mr. Tarte on this matter. To-night Mr. Blair said that in advertising this charter he spoke only for himself, and contended that this was a measure in which the government was such had affirmed no position as an individual member of the parliament he strongly favored this charter and affirmed that in doing so he was not contradicting the position he took last year.

The motion that the committee rise and report progress was put and lost by a vote of 30 to 30.

Consideration of the bill was then completed. The bill was reported and stands for a third reading at the next sitting.

Before the house adjourned Davin succeeded in the fourth attempt made by him to get at the facts with respect to the Yukon liquor permits. Sir Louis stated that the permits for taking in 11,500 gallons between May 5th, 1897, and August 30th, 1897, were recommended by Mr. Sifton.

NOTES.

Sir Wilfrid Laurier and Mr. Tarte are both confined to their beds. Neither Fielding nor Foster put in an appearance today. Both are said to be preparing for the budget tomorrow.

Sir Charles was also absent.

There is very little curiosity about the tariff statement expected in the ordinary scale of duties.

The revenue seems to be ample, so that no new taxes are required and no duties are to be raised. A good many interested persons have been asked for modifications, but the finance minister has seen the peril of opening the door and has not given much encouragement.

The two important announcements which your correspondent looks for are those relating to preferential trade and West India commerce. We had some weeks ago a statement of the secretary of state in the senate that the government would change the whole basis of preferential trade. It would be imperial rather than protection. In order to shut the most favored treaty foreign nations out of the trade which would be necessary to exclude those countries which might be preferred by last year's bill. It seems likely that the preference will be confined to British countries and still further limited to countries having low tariffs.

The character of the West India arrangement has been kept pretty secret. It is supposed that it will relate wholly to sugar and molasses.

The cabinet has been giving consideration to the question of the Manchester and Canadian steamship subsidies. It has been previously announced that the company proposed to establish a fortnightly service with ships of the class of the Canada, for which a subsidy of \$50,000 was asked. That much, but has named a less sum, which it is understood, the company will accept. It may, therefore, be decided that the service will begin this year. Among the details yet undecided is the question whether the ships shall go alternately to St. John and Halifax, or whether each ship will go to both ports, as the Beaver ships are doing this season.

In the senate today, Hon. Mr. Carling moved for the appointment of the committee to inquire into the feasibility and probable cost of opening up direct communication this season between the existing railway systems and the navigable waters of the Yukon from Edmonton to Fair River, 500 miles, would establish communication, and half that distance was already under construction.

Hon. Mr. Mills said that the easiest and best all-Canadian route was that embraced in the government proposal which the senate rejected. He declared that only by this route could the trade be opened up and political control maintained. He could not see how any supporter of the government could act on Hon. Mr. Carling's committee.

Sir Mackenzie Bowell wanted to know why the government had asked for \$40,000 to explore the route from Edmonton if only the Pacific route was any good.

Hon. Mr. Mills said the government estimate did not imply the immediate construction.

Hon. Mr. Boulton thought the government did not want much light on the subject.

The secretary of state would that fifty thousand people would go into the Yukon this season, taking 60,000 tons of supplies. The freight at present rates would cost forty million dollars. It would cost forty millions to build the railway from Edmonton to Dawson.

Hon. Mr. Prowse would not object if the government would call for tenders for the construction of a road from the sea by way of Teslin.

Senator O'Donoghue adhered to the opinion that the "whole thing was a steal."

Senator Power made some suggestions about the details which Hon. Mr. Carling accepted.

One advantage about onions. They can't spoil.



IN PAY OF RUSSIA.

Such is Charge Made Against Chinese Foreign Office.

A Person in High Rank Says Ten Million Taels Were Spent in Getting Port Arthur.

Several British Cruisers Leave Chefoo and Destination is Said to be Capital of Corea.

SHANGHAI, April 3.—It is announced that a person of the highest rank has memorialized the emperor in the most vigorous language, accusing the whole Tsung-Li-Yamen (Chinese foreign office) of being in the pay of Russia. He asserts that Russia expended 10,000,000 taels in bribery during the recent negotiations regarding the cession of Port Arthur and Ta-lien-Wan, etc., and claims that Li Hung Chang's share was 1,500,000 taels. The personage referred to demands a full investigation, and asks that Li Hung Chang be beheaded if the accusations are proven, the memorializer offering to be executed himself if his charges are not sustained.

The Chinese complain bitterly of the fact that they do not possess a war port for the five warships that are being built for them abroad and which are due to arrive in Chinese waters this summer. Unless Wei-Hai-Wei, occupied by the Japanese, is evacuated, which is doubtful, the Chinese have no place in which to receive their new warships.

The Russians have permitted two British gunboats to enter and leave Port Arthur freely.

The British first class cruiser Grafen Kugelberg, under Admiral C. R. Fitzgerald, second in command on the China station, and the first class cruiser Powerful, the armored cruiser Rainbow and other vessels of the squadron left Chefoo on Saturday. Their destination is unknown, but is reported to be Chemulpo, the port of Seoul, capital of Corea.

The movements of the warships excited the greatest interest among the foreigners here. It is supposed they will make a demonstration, possibly in support of a British demand for concessions.

LONDON, April 4.—The Pekin correspondent of the Times says: "Yesterday (Saturday) at the Tsung Li-Yamen China agreed to England's demand for a lease of Wei-Hai-Wei."

LONDON, April 4.—The correspondent of the Times at Constantinople says: "At the audience at the Palace yesterday (Saturday) M. Zoroff, the Russian ambassador, casually told the Sultan that 20,000 Russian recruits for the far east would shortly traverse the Dardanelles in vessels of the Russian volunteer fleet."

PEKIN, April 3.—Great Britain has demanded a lease of Wei-Hai-Wei on the Shantung peninsula after the Japanese evacuation as a compensation for the disturbance of the balance of power in the gulf of Pechili.

In diplomatic circles small doubt is entertained that China will concede the demand which is to be favorably regarded by Japan.

"FULL AS A GOAT."

Jack and His Bathing Mascot Conduct a Successful Jag.

An interesting story comes from San Francisco of a sailor who took his ship's mascot along with him for a bout ashore. The mascot was a billy goat, and every glass of steam Jack got he shared with his ship-mate, until finally the goat became so drunk that he couldn't distinguish a delicate tomato can from a musty custard pie, while the seaman's binnacle lamps grew dimmer every minute. The oddly mated pair managed to travel only by making short luffs from sidewalk to sidewalk. Finally they found good quarters in an alley, and the policeman decided not to disturb them. At six bells in the morning water, goat and sailor again have in sight on Policeman Harter's beat "worse than ever." They were then conveyed by a highly amused crowd.

Finally the post set helplessly on his haunches in the middle of the sidewalk with his head bobbing from side to side—a very picture of hopeless intoxication. He resisted all the coaxing of the sailor, and would not move even for the policeman. When the street had at last become blocked by the crowd, the disgusted policeman rang for the central station patrol wagon. Jack insisted on the goat being taken along, and both of them slept off their jag together, but the policeman said he never before saw a man literally "full as a goat."

The inventor of a kind of suspenders that won't wear out is assured of the blessings of all mankind.