OTTAWA LETTER.

Sir Richard Cartwright Answers His Own Former Arguments.

Sir Charles Tupper Gives Fielding and Blair a Lively Dressing Down.

The Ottawa Grit Platform Like That of a Railway Car, Not Made to Stand On But To Go In On

bate occupied only three days, almost reaking the record for brevity. But if the debate on the budget was short it was rather spirited. Following the speech of Mr. Foster, which has been described as one of the ablest addresses ever heard in the chamber, Sir Richard Cartwright expressed his views. Sir Richard was no longer aggressive. He, however, emphatically denied that he was apalogizing. He maintained that service for service this government was spending no more money than the old one. He almost plagiarized from Mr. Tarte when he said that the advice which he was wont to give about spending money applied properly to a poor and struggling country of four millions of people, but not to a nation of something like six millions, whose population is fast increasing and whose income is rapidly growing larger. It will be seen that Sir Richard is quite hopeful. He sees large in-creases of population, which cannot be tested in the absence of fresh census statistics. He went on to explain that the population under the old government did not increase, and that the exodus was very large, whereas now the population has been increasing rapidly and there is no exodus. In this view he disagrees with some re-presentatives from Quebec and the maritime provinces, who report a very large movement of population at this period towards the United States. For instance, Mr. Pope, speaking last evening, said that according to information given to him by the railway companies, the travel towards the United States was never so large as it is this year. But Sir Richard Cartwright denies all that. He is provided with figures showing large increases in the sales of land in the Northwest and a considerable devel-He made no statement that these increases were visible in the older provinces, though he seemed to take it for granted that the same thing was happening from the Atlantic to the Pacific. On the whole his statement as to the condition of the country was more than cheerful. It was great lakes with furious denunciation of extravagance, is heard no more in strains like these. The Bay of Quinte

"On its voiceless shore
The heroic lay is tuneless now,
The heroic bosom beats no more.

As to the expenditure, Sir Richard maintains that it is justified. He finds that the Yukon cost \$800,000, that something is required for an additional sinking fund and interest, that more is paid for militia, more for immigration, more for steamship subsidies. If you take out all these things Richard says that the government of the country cost no more per head than it did when Mr. Foster was

And then Sir Richard defends the tariff. He insists that this government is only taxing British goods, if we leave out spirits and wine and arply the whole preferential duty, a litthe over 22 per cent. He maintains that in 1858 British goods paid 18 per cent. Sir Richard selects 1888 as a year especially adapted to his purpose, though as a matter of fact the tariff was reduced on British goods after that year and before the change of government. When Sir Richard was finance minister be took 19 per cent. on these goods, and in that connection he now makes an interesting statement: "I break no secrets of office when I intimate that the tariff now imposed by us in 1398 on these British goods is in its actual results almost identical with that which I wanted to propose in 1876 myself."

This is the first acknowledgment made by Sir Richard that he was overruled on the question of the tariff when he was in office. Sir Charles Tupper has often charged that Sir Richard was about to make a change in the direction of higher taxes and that Mr. A.G. Jones came from Halifax and forced the government to change its mind. This must be the occasion to which Sir Richard refers, and in this indirect way, after 23 years, he transfers from himself to others the responsibility for the Cartwright deficits. Perhaps in a quarter of a century from now we may learn from Mr. Fielding how far he is prevented from carrying out his designs in the way of tariff reform. Meanwhile Mr. Tarte has given the manufacturers a hint that it, was he who rushed to their relief two years ago and stood between the finance minister's uplifted axe and the protective policy.

Sir Richard defends the large im-

OTTAWA, May 6.-The budget de- | against England, and the low average tax imposed by this government on American goods. Going carefully into detail he gives the quantity of raw material and other goods being brought in from the United States. and wants to know whether anybody would like to tax them higher. "I can tell you, Mr. Speaker." said Sir Rich-ard, "that if we did tax them there would rise up a howl of protest from manufacturer in Canada." it will be seen that the Sir Richard who in times gone by told the manufacturers to "go to the devil." and who designated them as "scoundrels great and scoundrels small" is now admit tedly under their influence. Instead of asking them to go to the devil he invites them to go to Mr. Fielding. which of course is not the same thing. Having thus acknowledged his obligations to listen to the howl of manufacturers Sir Richard proceeded to say that this tariff was not a protective tariff, inasmuch as it increased the importations while a protective tariff would decrease them. One may anticipate a little by observing that Sir Charles Tupper showed the next with equal rapidity after 1879, when the national policy was introduced. This rather destroys Sir Richard's argument as to the test for a protective tariff.

> The debate for that day was closed with a brief but incisive criticism by Mr. Craig of Durham, and on Friday Sir Charles Tupper, though suffering from a bad cold, took occasion to pay his respects to Mr. Fielding and Sir Richard Cartwright.

Sir Charles indulged at the beginning in some gentle remarks in regard to Sir Richard Cartwright's change of attitude. Almost the first day of the session Sir Richard spoke of Sir Charles Tupper as a "mischieyous demagogue." Sir Charles said he had no disposition to retort in kind. even if the speaker would allow him to do it. Besides, he would cheerfully admit that Sir Richard Carttry was more than cheerful. It was wright was not a mischlevous dema-highly optimistic, and that voice scgue. He was one once. When he which used to set the echoes ringing sat in opposition there was no greater convenient for the premier to have did more mischief. But Sir Charles was pleased to know that Sir Richard had reformed and was now a regenerate man. The attainment of an office, such as it was, had taken away all the poison from his fangs. Having renounced his principles to come into this government, whose leader had made a distinct compact with the manufacturers that Sir Richard should never be finance minister again, he had been content to take a back seat in the cabinet. Now. said Sir Charles, he "confined himself to the cultivation of these family interests which are so dear to the heart of a fond parent, and in this he has been more successful than in any other sphere of political activity." Sir Charles was pleased to see the prodigal return to the fold repentant, and lel to the Intercolonial from St. John yet he had a certain sympathy, for him, remembering Sir Richard's at- ly have intended to divert Halifax tacks upon the maritime provinces as the "shreds and fragments and ragged remnants of the dominion." It must have been a great humiliation to him when Sir Wilfrid searched among the shreds and patches and brought in men from outside to fill the front benches and even to occupy the seat which Sir Richard formerly held and to which he again aspired

One of these patches now filled the chair which Sir Richard declared would again be his, and Sir Richard himself from an inferior position, was obliged to support a policy which he had formerly denounced. Proceeding, Sir Charles gave a reiew of the progress of protectionist opinion in the government party. He told how Mr. Blake in 1887 abandoned free trade and how afterwards Sir

Richard became a more aggressive free trader than ever, so much so that Mr. Blake withdrew from the direc-tion of the party. Then came the commercial union agitation, and in 1891 the party was doing its best to transfer the financial control of this ountry to Washington and to destroy British institutions in Canada. Th eader of the opposition, looking back over the record, is now of the opinion hat the liberal party would have carled the country in 1891 if they had Flake four years before Many Canidians would in that case have felt free to take no part in the campaign, under the circumstances entered the fight in defence of British institutions and of British connection. Sir Charles himself was one of them. He vould have remained in London in the non-partizan office which he held if he had not believed that the nation was in danger. This remark was greeted with laughter and contradiction from government side, "Do they doubt what I say that the country was in this danger?" said sir Charles. "Ther you discredit the ablest man you ever in your ranks, Edward Blake, your party and refused to be a candidate because you were striking at British connection."

Sir Charles observed that Sir Wilfrid Laurier was clever enough afterwards to see the mistake he made and to recognize the way to power. So he

caused it to be understood that henceforth Sir Richard Cartwright was to have no authority in his government. He kept that compact by placing Sir Richard in an office which Cartwright himself had declared to be unnecessary. Now they were all pleased to see a mischievous lemagogue trans-formed into a good Canadian. But then Sir Richard had another punishment. It fell to his lot to take up the fast line natter, which he also had condemned. Worse than all, when he started out Sir Wilfrid had fixed upon his back that "old man of the sea," Mr. I obell. Like Sinbad he had been staggering these three years under that weight, and so tightly were the legs of that old man of the sea twined about his neck that he had made no progress. The only thing cone was the making of a contract, which was utterly impracticable and was now The bottle-necked steamers with Dobell at the low and Cartwright at the stern were stranded and there was nothing in sight to take the place of the last line service that might now have been in full operation. If this government had taken up the contract made by their predecessors they would have had a service diverting passenger traffic from the United States and providing a magnificent cold storage system which would have meant better prices to the Canadian farmers. In this mat-ter, as in the Drugmond railway scheme, the city of Quebec had been sidetracked. That city was now callture for a bridge which might have been provided almost without cost in connection with the extension of the

Intercolonial to Montreal. mentioned the plan which ought to have been adopted. If the government had secured running nights or the North Shore railway from Quebec to Montreal a bridge might have been provided and nearly the whole of the seven million dollars which was prac tically added to the debt by the Grand Trunk and Drummond deal would have been saved. A better connection would have been obtained the government would have satisfied an obligation to Quebec, which must now be met at very great expense, and the country would have been spared the tion. Even now, after purchasing the Drummond railway, the premier had promised to subsidize a third line from Quebec to Montreal on the south side of the St. Lawrence in competition with the very railway that had been previously subsidized and then taken over by the government.

At this point an interesting episode occurred. Mr. Blair interposed with the remark that the North Shore plan would have been expensive for the government, and afterwards contradicted the statement that the South Shore subsidy had been promised. At least that was what he was understood to interject, when the premier who sat just before him, turned and said a word in a low tone to the minister of railways which caused Mr. Blair to hold his peace. The fact is that letters containing Sir Wafrid's promise are in existence, and it is in this time. A little later Mr. Blair interrupted to charge Sir Charles Tupper with subsidizing the Short Line railway as a competitor for the Intercolonial. This grievous offence wil perhaps be forgiven, seeing that the Short Line is the one which has brought all the winter port business that has yet arrived to the Atlantic ports. Sir Charles thanked Mr. Blair for opening his mouth and putting his foot in it, and observed that the Short Line was intended to divert trade to Mr. Fielding interposed with the remark that Sir Charles did not now say that it was intended to take trade to Halifax, and Sir Charles observed that the C. P. R. did not reach Hallfax. Certainly he never had any intention of making another line paral to Halifax. Therefore he could hardtrade from the Intercolonial, as it nust in any case use that road.

Sir Charles Tupper is still of the opinion that the shortest route to the maritime ports is the one that will do the business, and he does not think



quently get hold of opposite ends of a rope and pull on it, as a test of the strength of the two parties. They call it the "tug of war."

Many a hardworking man and woman in each day's toil, is pulling a "tug of war." with death for an antagonist.

They fail to take proper care of their health. When they suffer from indigestion or a slight bilious attack they "wear it out." After a while these disorders wear out the reckless man or woman and the result is consumption, malaria, rheumatism, or some blood or skin disease. Dr. Pierce's Common Sense Medical Adviser tells all about these diseases. It is free to all. Dr. Pierce's Golden Medical Discovery cures all the maladies named. It cures the cause. It makes the appetite hearty, the digestion perfect, the liver active and the blood pure. It is the great blood-maker, flesh-builder and nerve tonic. Don't let a druggist impose on you with a more profitable substitute.

"I had a very severe pain in the small of my

"I had a very severe pain in the small of my back, where my hips join on to my body, and it hurt so that I thought I was going to come apart," writes Wm. Z. Powers, Rsq., of Erin Shades, Henrico Co., Va. "My doctor came and pronounced it rheumatism. He gave me a prescription, but I got no better, but worse. I purchased a bottle of Dr. Pierce's Golden Medical Discovery from my druggist and commenced to use it. began to improve at once and got well. Now I am in perfect health,—no pain, no rheumatism."

am in perfect health,—no pain, no rheumatism."

Nearly every disease known to doctors and the treatment is described in Doctor Pierce's Common Sense Medical Adviser. One thousand and eight pages and over three hundred illustrations. FREE. Send thirty-one one-cent stamps, to cover customs and mailing only, to the World's Dispensary Medical Association, No. 663 Main Street, Buffalo, N. V., for paper-covered copy. French cloth binding, fifty stamps. This book is a veritable medical library in one volume.

that the construction of terminal works in connection with the Intercolonial at St. John will be able to divert the traffic from the city's own wharves on the west side and from had done before him, to the state-

Having paid his respects to Sir Richard Cartwright, the leader of the opposition offered some observations Mr. Fielding's budget speech, which he said was a carefully prerared essay of which every word was read from copy. Fir Charles was too well pleased with the speech to raise a point of order, for while the reading went on he remembered that Mr. and steel." Sir Charles referred to the great resources of Nova Scotia life trying to destroy the institutions and other provinces in iron and coa which he spent four hours on Tuesday defending and upholding. Mr. Fielding had done his best to destroy the work of confederation and to smash the union. The repeal record is a source of weakness to Mr. Fielding and he always resents any mention of it. He broke out on this occasion in protest.

"I denounced the manner and the way in which confederation was brought about," he ejaculated. "That is what I have done and I do it still."

"That is rather thin," said Sin

Charles, who proceeded to remind Fielding of his repeal agitation, begun nearly twenty years after the union was established, when he struck at the union itself and the whole Doinion of Canada. But pow, said Sir Charles, "I hung with admiration on the lips of the finance minister. want his speech to be in the hands of every voter in Nova Scotia, though I think when he made this speech of acknowledgement he ought to have assumed a penitential mood. ought to have attired himself in a white sheet and sought absolution." Mr. Fielding had assisted in hounding to death Mr. Howe because he accepted the confederation after it was established. Now, after nearly thirty years he was here a friend, admirer and eulogist of the union. He had praised other things which he formerly dencunced. "For myself," said Sir Charles, "I never saw in a dime iruseum or a more pretentious place of entertainment a showman more eloquently described the three graces than Mr. Fielding had praised the three graces which he stood up on Tuesday to exhibit to this house, Confederation, the Canadian Pacific railway and the National Policy.' These were the three institutions which he had spent his youthful prime and the vigor of his manhood in the vain effort to destroy." These three institution which they praise are not only not their work but they have been erected against their will and in the face of their determined opposi-

Charles Tupper admits that ago he expressed the opinion the conservative party could govern this country better and at less outlay than the liberal party. "How did I arrive at that opinion?" For one thing, said Sir Charles, "I found that under my own management the Intercolonial railway deficits admitted by Mr. Mackenzie were wiped out. I find now that the In tercolonial which in three years un-der Mr. Haggart had a deficit of \$128,-This showed that the conservatives were better political economists than the present government

"Where does the political economy come in?" said Mr. Blair. "I would advise my friend to take advantage of the chair of political science established as a memorial to Sir John Macdonald at Queen's College," said Sir Charles. "He would learn there, among other things, that it is not good politics or good econ to pay \$2,100,000 for a railway that has been hawked about at \$500,000."

Referring to preferential trade, Sir Charles inquired of Sir Wilfrid Laurer whether he intended to return the Cobden Club medal to the parties from whom he nad received it on false pre tences. When that medal was presented the president of the club dislinctly stated that it would not have been given if Sir Wilfrid had agreed to a British preference. It was only because he reduced the tariff to all the world and because he refused to discriminate on national lines in return for low tariff that this medal was given. Discrimination was contrary to free trade principles, said Lord Farrar on presenting the medal. Sir. not Lord Farrar's declaration. Sir Wilfrid had done the very thing for which he had received a medal for not doing. "Now I want to know whether he is going to send the medal back," said Sir Charles. Sir Wilfnid made no response to this question, and Sir Charles proceeded to a general discussion of the abandonment of the Ottawa platform, which he said, referring to an appropriate story, was like the platform on a railway car, 'not made to stand on, but to get in

As to Mr. Mulock's claim to the gratitude of the nation, the leader of the opposition would more willingly concede it if Mr. Mulock had not made such absurd blunders in his administration and if he had not violated nearly all the obligations which he assumed. He charged that Mr. Mulock's department had piled Yukon mail matter all around the various routes to that country. Men who were contributing millions to the dominion treasury were left without communication with their families and friends while tons of mail matter were scatteer'd about the whole Yukon country. The Younted Police had other business to perform besides carrying the mail. Private parties managed to get about the country with considerable freedom. But the post office department appeared to be utterly paralyzed, and the miners who were of necessity subject to great hardships and privations had this additional and unneces thousands were spent in conveying soldiers who were not needed into that country and feeding them there. small part of this expenditure would have made Mr. Mulock's service sat-

In the close of his speech Sir Charles offered Mr. Fielding and the other ministers some advice about the iron industry. He referred, as Mr. Foster ment made in the imperial parlia ment by Mr. Courtenay, that the United States coal and iron industry was driving the British interests to the wall, and asked Mr. Fielding whether he intended to do anything about it from a Canadian point of view. "Will the finance minister take hold of this question?" said Sir Charles. is no industry of greater value to Canada than the production of iron and to the advantages of position which Canada enjoyed. He had been one of a delegation who had waited upon Mr. Fielding and other ministers in connection with this matter, and he now recommended the exten sion of the bounty system so as to lead to the establishment of more extensive industries in this country.

It will be remembered that the ac-

count of the British Empire League neeting, sent some weeks ago, contained a report of Mr. Bertram's speech. Mr. Bertiam is the one government supporter returned from To-ronto and is himself a builder of steel ships and marine machinery. Mr. Bertram expressed the opinion in connection with the fast line matter that steps should be taken to have proposed steamships built in this country, and went on to say that Canda ought to become a place for the construction of the largest steel ships, Yesterday Sir Charles Tupper endorsed that view so far as the establishment of a ship building industry in Canada is concerned, though he did not go so far as to say that the fast line ships ought to be built here. He expressed the opinion that if attention were now paid to the development of the iron and steel industry in this country Canada would not only become one of the greatest iron producing countries of the world, but would resume its position as the greatest of ship building countries. The old prestige won in building wooden ships might be restored, for in the opinion of Sir Charles this country is as well adapted for the building of steam ships as ever it was for the construction of wooden craft.

The minister of customs made a peech in reply to Sir Charles which reads like a comparatively mild and common place production. It was delivered, however, with tremendous sound and fury. One does not like to call a person frivolous who produces such a huge volume of sound, but it is almost a laughing matter that the various commonplaces should be yelled out in such a prodigious voice with such tremendous physical effort and with such remarkable bombardment of the house of commons furniture. Mr. Paterson, who in private life is gentleness itself, seems to be daily growing more ferocious in language and more insipid in thought. At the same time he is said to be a fair administrator and a diligent public officer.

The protection to his biscuits and

candy is as large as ever. He denies that it is larger, but the raw material that he uses has the taxation reduced and the rate is the same on the product. It may be for this reason that Sir Wilfrid Laurier had sc far failed to keep his promise to place Mr. Paterson and Sir Henri Joly on a level with the other ministers. In the first place, the promise made to the people to reduce the number of ministers has been broken and the two controllers have been made mem of the cabinet and the equals of their colleagues in all respects but one. This is an important element. The other ministers have \$7,000 a year. The minister of customs and the minister of inland revenue have only \$5,000. Yet Mr. Paterson has larger responsibilities and much larger duties than the secretary of state, who draws full minister's pay, or the postmaster general, or the minister of agriculture, or the minister of militia. or the minister of trade and commerce. The only ministers to compare with him in the onerous character of their duties are the minister of the interior, the minister of railways, the minister of public works, and possibly the minister of finance. The premier, whose department is a sinecure, has of course the responsibility of the leadership, and Mr. Mills is at the head of the department which, if it does not call for much routine work, is supposed to require great know-ledge and to involve considerable responsibility. Mr. Paterson bears this ess of \$2,000 a year with apparent philosophy, so far as the world can see, while it is commonly supposed that he expresses his opinion with some energy in the inner circle.

A good deal of interest is felt in the next supplementary estimates which it is expected will contain a large list of appropriations. The members who complain of want of attention to their constituencies are referred to Mr Fielding's next pamphlet. Mr. Tarte is not able to be much in the house but his friends are greatly in evidence, and a great deal of importance is attached to the oracular statement of the minister of public works, "wait till you see us next year." Mr. Davin, in reference to that, tells a true story of a member of the Canadian civil service. This man sought promotion long and earnestly, but failed to get it on account of his dissipated habits. At length he was prevailed upon to trace up and for a time he b sober man. Having got his promo tion he celebrated the occasion by a large drunk. He was discovered by his minister in the act, and when he sobered up was called to account. "How did you know I was drunk?" said the young 'man. "I saw you," was the reply. "At what hour? about two o'clock," said the minister. "You were gloriously drunk then."
"Oh, that is nothing," the clerk said sary deprivation, that they were shut out from mail communication with the outside world. Yet hundreds of til this government shall have reached the climax of its debauch

> Meanwhile Mr. Fielding is cautioning the public not to plunge too heavily nor clap on too much sail because it is good times. This is good



Every Housekeeper wants pure hard soap that lasts well-lathers freely, is low in price and high in quality. Surprise Soap fills the want perfectly. S CENTS A CAKE.

advice to take as well as to give, but our finance minister is like the bard of Burns' epitaph: "Can others teach the course to steer, Yet runs himself life's mad career Wild as the wave."

GRIT PARTIZANSHIP.

As Shown in Post Office Watters in Sunbury County.

A most flagrant instance of grit partizanship as opposed to public weal is reported from Sunbury county. A few days ago Abner J. Smith, postmaster at Lincoln, was notified that he was to be dismissed from office. A rumor was circulated some weeks ago that Mr. Smith was to be dismissed from office, and a petition was forwarded to Ottawa, signed by nearly every person who gets mail from Mr. Smith's office, praying that he might be retained in office; but of course the wishes of the people do not count in the administration of public affairs in this part of the country. Mr. Smith's alleged offence, and the only reason advanced for his dismissal from office. is that he was favorable to the election of Messrs. Hazen and Glasier in the recent provincial contest, which of course, was displeasing to Mr Blair. The partizanship of the transaction is more clearly shown when it it known that the postmastership at Lincoln has been in the Smith family for about sixty years, being first held by Mr. Smith's fath the late Thos. H., afterwards by his son, Holland Smith, and for the past twenty-five years by the present postmaster. It is said that the office is to be given to a Mr. Hodgson, presumably a political supporter of the dominant and unscrupulous party.

THE KEELY MOTOR.

Burton Kinraide of Jamaica Plain, Mass, formerly of Moncton, to whom the matter was submitted for investigation, has abandoned all work on the Keely motor, and will ship back to the Keely Motor company all the machines and manucsripts left by the inventor. Since the alleged exposures of duplicity in the Keely laboratory and the publication of many stories, Mr. Kinraide has done no work on the ma chine. This alleged exposure was conconfidence on the part of the men who made the statement public. When asked if he thought the motor was a fraud, he replied: "I have by no means arrived at any such conclusion, but under the circumstances I have decided to make no further investiga-

CAMERON DROWNING CASE.

To the Editor of the Sun: Sir-The statement in the Sun of May 4th about the Cameron drowning case did not state the facts just as they were. It was stated that the boat got caught in the steamer's wheel. That was not the case. The small boat struck the paddle wheel, turned bottom up and drifted away from the steamer. The steamer's boat was lowered and manned by myself and three others. We rowed to Cameron's boat and turned her over and found the body of the old man in her. We took him in our boat and rowed him to the shore, and a few minutes later carried his body to Capt. Gilchrist's house, where the inmates told us that the man was 86 years old. By publishing this you will give the public the rights of this sad case.

CASTORIA

For Infants and Children.

VICTORIA CO

ANDOVER, Victoria Co., April 4 ..-The Tobique valley R. R. is again, after an interval of two or three days, being traversed by trains. The ice jammed in the river at the Narrows, and when it broke left a thickness of ten feet on the track at Curry's, three or four miles above. The track was turned completely over for several hundred feet. A washout of about fifty feet in length just opposite Andover left the track suspended in the air. Both places have been repaired. The first fire since the water works vere put in occurred on Tuesday in a barn used by D. R. Bedell. The firemen were on hand in a few minutes and extinguished the blaze at once. Very little damage was done, but fire was within two or three feet of a mow of hay. Had it not been for the water system nothing could have saved the building, and a shed and house connected with it would also have gone as well probably as the adjacent build-

The river is very high and rising rapidly. If a heavy rain were to come now very serious damage would be done. Lumbermen are rushing their stream drivers to the sources of the rivers by the hundreds and will be able to commence work at once. The passenger bridge here has been

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The Sports

To Entertain Personal N

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a few miles day last, years. Her an officer revolutionar earliest sett neighbors, ten children irg. There and six grea F. A. Gods an official Knights of received a border knig sent from Milltown. ranks were a team fro town working an excellent cream, cake At the req Ganong has the list of driving park tries are a and others towns. Ent coming in fr Morgan, wi vault at Cal at Oak Bay removed by

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All are open the purse is

each class. Several c H. C. Hill i Cook, Joseph Gumes, W. man, T. H. Stephen Gay A. Carroll th On Monda of Rolling town, saw a fields of Wn Gowan and the woods. mal, appare high, and nine hundre morning, as from Levar Dam, he hea Investigation black bear scratching unarmed hastily con space as po E. A. Smit

> days. FAI Local Branc of Nurse

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There was Tuesday nigi the Victoria C. of E. In was in the per was electing. In s meeting, th