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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., DECEMBER 31, 1898

BETTER DAYS FOR NEWFOUNDLAND.

In appointing Captain Barry of the Naval Intelligence Department to the command of the British squadron in Newfoundland waters it is believed that the home government has turned over a new leaf. As was recently explained by this paper the French Shore question has assumed its present form as much through the injustice of the British naval officers on the station as through the aggressions of the French. The treaty gives the French only the right to dry and cure fish on the shore. But the French fishermen often claimed the exclusive use of the shore at particular points, and the British commander supported the claim. The French went on to claim the right to fish, and to establish canning factories. In this also they were assisted by the British navy. At length the foreign fishermen got to the length of forbidding the Newfoundland people to operate lobster packing factories on the shore, claiming the right exclusively for themselves. An English captain actually ordered a Newfoundland operator to close his lobster factory in order that the French packers and fishermen might have the exclusive use of that part of the coast. The result of all was that the shores of a Newfoundland citizen in his own land was practically destroyed, and the right to dry fish was magnified into a freehold.

These proceedings were perfectly lawless. The British commander was sued for damages by the factory owner and would have had to pay if the case had gone to the end. But the British government has always until lately been more anxious to conciliate France than to do justice to her majesty's subjects in Newfoundland. The representations made in London last season by Mr. Morine, resulting in the appointment of a commission, have put a new face on the matter. Chief Chamberlain's speech shows that he is determined to deal with this question on its merits. It seems safe to predict that the new commander will come to Newfoundland with a code of instructions quite different from those on which his predecessors acted. The injury of the doubt will no longer be given to the British subject, who will probably get from Captain Barry all that the treaty allows him.

A BENEVOLENT PEER.
Baron Iveagh, who has given the Jenner Institute \$100,000 to assist research into bacteriology with the view of preventing and curing the case, has a more expansive scheme of benevolence in view. He proposes purchasing some instance of property in Dublin and erecting thereon workmen's cottages, reading rooms, baths, a concert hall and gymnasium. These he will make over to trustees for the public benefit. Some reports say that Lord Iveagh is the richest Christian in the modern world, and rate him at \$80,000,000. His peerage title is not so familiar to those who use beer as his name Edward Guinness, or the name of his father, Benjamin Lee Guinness. Iveagh is a peer of Lord Salisbury's make, his title dating from 1891. Lord Burton, otherwise Mr. Bass, may be familiar under both names. His peerage came from Gladstone in 1888.

THE NEWEST STEAMSHIP LINE.

While the opening of the steamship service between Milford Haven and Pasphebec has caused only a mild sensation in Canada, it has been treated on the other side as a matter of the greatest importance. The celebration of the first westward sailing was a most imposing event. Nothing like it has been seen at the opening of any other service between Great Britain and Canada. The strength of the enterprise in Great Britain comes from the co-operation and interest of the Great Western company, the third largest railway corporation in the kingdom. The Great Western has 2,500 miles of road, with a paid up share and loan capital of \$40,000,000, gross earnings of \$20,000,000 a year, and net earnings of \$22,000,000. It pays six per cent. dividends and the shares sell at 65 per cent. premium. This railway furnishes the chief connection between Milford Haven and London, and the company evidently believes that the steamship line is destined to bring business to this road. At the inaugural

celebration Mr. Dunster, representing the railway company, explained that the officers of the line had felt that they had not enjoyed a fair share of the over-sea traffic, and were doing all they could to encourage the new enterprise. Some of the grounds of hope were set forth by Mr. Dunster, who understood that Pasphebec was several hundred miles nearer than Montreal and Quebec to England. Mr. Newson of the Milford Docks Company thought that as Canada was a large importer of coal the new line might carry some to Pasphebec for distribution. Sir Robert Head, the chairman of the Canadian Steamship Company, explained that it was not the intention to procure new ships at first, but to go forward gradually, proving first that Pasphebec is a good port all the year round. The manager, C. N. Armstrong, made the most important speech. He disclaimed the intention of competing with existing Canadian lines, but built his hope on the development of new business. As to passenger traffic, the line offered a quicker passage to New York as well as Canada than any other service, and he expected to do a large passenger business with the United States. Mr. Armstrong of course thinks that Pasphebec is the true winter port of Canada, and observes that it was political indifference which took the Intercolonial to Halifax. He closed his observations with the singular statement: "We have not today in Canada any single port in use all the year round, and Pasphebec will be the first port in Canada which will have a regular line of steamers sailing every week in the year." The first part of the sentence quoted is of course incorrect. The port of Montreal remains to be tested.

So far as the railway connection and terminal facilities on the other side are concerned the Canadian steamship line is all right. But whatever may be the situation in the future there is not now any adequate dock accommodation on this side, and the railway connections are not good. Pasphebec is much farther in miles from Montreal than St. John's, and the difference is still greater when the character of the roads is considered. The terminal accommodations are primitive, and there is some question about the safety of the harbor, which has little shelter. Then Pasphebec is hundreds of miles from any important center of population. Its isolation was apparently not understood by the Milford Haven man who thought it might be a point of distribution for Welsh coal. Mr. Armstrong has done such a marvellous thing in taking up this enterprise, which appears to us so unpromising, and uniting the support of some of the strongest corporations in England, that it seems ungracious to suggest a probable failure. He has a great many things against him, and the advantage would seem to be so obviously on the side of Canadian ports farther south, that no one would like to say anything to make the work harder for him.

A CAUSE OF ANXIETY.

Hon. C. T. Ritchie, president of the board of trade and a member of Lord Salisbury's government, ought from his position to be able to speak with some authority on British trade questions. Mr. Ritchie does not consider it his duty as a loyal British subject and statesman to conceal the fact that the trade and industrial condition and tendencies of the kingdom are far from satisfactory. Addressing the Trades Union Congress on the 15th of this month, Mr. Ritchie pointed out that Great Britain was not holding her own in supplying the markets of the world. The London Mail report of his speech says:

"It could not be but an anxiety to him to know that every European country of any importance and also America for the past few years had been increasing their export trade, some to a very large extent, while we had been going back."

Bitentially the London Mail gives some details. He (Mr. Ritchie) dwelt with emphasis upon the decline of British foreign trade. Between 1891 and 1897, while the exports of the United Kingdom have fallen to the extent of 4 per cent., those of France have risen 1 1/2 per cent., of Germany, Holland and Belgium 1 1/2 per cent., and those of the United States to less than 10 per cent. It is fairly evident that something is wrong with British trade; the trouble is to put the finger upon that something.

According to the Statesman's Year Book, the value of exports of British produce in 1888 was \$31.45 per head of the population. The value in 1897 was less than \$30 per head, and it is said that the returns for 1898 are likely to show a falling off to \$27 or even less. Meantime, as Mr. Ritchie says, the exports of rival countries are expanding, and so are the British imports. It does not occur to the president of the board of trade that the whole trouble may be got over by saying that Great Britain is the richest country in the world and getting richer every day, and that any one who ventures to quote the statistics is a writer of imbecilities or a hater of Britain. He thinks the matter sufficiently serious to cause anxiety.

And so it doubtless is. Great Britain is buying from other countries more and more every year, and the value of goods sold grows less where with shall the bills be paid? Part no doubt from interest and dividends earned abroad, and part from the

freight of British ships. But when these sources of income remain constant and the balance to be met increases the situation causes anxiety. There may be economists who think that Great Britain does not need to sell anything but can live wholly by buying. Possibly there are some who see no disadvantage in the circumstance that the United States and Germany are cutting into markets formerly almost sacred to British workshops. But these cheerful folk are not saying much in England just now. Professor Goldwin Smith wrote a letter to the London Times the other day, in which he described himself as "one of the last survivors of Cobden's school, defending Cobden's creed." The construction of the British export trade would not be significant if it were part of a universal condition. But it coincides with a period of almost world wide expansion. It occurs at a time when British imports are unusually large, when the exports of the United States are going upwards by leaps and bounds. Take the following from Bradstreet:

"From nearly every quarter of the globe today arrives a set of growing and increasing manufactured products, while from some directions the demand which has developed for these goods is such as to excite surprise. Exports of this sort are found in the placing of orders for pipes for the Glasgow water supply, the sale of plates and pipes for Australia and the reported sale to the Russian government of very large quantities of steel rails for use in the building of the Trans-Siberian railway. It is only this week that American locomotive builders are reported to have received an order for thirty locomotives for use on the line of the Midland railway of England."

Of these orders the one last mentioned is abnormal and does not represent a tendency. American locomotives are not likely to capture the British market, and this order was filled because the recent strikes had left the home firms behind with their orders.

On December 20 the London Mail stated that the Carnegies had secured an order for 40,000 tons of steel rails for the Cape, at 15 shillings a ton under the English tenders. The Australian governments are also beginning to buy rails from the United States. The government of Canada does the same, and so do the Canadian railway companies. Consul Fleming of Edinburgh writes to his government that while wire rails sold in Glasgow are largely of American make, those sold in Edinburgh and on the east coast of Scotland are almost wholly German, owing to an advantage in freight rates. Where are the British rails?

These are rather important facts, and with other circumstances they are leading up to a reconsideration of the trade policy of Great Britain. The programme of half a century ago stood the test for many years. It would have stood the test longer and better in Great Britain if other countries had fallen into line. The general adoption of the free trade policy by the nations of the world was from the first regarded as one of the conditions of even reasonable success. If the United States had adopted and retained the free trade policy, there would not today have been an industrial rival of England on this continent. British manufacturers would still be pouring into the United States, and Britain would for years to come have been free from the competition of the Pennsylvania iron masters in the markets of the world. If Germany had adopted free trade, British sugar refiners would be in full blast and the British colonies in the West Indies would be supplying the raw sugar for them. If Canada had held to free trade a home market now supplied from our own work shops would have been open to Great Britain. The failure of free trade to confirm to Great Britain perpetual industrial ascendancy is due in part at least to the refusal of other countries to assist in the performance. The last ten years of industrial history has proved one thing so clearly that even the late Lord Farrar could not dispute it. It has shown that a nation can maintain a policy of protection and yet compete in a neutral market with a free trade country. The sales themselves are in evidence, and they cannot be refuted by argument.

Some day the political empire now ruled by Victoria will be made a commercial empire. In that great community the island Kingdom may, if she will, establish a market which no man or nation can take away from her. The world will probably be as wide open for British trade then as it is now. In that outer mart the struggle may go on with eager intensity for supreme control. But there will be an inner circle where a British producer will always be preferred by a British consumer; where neither foreign bounties, nor slaughter prices, nor any exigencies of trade can destroy British supremacy.

The press of the west gives accounts of the progress of political organization in the northwest under the management of Mr. Davin. The member for West Assiniboia has visited all the important centers between Manitoba and the Rocky Mountains, and has everywhere formed associations and put things in shape for an effective campaign. The Stifton administration is said to be intensely unpopular in the northwest, and this accounts in part for the enthusiasm displayed in the opposition conventions.

SUNDAY SCHOOL.

THE INTERNATIONAL LESSON.

LESSON II. — January 8.

GOLDEN TEXT.

Behold the Lamb of God.—John 1: 36.

HISTORICAL SETTING.

Time.—February, A. D. 27. Directly after the temptation in the wilderness. Place.—Bethabara (or Bethany in R. V. and best texts, but not the one on the Mount of Olives). Probably two closely joined villages. Doubtless at the foot of the Jordan nearly opposite Jericho.

Tiberius—Tiberius Caesar, emperor of Rome.

Jesus—Thirty years old, just entering upon his ministry.

John the Baptist. Thirty and one half years old, having preached six or eight months in the wilderness.

CHRIST'S FIRST DISCIPLES.—John 1: 35-46.

Study chapter 1: 35-61 and Matthew 4: 18-22.

Commit verses 35-37.

35. Again the (a) next day after, John stood, and two of his disciples.

36. And looking upon Jesus as he passed, he said, (b) Behold the Lamb of God!

37. And the two disciples heard him speak, and they followed Jesus.

38. Then Jesus turned, and (c) saw them following, and saith unto them, What seek ye? They said unto him, Rabbi, (which is to say, being interpreted, Master), where (d) dwellest thou?

39. He saith unto them, Come and (e) see. They (f) came and saw where he (g) dwelt, and abode with him that day: (h) for it was about the tenth hour.

40. One of the two which heard John speak, and followed him, was Andrew, Simon Peter's brother.

41. He first findeth his own brother Simon, and saith unto him, We have found the (i) Messiah, which is being interpreted, (j) the Christ.

42. And he brought him to Jesus. And when Jesus beheld him, he said, Thou art Simon the son of Jonas: thou shalt be called Cephas, which is by interpretation, A stone.

43. The day following Jesus would go forth into Galilee, and findeth Philip, and saith unto him, follow me.

44. Now Philip was (l) of Bethsaida, the city of Andrew and Peter.

45. Philip findeth Nathanael, and saith unto him, We have found him, of whom Moses in the law, and the prophets, did write, Jesus of Nazareth, the son of Joseph.

46. And Nathanael said unto him, Can there any good thing come out of Nazareth? Philip saith unto him, Come and see.

REVISION CHANGES.

Ver. 35. (a) On the morrow John was standing.

Ver. 36. (b) Behold, the.

Ver. 38. (c) Behold them. (d) Where abodest thou?

Ver. 39. (e) And ye shall see. (f) Came therefore. (g) Abode: (h) Omitt.

Ver. 41. (i) Messiah. (j) Omitt the.

Ver. 43. (k) On the morrow he was minded to go forth.

Ver. 44. (l) From Bethsaida, of the city.

LIGHT ON THE TEXT.

In our first lesson we studied the Messiah, the Son of God, who was coming into this world to redeem us. We pass over his childhood and youth.

Our next privilege is to trace the steps by which He began His ministry.

As the engineer on a steamboat first slowly works the engine by hand, so Jesus began His work slowly, with a few disciples, but was soon in the full movement of His mission.

Two of His disciples.—One "was Andrew (v. 40), and the other was doubtless the Apostle John himself."

The Lamb of God: i. e. the one to whom the lamb of the daily sacrifice of the Passover had been pointing for 1500 years.

Rabbi.—The Hebrew word for master or teacher, and therefore not familiar to the Gentile Christians. It was interpreted into Greek.

The tenth hour.—4 o'clock P. M., according to the Jewish reckoning, but 10 o'clock A. M. by the Roman reckoning.

He findeth his own brother Simon. The first desire of those who come to Jesus is to have others come. The first ones to be sought are those nearest to us. We have found the Messiah.—The Greek spelling of the Hebrew word Messiah, which is the same as the Greek Christ, both meaning the anointed one. It was by appointing that kings and priests were set apart for their work.

Cephas.—A Hebrew word translated into the Greek word Peter, both meaning a stone or rock. This was a prophecy that the rash, impulsive fisherman should be changed into an apostle, a firm rock, one who could not be moved from his faith.

Nathanael.—Probably the apostle Bartholomew. (See Gen. 49: 10; Num. 24: 17-19; Deut. 18: 15.) And the prophets.—Isa. 9: 6; 7: 62; 13: 15; 53: 1-2; Ezek. 34: 23-31; Dan. 9: 24-27.

Can there any good thing—Any eminent, great personage and grand and world-wide movement. Come out of Nazareth.—Because Nazareth was a small town, near to Cana, Nathanael's home, with probably not the best reputation in the neighboring town, but not necessarily a rude, degraded, vicious or disreputable place.

GUIDING QUESTIONS.

For home study and for oral answers. Do some work daily.

Subject: Going to Jesus, and leading others to Jesus, and leading.

In which of the Gospels do we learn about the early life of Jesus? Why does John say nothing about it? Where was John preaching at the time of this lesson? Point out the places on the map.

1. Pointing to Jesus (vs. 36, 38).—What testimony did John bear to Jesus before the Pharisees? (John 1: 19-33.)

NOVA SCOTIA NEWS.

AMHERST, N. S., Dec. 27.—Ell

Terrie of the firm of Hewson & Terrie, boot and shoe dealer at Springhill, is among the missing, as is also upwards of five hundred dollars of the firm's money. Terrie had charge of the books and money. This morning he did not appear at the store as usual, and it is soon transpired that he had left for unknown parts and that the above amount of money is missing. It is supposed that he took the midnight freight at Springhill Junction. Enquiries made have elicited no clue to his whereabouts.

The Masons of Acadia lodge tonight had their St. John's day dinner at the Terrace hotel. About sixty members were present, and the programme was one of the grandest in the history of the lodge.

Lorenzo Chapman, M. D., of Albert, N. B., son of C. S. Chapman of Amherst, arrived here yesterday with a bride, nee Miss Ella K. Moore, daughter of the late Lemuel Moore of Hopeville Hill, N. B. Mr. and Mrs. Chapman were married on Friday evening last at Albert by Rev. C. Comben. They will return to their home in Albert next Monday.

Although there has been a total absence of snow this Christmas season in these parts, there has been grand weather and the holidays passed very pleasantly. Many of our bicyclists took advantage of the good roads to have a spin. The employees of the Amherst Foundry and Heating Co. were each presented with a turkey by that firm.

On Sunday the death took place at the home of Mrs. Robert Sharp, aged 78 years. The deceased was twice married, her first husband being Roscoe Forrest. Her maiden name was Miss Elsie Thompson of Sackville. She was the mother of Mrs. Rupert Coates, Mrs. Hicks and Mrs. Willard Thompson. The funeral took place today, Rev. Dr. Steel officiating.

John Gould, a miner at Springhill, has had one of his legs badly fractured through a fall of stone.

A couple of marriages were solemnized at the Methodist parsonage here on Christmas eve. Stewart, son of Thomas Smith of Tidnish, and Miss Elsie, daughter of Alfred Gervais, also of Tidnish, were united in marriage.

Formerly of Port Elgin to Elayne, daughter of Robert Vail of Sackville.

CORNWALLIS, N. S., Dec. 27.—The stores in Canning are now lighted by acetylene gas.

The Free Masons of lodge No. 35, Canning, gave a turkey supper on Tuesday evening, at which visitors from neighboring lodges were present.

Peter Raduee of Kentville has lost three daughters recently by diphtheria.

Mrs. Eva Fingley of Woodside was visiting Mr. Howard of St. John, at the residence of her father, Amos North, on Wednesday morning. The service was performed by the Rev. B. Higgins.

Owen Smith, who has been surveying at the Crow's Nest Pass for two years, has returned to his home at St. John.

Edwin Clark, are loading a vessel at Kingsport, for potatoes for Havana.

FREDERICTON, N. B., Dec. 27.—Rev. J. T. Teasdale, the popular pastor of the Methodist church, was presented on Christmas eve with an address and a fur lined coat by a number of the members of his congregation.

Mrs. William Delane of this city, died at her home yesterday morning from consumption. The deceased was twenty-seven years old. A husband and family survive.

Capt. Macdonell of the R. R. C. I. leaves on Friday for Kingston, Ont. to assist in instructing the 42nd Batt. at that place. He will be absent about two months.

AMHERST, N. S., Dec. 28.—An old Amherst landmark, William Greenfield, passed away last night, at the advanced age of 83 years. Born in County Down, Ireland, in 1816, he came to this country in 1838 with his parents, and settled in Amherst, but a few years later removed to River Harbour. Returning with his parents to Amherst about thirty-five years ago, he opened a grocery store on what is now the site of the Douglas block on Victoria street. His shop was destroyed by fire. He opened up again in a shop now standing, opposite the Baptist church, under the firm name of Greenfield Bros. & Co., his brother, S. R. Greenfield, and nephew, W. C. Greenfield, having associated with him. He retired from business about fifteen years ago, and since then, having been a devotee of the peace for some years, he has been known as the "peace man." With the exception of Mrs. W. A. Black of Mansfield, Mass., he is the last survivor of a large family. He was married three times, his first wife being Miss Pugsley of River Harbour, his second wife Miss Coop of Jollicore, and his third wife, who survives him, Miss Shirling, sister of James Shirling of St. John. He leaves two children, Mabel and Annie Greenfield. The funeral takes place tomorrow afternoon.

HALIFAX, Dec. 28.—Capt. W. H. Smith, R. N., wreck boat commander, today held a session in his investigation into the loss of the steamer Express of the Yarmouth S. S. Co., which was wrecked on the shore of the last September. The accident is found to have been caused by the neglect of the master, Captain Thomas, to take soundings to ascertain the depth of water as the steamer approached the shore in a dense fog. The certificate is suspended for three months. The certificate of the mate, Uriah H. Lewis, is suspended for one

month, for not calling the attention of the master to the danger the vessel was in by this neglect to use the lead. Capt. Harding is at present in command of the steamer City of St. John. The commission recommended that during the time his master's certificate is suspended, Captain Harding be granted a mate's coasting certificate.

Nearly year ago the directors of the Bank of Nova Scotia took steps to increase the bank's capital to \$3,000,000, thus adding \$200,000. The directors of the bank have now allocated to the present shareholders a portion of this new capital of half a million dollars, the part of being 3,000 shares, leaving 2,000 unallocated. The shareholders have the option of taking the stock at 210. According to the bank city, this option may be exercised at any time within six months from the date of allotment. At the expiration of this time calls may be made at intervals of thirty days, each call being for ten per cent. This will increase the bank's capital to \$1,500,000 and the reserve fund to \$1,500,000. The reason for this action, it is stated, is that its present privileges of circulation are not sufficient to meet the bank's growing business. The stock of the Bank of Nova Scotia is now worth about 225, so that shareholders in getting it at 210 will have a considerable advantage over outsiders.

HALIFAX, N. S., Dec. 28.—The Scotmen arrived at noon from St. John. Her bows and decks were coated with ice. She takes from Halifax about 400 tons of cargo, including one schooner load of pulp, 2,000 barrels of apples and general merchandise. She sails at 2 o'clock in the morning.

The Furness liner Halifax City was ready to sail for London at midnight, taking as cargo 12,000 barrels of apples.

Alexander McNeil, a miner, working at Glace Bay, was drowned while crossing the ice on the pond where the ice was thin.

AT THE INDUSTRIAL HOME.

The Boys Entertained and Given Christmas Presents.

The annual Christmas tree at the Industrial Home took place Wednesday. About fifty ladies and gentlemen went out from this city in two large sleighs provided by R. T. Worden. The party was received at the institution by Supt. Bustin.

Among those present were: Judge and Mrs. Bawley, Police Magistrate and Mrs. Ritchie, Mrs. G. F. Smith and Miss Smith, Lady Tilley, Misses Reynolds, Miss Grant, David Lynch, Dr. Edward Ritchie, Miss Wilson, Mr. D. Brown, Wm. Gibson, the mayor, Mrs. Sears and Daisy Sears, Miss Scammell, Mrs. B. Macaulay, Mr. and Mrs. John Bullock and Miss Bullock, Miss McMillan, Mrs. and Mrs. J. C. Mack, E. C. Woods and Mrs. Woods, J. E. Irvine, Mrs. Skinner and daughter, Mrs. A. A. Stockton, L. P. D. Tilley, H. H. Pickett, James Hannay, and Rev. Mr. Hoyt and Mrs. Hoyt.

After an inspection of the institution the visitors were conducted to the room which contained the Christmas tree. The boys, nineteen in number, soon marched in and surrounded the tree.

Judge Barker made a brief speech, explaining that Mayor Sears, who would arrive later, had been detained. He spoke of the fine condition of the institution.

Judge Ritchie, assisted by Lady Tilley, distributed a number of presents to the children, and all were given a bountiful supply of confectionery and fruit. The presents were for good behavior, etc., and were from Lady Tilley and Mayor Sears.

Mayor Sears presided at the musical and literary part of the exercises. The programme was as follows: Chorus, Canada and Britannia; dialogue, Herbert Lobb; J. Maher, John Patzsch, J. Anderson, Wm. Walsh, Edward Watson, J. Francis, Dick Williams, and Harry McNeil; chorus, My Bonny, Hilda, Wm. McNeil, George Wright, Charles Ritchie and Annie Reid; reading, Wm. Holm; farewell recitation, F. McIntyre.

Police Magistrate Ritchie warmly praised Rev. Mr. Hoyt, Episcopal clergyman, for his regular visit once every two weeks at the institution. He also desired, on behalf of the board of governors, to thank the young men of the V. M. C. A. for coming every Sunday and assisting in service. He spoke in the most complimentary terms of Miss Lizzie Furlong, who every Sunday visited the institution and instructed the Catholic boys in their catechism.

Miss Sears gave a solo with such satisfaction that she had to respond to an encore. By request, Daisy Sears, daughter of the mayor, gave a recitation. The audience demanded another, and the little girl responded.

Rev. Mr. Hoyt being called on at the request of Police Magistrate Ritchie, said he visited the institution every second Sunday, as he considered it part of his duty. He thought in a Christian country and under Christian government, provision should be made for the church to come to the people in public institutions. He believed there could be no reformation without religion. He thought there should be a chaplain for the institution.

L. P. D. Tilley, on being called on, made a few brief remarks, as did also James Hannay and Magistrate Ritchie.

John B. Irvine moved a vote of thanks to the subscribers to the entertainment, Mrs. Laud, Supt. Bustin and the boys for the excellent entertainment provided.

The various rooms were handsomely decorated and the institution reflected the highest credit on Supt. Bustin. The boys all presented a fine, neat appearance, and appeared to be perfectly happy.

The annual entertainment is provided by generous citizens, among those being Mrs. Prescott.

During the evening refreshments were served.

GENERAL HUTTON.

(From Thursday's Daily Sun.)

FREDERICTON, Dec. 27th, 1898.

From the D. O. C. M. D. No. 8.

To the D. O. C. M. D. No. 8.

The district office commanding has much pleasure in publishing the following copy of a telegram received from the major general commanding:

OTTAWA, 24th Dec., 1898.

To Lt. Col. Ford, Fredericton.

Pray accept my warmest wishes, and commendations and men my hearty good wishes for happy Xmas and prosperous New Year.

(Sgd.) GENERAL HUTTON.

B. H. VIDAL, Lt. Col.

D. O. C. M. D. No. 8.

[The above was received by Lt. Col. Markham yesterday morning and is published for the information of the members of the militia in No. 8 district.]

Recent

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