THE WEEKLY SUN, ST. JOHN, N. B.

ARCE DE WITE - Y TATION

ROYAL COMMISSION ON RAILWAYS.

Evidence Taken at Friday's Sittings in St. John.

The Royal Commission on Railways met pursuant to public notice, at the board of trade rooms, Friday morning at 11 o'clock. Present : Mr. Burpee, acting chairman, Mr. Schrieber, Mr. Kenny, Mr. Mowerby, Mr. Lonergan, the secretary, and Mr. Holland, the official stenographer. There was quite a sprinkling of visitors during the day. The secretary read the notice of meeting, also the commission under which the body is acting.

in shipping fish westward. Two years ago I had difficulties, but they were arranged by Mr. Burpee explained the aim and object Mr. Taylor and Mr. Porteous. The I. C. R. of the commission and then called on W. H. told us the trouble was with the G. T. and the G. T. shuffled it off on the I. C. R. Thorne, vice-president of the board of trade, for any suggestions he might be pleased to sworn: Am a wholesale provision, flour make.

W. H. THORNE

and West India merchant. For several years past I have not personally attended to stated that the members of the board our railway freight business, but have heard trade were not aware of the scope of the my partner complain that he was called on commission, but were under the impression to pay a larger rate of freight than appeared on the shipping list. The excess is to be collected after from the railway. It is a that its duties applied to rates and tariff. He had no complaints to make, though he senseless proceeding. I in the past inelated had heard that much difficulty experienced in getting special rates from the I. C. R. promptly. To meet this the merch-ants desired a resident agent. He was not on my own way and got it. I refused the goods. We get the same rates as other dealers, I think, I don't think that a fixed tariff would be feasible. prepared to say whether or not there were good grounds for the appointment of a per-If railways carried at a minimum they would lose more money than manent commission. He thought that if the at present. It would be practicable (anypowers of the minister of railways and committee of the privy council were so enlarged ing is practicable now), but it would not be desirable. I sell goods for the most I as to include private roads, it might cover all the ground sought for by a com an get. No price is unreasonable that an would be just as easy to deal with intelligent buyer is willing to pay. Railthem. He saw a possibility of the latter body being controlled or influenced by some ways should be managed the same way. Mr. I. was not prepared to answer as to the giving of special rates to large consumers of the larger railway corporations,

GEORGE ROBERTSON.

and it

over small. If rates were proportionate to cost, the shorter the distance the lower the the first witness sworn, testified that he had rate, but competition at certain points been a wholesale grocer and West India dealer for 18 years. Had had some difficulaffects this. For the good of the whole country it would be right to carry cheaper to comties about freight on through bills of lading. peting points. As to a permanent board of For instance, a shipment of fruit from Ma. railway commissioners he could not give a laga via Liverpool and Montreal had reached definite answer, but he held that some sys-Montreal somewhat damaged, and he had tem should be devised by which our citizens experienced much difficulty in getting an could promptly and effectively reach the railway authorities. He could not give a defiallowance therefor. Locally speaking, he had at times enquired of the I. C. R. agent nite opinion about a commission as he had for rates of freight and the information was no experience in railroad management, net obtainable speedily, as the agent had to refer the request to Moncton. He had no were all under one management. were all under one management. difficulty of getting the established rates, but only in case he wanted a special rate. Am aware special rates are given by railways. sworn: I am in the wholesale produce busi-If I asked here the through rate from Haliness, Carleton. Receive freight from Oafax to Montreal, I could not get an answer tario, but largest portion is local, from parts at once. Have asked this for ten cars or so of Carleton county. Have no serious com-plaints against the railways; our chief trouble to Montreal and have been told it would be referred to Monston. I suppose they s the delay in having overcharge on freight, would give me the best rates they could, I have not seen the regular tariff of rates. Its etc., adjusted. This is chiefly in through reight from western Canada. My opinion only necessary for me to ask for special rates of this delay is that such matters had to go at certain seasons of the year. I may have a vessel lying with sugar at Vineyard Haven to Moncton and then to Ottawa. I have received less than tariff rates on local freight, for orders, and so seek the best American or but not on through freight. Our Ontario Canadian market. In this way I have asked goods we buy to deliver here and the freight for rates and have been unable to get them ate concerns the shippers and not ourselves. readily. I am not aware of any discrimina-We have not had any serious difficulty with tion against individuals in connection with any line of business, unless the rebate granted to importers of flour be a discrimirailway officials. They treat us fairly well oth as to speed and rates. Mr. S. thought a commission would be in nation, but that is no doubt available position to more speedily adjust any dif-

to all under similar circumstances. The erences that might arise than could the exlarge shipper gets a better rate, of course. isting managements. I think these rebates are generally known to the merchants of St. John. Of course it is fair BOBERT THOMSON, JR., sworn: Am a shipbroker. Our firm are agents of the Allan line steamships. Our house has to give the largest importer the lowest rate.

on four days. As far as I know we are all Large dealers have more capital involved, and treated alike as to fish rates over the I.C.R. their interest outlay is heavier. If low rates were not given to St. John, goods would come by American lines. To local points the railway I think the present arrangements would be better 'than by a commission. A commission would have no power on American roads fixes its own rates, while to competing points the rate is cut down by competition. and it is with these the competition comes. I would as soon deal directly with a railway

corporation as with a commission. I am not

exactly satisfied with the present control.

but don't see how it can do any better.

If' a commission had power to remedy delay

in transit it would no doubt work a benefit

to us. One management would be better

MR. HARDING.

recalled : Am not just now much engaged

W. W. TURNBULL

A, C. SMITH.

than many.

He did not think that a commission would work aby beneficial changes, but would rather give power to a body that is answerable to the electors than to a fixed budy like a commis A committee of the privy council should have A committee of the privy council should have power to deal with such matters. He believed very much in one man power. One discreet and judicious man with power to deal with local matters would be a step in ad-vance. He had found delay, but no absolute failure in having grievances redressed.

With respect to passenger transportation, he suggested the desirability of separatiog it from suggested the desirability of separation it from freight traffic. Better service was needed. It was not economy to have to stop a freight train cf 25 or 30 cars to drop one passenger. JOHN GILCHRIST sworn: Am an M. D. and have a farm out of

town, to which I send much freight and re-ceive much therefrom. Freight on cattle to my place, 27 miles, is \$1, and only \$5 to Halifax, 276 miles. A colt in or out costs a dollar, the same as for a full grown horse. If we send pats in we can do so low; if we return them crushed we have to do it at an enormous cost. It costs \$10 or \$12 extrs, over and above through freight, to switch a car off at my The through rate from Ontario is very place. high. The return passed from Ontario is very high. The return passed for ticket business, as at present conducted, is very verations. There should be no restriction as to time, but let people who buy a ticket go and return when they like. The wood and lumber tariff is too high on our part of the line. The charge on hay is a perfect cutrage. An intelligent St. John and Halifax. The Farness line present system.

EDWARD C JONES, manager of the Bank of Montreal, was sworn He called attention to the grave necessity existing for a change in the manner of heating cars so as to diminish loss of life. Steam heaters should be substituted for stores, by the overturning of which many accidents are converted into terrible calamities. The railway act enables the government to interfere the protection of life. Mr. Burpee-All railway carriages are required by law to carry crowbars, axes, etc., for opening cars in case of accident. The law was all right in this respect. My Jones referring to the late Milmonkee accident, said that the New York press were of the opinion that cars could be heated from the engine. The commission then adjourned till 10 30 this morning. It is expected that the taking business.

of testimony in St. John will be finished today. The Evidence Taken at Saturday's Sitting in St. John.

The Royal Commission on Railways concluded its sittings in St. John on Saturday, at 2.45 p.m., having taken the testimony of all the witnesses who presented themselves. Quebec is the next city they will visit. The first witness called on Saturday railway commission. Speaking from personal was

SAMUEL SCHOFIELD.

ship broker and St. John agent for the Dominion and Farness lines of steamships. Being sworp, he stated that in his judgment the Intercolonial was run in the interests of Halifax as against St. John. Superior ac- to regulate the division of tariffs, etc. He commodation was given to Halifax. St. also recited the troubles between the St.

But Mr. Robertson, station master here, had further told him that he was not even advised from Halifax as to the condition of goods shipped thence to St. John by rail. The advice notes, he held, should be sent to Mr. Robertson, and all this delay and oircumlocution done away with. Again, there was discrimination in pas-

senger rates against St. John. The rates granted to ocean steamer passangers were, between St. John and Rimouski \$6 for first class, or \$9 for return tickets, but from St. John to Pt. Levis the charge is \$8 sicgle and \$14 return. This was a manifest discrimination against the Dominion line, whose steamers frequently sail direct from Pc. Levis (Qaebeo) and do not touch at Rimouski. For some time the I. C. R. charged the Dominion line \$16 for tickets from St. John to Rimouski and return, and

he could get no redress until just before the under one management general benefit would accrue. A commission would operate last election, when \$2 were struck off. Then, touching freight rates the witness submore quickly than a committee of the privy mitted manifests of cargoes by the Dominion liner Oregon from Liverpool and the Furness steamer Durham City from London, to show that while the London cargo was the easiest to handle, the I. C. R. had imposed on the council dealers, sworn: Ship all over Canada to British Columbia. We feel that no differ-Farness line a tariff 5 per cent, higher than that paid by the Dominion line. He had ence should be made as to rates for fresh and

unavailingly applied for equitable treatment. Mr. Burpee-Did not the I. C. R. charge the tariff agreed to by the Furness line? Witness-We are at the I. C. R's mercy. We submit to the rate; we do not agree to

runs as many trips to Canada as the Doninion line, and even more. He had no special knowledge of the work

pers. He was in favor of a railway commis ings of railway commissions abroad, and he ion and generally agreed with Mr, saw objections to commissions as they were Patterson's views. rresponsible bodies. But in the interest of This closed the evidence in St. John.

St. John, as the present management of the I. C. R. discriminated against our city, he was prepared to accept a commission, even though it be jumping out of the frying pan into the fire. Were he a Halifax man, he To the Editor of The Sun :-SIR-Having been advised by my counsel would sustain the present management of that while my case was sub judice, it was contrary to law for any one to publish any statements or comments of their own in connection the privy council was too far away to do us therewith, and that any person making any such any good, if clothed with railway managing comments would be liable to commitment to vers. There should be a resident agent of the I. C. R. here, with power to transact

HON. THOS. R. JONES.

was the next witness sworn. Have been a wholesale general dry goods merchant since 1849, and have had extensive personal experience in railway affairs. He had no reason individually to find fault with the I. C. R., touching goods coming over the line. Any little complaints were always attended to at the time and equitably adjusted. He had always been in favor of a permanent experience as a director of the old Western Extension he recited some of the freight superintendent. traffic troubles in the past between the St. John, Woodstock and St. Andrews roads, which caused a great deal of ficancial loss and annoyance, and which could have been speedily abated had there been such a body as a general railway commission with powers of this court. It can make no difference commodation was given to Halifax. St. John should have a grain elevator and the same connections as are supplied to Halifax. They were needed to bring traffic this way. principle whether those comments are made in writing or in speeches at public assemblies same connections as are supplied to Halifax. They were needed to bring traffic this way. All that St. John has to show in this line is the deep water terminus of the I. C. R. They were needed to bring traffic this way. All that St. John has to show in this line is the deep water terminus of the I. C. R.

why the I. C. R. could not do the same. | was sworn : Deal in salt and] fresh fish, plaintiff, \$30. The parties resided in Elgin, shipping fresh mostly to Canada, and salt and it was alleged that the defendant had rerincipally throughout New Brunswick, peatedly, owning the next farm, removed one peatenty, owning the next farm, removed one or more of the bars in the dividing line fence and turned two hogs into the plaintiff's oats and garden. A. S. White appeared for the plain-tiff and J. H. Dickson for defendant. The rate of freight on fresh fish is more than on salt, the difference to Montreal being 4c. a pound. The freight has to be prepaid or guaranteed on fresh fish. Have been unable The Queen, on complaint of the overseers of the poor of Hillsboro, against John Wesley Leon, attracted more than ordinary interest. o learn the reason of these higher rates from the railway authorities. In some cases there was unreasonable delay. It takes The defendant appeared to have been a promi-nent leader in religious circles, and his victim sometimes 15 or 17 days to Toronto; in other cases the fish go in half that time. Rates would be satisfactory were fresh fish put on a daughter of a very respectable farmer. The mother of the complainant died shortly after mother of the complainant died shortly after her daughter's shame, and the evidence disclos-ed breach of promise of marriage as well as seduction. The judge's charge was, therefore, the same basis as salt. All shippers have special rates in common for large lots. In shipping apples after November, even where they go with large quantities of non-perish-

CHAS H. LEONARD.

Re Rev. D. D. Currie Case,

of 1885 to try the case."

space,

Albert Co. Court.

looked forward to with great interest. Mr. Hanington appeared for the overseers and Mr. Dickson for the defence. The defendant was able articles, like salt fish, the I. C. R. refuse to take the apples without prepayfound guilty. The remaining cases on the docket were dis. He thought that by putting the railways

posed of, and were of no interest except to the the parties, and the court closed.

November 24, 1886.

Temperance Notes.

(SPECIAL CORRESPONDENCE OF THE SUN) of the firm of Leonard Bros., wholesale fish

During the present month J. P. Nowlan addressed public meetings at Hartland, Glass. ville, Argyle, Foreston, East Knowlesville. Carlyle and McKenzie Corner, all in Carleton salt fish. To Montreal the difference is 5c. and to Toronto 7c.; apart from that the rate county, and as one result reorganized Hartland lodge and organized Fountain Head lodge at is satisfactory. Then delays in transit were vexstieus. A little time ago it took a car of Argyle with 36 charter members, Peabody fish 12 days to reach Montreal, when it should lodge at East Knowlesville with 20 charter have gone in six. The delay, he thought, members, and Riverside lodge at Carly le with was on the G. T. One management for all 36 charter members. The officers of the new 36 charter members. The officers of the new lodges are: Fountain Head Lodge-John Craw. ford, C. T.; Janie Crawford, V. T.; Geo. C. Sproul, Lec; Lizzie Crawford, A. S.; Robert McEllhinney, F. S; Wm. Thompson, traa; Wm. Campbell, chap.; Samuel Hemphill, mar; Emily Buckley, D. M.; David Armstrong, G.; Thomas Harver, S.: Axie Worden, B. H. S.; roads would be better than the present system. Special rates are given to all fish ship-Emily Buckley, D. M.; David Armstrong, G.; Thomas Harvey, S.; Azie Worden, R. H. S.; Annie McDermot, L. H. S.; Adeialde Smith, P. C. S.; John Crawford, deputy, Peabody lodge-Henry Shaw, C. T.; Alice Humphries, V. T.; Maggie E. Freezs, Sec.; Allen Odell, A. S.; Geo. A. Shaw, F. S.; Annie Curry, treast James Flumphrics chemptone

Allen Odell, A. S.; Geo. A. Shaw, F. S.; Annie Curry, treas; James Humphries, chap; Geo. W. Campbell, Mar; John Gardner, G.; Fred Curry, S.; Annie Hemphill, R. H. S. Maggie Curry, L. H. S.; Lizzie Hemphill, P. C. T.; Geo. W. Campbell, deputy. Riverside Lodge - Alexander Shaw, C. T.; Probe J. Pratt, V. T.; Geo. O. Shaw, sec.; Bessie Pratt, A. S.; J. Edgar Shaw, C. T.; Paran W. Shaw, treas.; Hartley S. Adsir, chap; Wilfred Crawford, M; Minnie Shaw, D.M; J. N. Pratt, G.; Solomon Ellis, S; Mrs. Charles Gilmore, R. H.S.; Mrs. E. E. Nevere, L. H.S.; Charles Glimore, P. C. T.; George O. Shaw, deputy. prison for contempt of court, I abstained from presenting my side of the case to the public; but as others have not observed the law in this respect, I now ask leave in self defence to refer to the law that has so long constrained me to keep silent, and should have silenced others, and also to make a far extracts mithant com.

and also to make a few extracts without com-ments from the sworn and uncontradicted state-ment contained in the sfidavits in the case on file in the supreme court (which affidavits were ment contained in the sfidavits of the case of the same ladges in the district to dge No. 7, comprising the Lodges embraced on Campobello, Deer and Indian Islands, met in quarterly session, with Prince Albert Lodge to Wilson's Beach. Delegates were present answered by several members of the conference and were not contradicted by any one of them), and place them beside some statements reported by the newspapers to have been re-cently uttered by Rev. Dr. Williams, general from six out of the seven lodges in the district. and by them was much work done, in the in-terests of the order and of the caute of temperance in general. The reports of the officers were of a very encouraging nature. From them we gather the information, that during Sie Alexander Cockburn, lord chief justice the quarter much work has been performed by the district officers and the lodges in general. of England, in the Tichborne case (L. R. 9, Q. B.) at p. 226, says: "It is clear that this court has always held that comments made on by the district oncerts and the lodges in general. During that period, one dormant lodge has been resuscitated, one organized, and 90 persons initiated into the different lodge; and as dur-ing that time only 11 have been lost to the a criminal trial or other proceeding, when pending, is an offence against the administra-tion of justice and a contempt of the authority order, we have thus made a clear gain of 89, which is a good result, considering the time of

the year. During the afternoon session a lively discus-Neither can it make any difference in princip sion was had on a resolution submitted pledging the bady to the work of closing up the rum shops at Welchpoel, and as an outcome of the debate a committee was appointed for the purpose. Rev. Wm. Lawson was elected as Novemb

J, FRANK MORE

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f it is based on railway business principles. The general rule of granting special rates is in the interest of St. John and the country. I do not mean by these special rates those obtained by a very keen operator over his neighbor doing the same volume of business. The larger the quantity of merchandize that can be handled or moved at one time, the lower the cost of moving. Ten car loads can be sent to one point cheaper than ten cars to as many different points. I may say there is some feeling among smaller traders that these special rates are unfair to them, but I think they overcome this somewhat by amalould be beneficial.

gamating. Would it be right to charge a higher rate from the west for a car of flour to St. John than to a local station, the distance being less ?

On a single car load it would be, unless there were certain trade reasons to be served. I judge the American railway rates to the port of St. John would influence the trade by Canadian roads if this discrimination were not made. It would be justifiable to grant special through rates to a competitive int, in order to secure trade. On local traffic, I am not aware of any road carrying cheaper for long distances than for shorter

In the interest of the whole country, a commission would work well in my opinion. It would be valuable in fixing freight rates, all railways in the country being amenable to its rulings. It would be easier to deal with one management than with several in-dependent bodies,

JAS, S. HARDING.

of the firm of Harding & Hatheway, wholesale dealers and grocers of nine years stand-ing, was the next witness. He submitted a memo, of the firm's difficulties with the railways, showing that they were not properly advised of changes in the flour rates imposed by the Grand Trunk, and were thus placed either via Boston, New York, Halifax, or Pt. Levis. This is by Cunard, Dominion, Furness on an unequal footing with Ontario flour men, so far as regards trade in the lower provinces. He did not blame Mr. Taylor of he I. C. R., but the only way he could get flour rates promptly was by wiring millers in Ontario, who are even advised of a prospective change. He recited the case of a syndicate of Ontario millers getting a rebate that others could not, the Grand Trunk thus discriminating in the favor of six or seven mills. Local agents of the Grand Trunk quoted rates. The fault he had to find was that people here could not find out what the rates were. He knew of no discrimination in favor of individuals at this of the line. In his opinion rates were reasonable enough Under some circumstances it is advisable to give large operators lower rates than smaller ones. I don't know what the water route does-we give over nine-tenths of our busi-ness to the I. C. R. Of course the I. C. R. must compete on the same general terms for carrying trade with the U.S. and water route. Rates to competitive points must generally be lower than to non-competitive points. passenger car for this service is now attached CHAS. H. FAIRWEATHER

A commission would be better than the present control, provided it was not seated at Ottawa all the time, but was "come-atable" by the merchants. It is easier to deal with one management than with several, GEO. L. YOUNG

the

GEO, L. YOUNG sworn: Have been in the wholesale fish business in St, John for about six years. I deal in smoked, fresh and salt fish, shipping mostly to Quebec, Ontario and the know of it existing as to a batter of a poles. We are called on to prepay freight. With respect to passengers, its they are limited to a very brief period. I only know of it existing as to about the prepay freight. deal in smoked, fresh and salt fish, shipping deal in smoked, iresh and sait han, snipping mostly to Qaebec, Ontario and the western states. Considering the long distance to carry, I do not call the I. C. R. rates excessive, but the time of transit is not satisfactory. Have had smoked fish (a perishable article) lay over ten days between here and Montreal. We imagine they lay over at Chaudiere or are run off on sidings. This is not in car load lots. For this reason we send small lots via Boston; werts distance to carry, I do not call the L C. R. rates excessive, but the time of transfi is not existing corry. Have had smoked four from Ontario larging. The millers, there was a complaint this they lay over at Chaudiero or as prover at Chaudiero or as we send by Boston and Portae large near the service is more prompt. Can never the land. The rates are necessare or the service is more prompt. Can never the land are service is more prompt. Can never the land are strates than small once, and so large shippers theil how long they will be left on the L C. R. Via Boston to Montreal we jcan depend

been about 48 years in busines. Have had business with the I. C. R. ever since the Allan large steamer and if that were occupied line began to carry goods to Halifax, Have no complaints as to delays of English goods there would be no chance for another steamer to either load or discharge there. auder present arrangements from Halifax to St. John. The ocean rates are arranged in There is no warehouse on the gov wharf for the storage of freight awaiting England and the railway rates in Halifax, I shipment, save and except a shed used for sugar. In fact it would be useless for St. John city to have a warehouse at think. The goods come to us on a through bill of lading. All kinds of goods are carried -dry goods, bar iron, ship's outfits, etc. The such a remote point, as the merchants would not care to send that far for goods. Halifax the Boston steamers can carry cheaper than the Allan, but there are really no complaints made to us. The rates on pig and bar iron from Liverpool have not been advanced, that I know of. He believed a railway commission would be beneficial. had a warehouse down town, conveniently located. St. John had nothing of the kind. Again, the car arrangements on the ballast

wharf were defective. The I. C. R. will not remove cars when empty, but it has to done at the expense and loss of those using JAMES F. ROBERTSON sworn. Our business is dry goods, wholesale and retail, 20 years in business. Have no spe-cial complaints against any railway as to freight. One difficulty is that a special rate of 45c, for cottons from Montreal is given us, the wharf. Mr. S. instanced cases in which canned goods from the North Shore, forwarded for shipment by the Farness line and arriving some days ahead of the steamer, had to be stowed at a distance and then carted but when they arrive we are charged 60 cts. and have to wait a long time before we get the rebate, as it has to go to Moncton and then to down to the wharf. These goods were shipped on a through bill of lading from Richibucto, Chatham, etc., to England, and the railway should have met the extra cost of Ottawa or elsewhere for settlement. [He read a letter just received from D. Maurice & Co.,

a letter just received from D. Maurice & Cb., Montreal, touching this trouble.] We claim if the freight is taken at 452., it should be billed at that. The 45c. rate is a special sum-mer rate, now renewed for the fall. I don't know personally that cottons are shipped under a special rate westward. The goods may be billed at 60.2 in Montreal, but the bills we get here are from the I. C. R. and not from the Grand Trunk. I should think that any other Montreal firm might get the same rates as the parties with whom we deal. I am not aware of any discrimination. With the I, C. R. the traffic on coal for manufacturers is not fair. canned stuffs, grindstones, neuroscience, C. R. etc. But in fixing the rates the I, C. R. tariff to Halicharged the same tariff to Hali-fax that it did to St. John, of any discrimination. With the I. C. K, the traffic on coal for manufacturers is not fair. We are shirt manufacturers and have to pay higher freight rates on Spring Hill coal than some other manufacturers. I don't think it would be in the interest of the country to have hard fixed rates. Special which was manifestly unjust to our port, as the distance from the North Shore to St. John is much shorter than the distance from the North Shore to Halifax. He had repeatedly pressed this matter on the attention rates are necessary at any competitive points. We can have goods delivered at St. John from of the I. C. R. authorities, the late finance minister and others, but without avail. He Liverpool at 22s, 61. per ton measurement. further complained that the railway officials at Moncton frequently paid no attention to

Levis. This is by Canard, Dominion, Furness and Anchor lines. The direct lines to Halifax do even better on a through bill of lading to St. John. I think the present railway rates are very reasonable. I have no complaints to make in regard to Iccal rates.' A good first class business agent of the I. C. R. in St John is needed. All our claims in the past for storage, etc., have been satisfactorily settled. He believed a railway commission would be of great advantage. He advocated the extension of passenger return tickets for some days. as his letters-not even having the business courtesy to answer them. Mr. Schofield read to the commission a copy of a letter written to George Taylor, freight department; Moncton, asking what were the pre-sent through rates to the Furness line, and how they were apportioned as between railway and steamship. He wrote this letter as agent of the Furness line and at that time he was not aware of the rates. To this letof passenger return tickets for some days, as we have many merchants coming here from a ter he had not yet received a reply. Some time after writing that letter and while he We have many inerchants coming here from a distance to buy who cannot do it now on re-turn tickets as issued. Special excursion rates or anything that would bring buyers to the city would be of general benefit. Some Oa-tario roads issue excursion tickets at certain was in ignorance of the rates, Mr. Robertseasone—spring and fall, I think—which are largely availed of by buyers, and somthing of the same kind might be extended to other roads. he was advised that there was an overcharge and a portion of the bill was refunded, but aburban passenger traine to Hampton and bussex, and also out of Hattisx for 20 miles or so, would increase traffic and build up the road, while they would not cost more to run than the expense entailed by the scopping and starting of heavy freight trains, to which a single

CHAS. H. FAISWEATHER sworn: We have been importers of flour and groceries since 1854. Any difficulties as to freight and passengers we have had are very trifing, Some local freights struck me as rather high on one or two roads. Some trifing Paculations are a little variations. For inregulations are a little vexatious. For in-

Schofield) got his instructions direct from

the Halifax agent was ever advised of the

railway rate to St. John. Mr. Burpee suggested that the steamship

Co, might keep him (Mr. S.) informed as to

the rates. Mr. Schofield replied that if an arrange.

ment was made between the Farness line

and the I. C. R., as to through freights via St. John, he could see no reason why the railway should not furnish him the informa-

tion. The St. John agency was totally in-dependent of the Halifax office, and he

delay consequent upon the "dead lock" which this action ended, occasioned a loss to both companies of fully \$30,000. A commission could have settled the whole trouble in twenty-four hours. Another good office of a commission would be in the direction of settling claims arising from damage caused by fires in the woods, etc., arising from rail-way engines. He instanced one case, that of Morrow Bros. v. the E. & N. A. R., when it cost the company many thousands for a few hundred dollars' damage to wood land, and even then it was pretty well understood

and even then it was pretty well understood that the fire caught miles away from the railway. In this kind of cases, the railway companies are salted unmercifully by jurics. Mr, Jones referred to the ease with which here the case with which here the case of a said committee and in my absence and with. large corporations can wind up small oper, as out my knowledge of said committee having been a direction in which a commission could ba very useful. This was shown in the States, charges and reported the said of where, generally, when smaller roads com-plained of upjust treatment, the larger roads proved " would settle the difficulty of their own fice will rather than have a commission set on bucto, Unatham, etc., to England, and the railway should have metithe extra cost of cartage and storage, but they refused to do so. As to rates by steamship inward and outward, the Furness line had arrangements with the I. C. R for through bills of lad-ing. After the closing of the St. Lawrence much goods are handled via Halifax. At all times of the year goods are sent from the North Shore across the Atlantic, such as the case. There were commissions in many equitably. The witness also pointed out that a commission would be useful in determining the responsibility of railway accidents, especially when occurring to the trains of a company when running over another road. He favored the McCarthy bill, which might be enlarged or amended to meet some of the cases he had mentioned. He had had a great deal of experience in railway legislation and was strongly in favor of a commission.

WM. F. BURDITT.

of the firm of Tippett, Burditt & Co., (general merchandise business and agricul-tural implements, established 10 years ago) was the next witness sworn. We have complaints as to delays in adjusting claims for overcharge or damage to goods. We have two or three small claims before the I. C. R. now, but can't get a settlement. The goods came over several lines. We have had a carriage lying at Athol station for two months in a damaged state. It came from Montreal. The I. C. R. are investigating Peck as their foreman. The attendance of the case they say, but in the meantime we have lost the sale of a carriage. The parties was in ignorance of the rates, Mr. Robert-son, I. C. R. agent here, presented him a bill of what he said was the I. C. R's. share of the through freight tariff. He (Schofield) paid the face of the bill, though he protested to the agent that it was excessive. Later on, agreed on. We find the manager of the I. C. R. in St. John willing to do all in on what basis the rate was fixed his power, but Mr. Robertson says his hands he did not know. Mr. Robertson could are tied as he has to refer all claims to Monotot enlighten him on the matter. He never | ton or elsewhere. I think the rates charged got the rates from Halifar, but sometimes are in the main reasonable. We know if no did from Moncton. He did not know that discrimination. Goods from the upper provinces are very long in transit. We can get goods from Liverpool quicker than from To-ronto, if they come via the Grand Trunk and I. C. R. The delays, we are told, arise on the Grand Trunk. Years ago it was said this was done by the Grand Trunk to favor their own line as against the I. C. R., but he never took any stock in that story. Did

not know of any goods from Toronto by full carloads this season, reaching St. John in less than ten days. They often took a forttrial night. If these roads were under one man-

ecturer and Josephine E. Haney as district sup. juvenile temples. Both officers court purished certain persons by fine or im-prisonment for publishing comments on the prisonment for publishing comments on the subject-matter of the suits. 'Dr. Williams is reported, in the Daily Tele-graph of the 12th inst., and other papers, as having stated in the Exmonth street church the previous day: "The leniency of the con-ference of 1885 has been prostituted. The com-mittee of 1885 has been prostituted. The com-mittee of 1885 and the brother was a seducer and that he was an adulterer He (Courie)

district sup. juvenile temples. Both officers will prosecute their work with vigor during the ensuing term.
In the evening a large and enthusiastic audi-ence assembled in Baptist church to listen to addresses from district officers and others. Grand and vigorous ones were given by Revs.
D. V. Gwillym, J. N. Barnes, Wm. Lawson, and also Brothers C. E. Edgett, George Welch and Chas. Savage. The district secretary, J. P. Nowlan, was counsed on account of sick-ness. Good music was furnished by the Wil-son Beach choir. Taken altogether, it was a most pleasant and profitable session of the dis-trict lodge. and that he was an adulterer. He (Currie) asked for further time to get evidence, and he himself made it impossible for the conference The following are verbatim extracts from the aforesaid affidavits: "That as I (D.D.C.) was afterwards inform-

St. Stephen News,

(FROM OUR OWN CORRESPONDENT.) ST. STEPHEN, Nov. 19 .- Thankegiving day passed off very quietly with abundance of rain said the said charges "That after it was charges and wind. The Salvation Army held forth in proposed that a new trial be granted and that it should stand over for another year I (D.D. C.) protested in open conference against their barracks in the afternoon and marched through the streets. With the exception of this, however, the day was as usual.

t standing over for another year." "That the said committee of investigation s The members and congregation of the Bap. tlat shurch met the other evening in their vestry to celebrate their pastor's fifth anniver-sary of his pastorate of the church. There were present also several ministers of other de-nominations, Rev. Mr. Bhore, Rev. Mr. Pathford and Rev. Mr. Campbell, who made speeches appropriate to the occasion. A large tist shurch met the other evening in their speeches appropriate to the occasion. A large writing deak was presented to Mr. Hunt by Rev. Mr. Campbell on behalf of the congrega-tion. Mr. Hunt replied briefly thanking all for their kind expressions towards himself. before to investigate said charges, and a trial herore to investigate said charges, and a triat had thereon, and I was acquitted by said com-mittee on said charge of seduction made against me and that said committee on the 21st instant reported to the conference that they stood size Music was given by the choir and solos by Miss Olive and Mr. Gilmore. Most satisfactory results have been obtained during Mr. Hunt's connection with the church. There have been one hundred members added to the reported to the conference that they stood six in favor of my acquittal and six against me on the said charge of adultery." (The italics are mine.) Though I should like to publish the whole history of the case, I have strictly confined myself to the doctor's points, the "leniency" of the conference towards me, and as to how I was found guilty. Thanking you, Mr. Editor, for your valuable Space. I am etc. church and the money contributed by the church to the denominational fund has increas-ed from fifteen dollars in 1881 to one hundred and forty in 1885. Water was pumped into the reservoir at

Todd's Mountain, on Wednesday, and on Satur-day will be turned into the Calais and Mill-I am, etc. D. D. CURRIE, bay will be turned into the Calais and Bill-town, Me, pipes. The St. Stephen system is notypet completed. A ladge of rock has been struck which somewhat inferferes with the progress of the work. A few days' work, how-ever, will complete the system as far as will be done the source. The Albert county court opened at Hopebe done this season. Two new tailoring establishments have been

well Cape, Tuesday, 9th, at 3 p. m., Justice opened up here, one by a Montreal man and the other by two local young men, Wedderburn presiding. There was a large attendance of grand jurors, who elected Miles

Westmorland Notes.

barristers was large. Solicitor General Ritchie was present to conduct the crown business. WESTMOBLAND, Nov. 20 .- The month up to Besides the local bar, which includes S. G. yesterday has been fine and open with scarcely Morse, M. B. Palmer, C. A. Peck, George H. Steadman, Jos. H. Dickson, W. A. Trueman and A. W. Bray, there were present D. L. Hanington, M. P. P., W. W. Wells, H. R. Emmerson, A. D. Richard and F. W. Emmer-son of the Westmorland bar. A. S. White, M. P. P., of Sussex, and J. A. Vanwart of Fred-aricton. any frost, but last night the wind come round to the north and the ground is hard frozen today. Farm work is generally well advanced and with a good, honest and fair market trade is in a healthy state. The liberals are beginning to admit the truth of the last statement.

ricton. There was only one criminal case. The A good grit the truth of the inst statement. A good grit the other night, speaking at a public hall, said: "Reference had been made by the previous speaker to the hard times. For his part he did not consider that the times Queen v. John McGee, charged with assault loing grevious bodily harm. His honor adacing grevious bodily harm. His honor ad-dressed the jarors on the case, fully explaining it. He also referred to next year being the 50th anniversary of the coronation of our be-loved Queen Victoria. His honor made a bril-liant and elequent address on this subject, speaking of Her Majesty in terms expressive of the loyalty which he feit assured the people of Albert and of the Dominion held for our sovereign. were hard. We had an abundant harvest and although produce was low, a pound of buiter although produce was low, a pound of Dulter or pork or a ton of hay would buy more goods that the farmer had to purchase than ever before, and if any one called these hard times probably he had himself to blame more than the times." The above opinion was from a reader of the Transcript and one of the very sovereign. The grand jurors found "no bill" in the Mcclass of men that that paper thinks it is fooling

by making them believe everything is going to Hee case. There were nine civil causes entered for

by making them believe everything is going to destruction under tory rule. The municipal election in Amherst on Tues-day ended satisfactorily to the temperance party. They elected both their candidates, one of them, a liberal conservative, leading the poll. The third man also claims to be a temperance man. trial. The case of D. McCatherin of Fredericton v. Blakney, an action to recover the amount of two promissory notes of \$150 each, was tried. This was one of the celebrated "hay fork"

Crescent Cinh ganizers, and t of its success is d suggest and carr so grand a scale the club its press

A. K. DOL The gentlem will be glad to formerly or resident of been elected state. Hon. of Wo. Dough has been at the turing busines more years.

The Fir

SEVERAL APARTM

ED BY TH. LONDON, Nov. in Middlesex, or from the city, bursting of an o apartments abut all these apart flames spread t were finally e reached the state were more or les It is estimated t No national pro

age being conf

family relics be WOLSEY'S Hampton Cour tant from London the Thomes. It from which it ance, looking like an area of nearly the history of 1 built by Cardina his greatness, and VIII., doubtless fall which was so merly its most in lection of the ori his freecoes in t. in the South Kens still contains a ge paintings, some

most not highly was occupied as sovereigns until then it has h apartments when English gentry a by the Queen on or those of their a and their poverty palace was burne cluding a number

pied by the royal p Disraeli's BEELIN, Nov.

Stuttgart, will soc Vitzthum while ! ontains much of period between 18 in the course of Disraeli said : "G are the three m ment. Gladstone

The Be The best combinat ing, health giving h

Burdock Blood Bitte that cures diseases of

The popular remed

both internally an colds, croup, theur an inflammatory nat

A Do

A Comm "I was troubled w years, tried many ren has done me so mi ters." James Biggin WANTED LADIE Compound will c One trial will chan siasm, Had from medial Compound Canada.

