great variety in rates, so that it is im-

to the markets of Europe, and I know that the export of poultry is so enor-

A great many pigeons are being

pheasants. Some of the larger estates have begun to breed partridges, qualls,

As to eggs, 145,000 tons are now an-

LIVE BIRDS BY RAIL.

hold about twenty, and there are forty

or fifty such crates on one car. There

will often be 1,000 ducks or 1,500 chick-

ens in a single car. There are whole

train loads of fowls, especially live

geese, which come from Central, Southern and Western Russia. They

go chiefly to Germany, although some

Turkey,

are exported to Austria, France, and

As to the home market the chief cen-

tre of the trade is here at Moscow.

where about a million and a half of birds are annually consumed. The

10,000 MILES OF WATERWAY.

The water communications of Russia are also improving. Indeed, few peo-

they raise for the market.

passenger traffic.



DR. FOWLER'S EXTRACT OF

STRAWBERRY

WILD STRAWBERRY

HAS BEEN IN USE FOR OVER FIFTY YEARS.

CURES DIARRHEA, DYSENTERY, CHOLERA MORBUS, SUMMER COMPLAINT, SEA SICKNESS, ETC.

FOR CHILDREN AND ADULTS.

A LITTLE GIRL ALMOST DEAD.

Morrisburg, Ont., Messrs. The T. Milburn Co., Limited Toronto Ont.

remedy.

her, but they did no good. A friend recommended Dr. Fowler's Extract of Wild Strawberry, so I procured a to help her and two bottles effected a complete cure. I owe her life to your excellent

MRS. EMERSON BARKLEY.

CURES CHOLERA, CRAMPS, COLIC, CHOLERA LEVANTUM, CANKER OF THE MOUTH AND STOMACH, ETC. FOR CHILDREN AND ADULTS.

90 90

A LITTLE BOY'S LIFE SAYED.

Jan. 2nd, 1901. Messrs. The T. Milburn Co., Limited, Teronto, Ont.

Dear Sirs,-My little girl was almost dead with | Dear Sirs,-My little boy was very bad with summer complaint. I tried numerous remedies for diarrhoea. He passed nothing but blood, I tried everything, but could get nothing to do him any good until I got a bottle of Dr. Fowler's Extract of Wild

bottle, and by the time she Strawberry. A few doses made had taken three doses it began | a complete cure, and I have more faith in your remedy for diarrhœa than any other preparation on earth and always keep it in the house.

MRS. THOMAS LAMB.



DEFOWLERS

CZAR A RAILROAD BUILDER.

Hundreds of Millions Spent in Railway Construction.

Travelling Is Inexpe

FOWLERS

EXT-OF

isand-Mile Journey

Costs bur

forming a network over the European The ent year more than ten million dollars class rate. railway, and seventy-two million dolare growing rich.

CHEAP RAILROAD FARES. troduced, each zone being thirty-five miles in width. After the first few hundred miles it costs only ten cents ON A SECOND-CLASS SLEEPER. four-tenths of a cent a mile. The rate Volga. The first-class accommode from here to Warsaw, about as far as tions were all taken, and the second-from New York to Detroit, is \$5. From class were cheaper. Besides, I wanted from New York to Omaha, is \$6.50, and divided up into com

Heals Inflamed Itching Skin

tion, relieving the dreadful itching open, and the wind from the plains and healing and curing ttching skin kept the air comparatively pure. diseases, ulcers and eruptions, we believe we can prove by the evidence of the best people in the land that Dr. Roman noses and long, curly black Chase's Ointment is the most potent preparation that it is possible to obtain, so many extreme cases have been cured, so much intense and continued agony relieved that we chal- ther within. lenge anyone to produce like endorse-they came, and they answered by ment for any ointment or any pre-signs, telling me that they lived in paration which is recommended for Asia and were Kirghiz.

The Czar is building new railroads in Caspian Sea is less than \$10, and to every direction, writes Frank G. Car-penter from Moscow. He is gradually New York to San Francisco, \$15. All the above fares are third-class

ON A RUSSIAN TRAIN.

many times as much. They are plan- not the best. The trans-Siberian ex- far off the lines of the road. All the ned to open up the country on the press has fine cars, it is true, but the other side of the Caspian Sea, where ordinary sleeper leaves much to be de-1,500 miles are now in course of construction and an equal distance has been surveyed. The Russian roads are gradually approaching India. In an interview which I had with Prince Hilkoff, the Czar's minister of ways and things in common with the average communication, he told me that the Russian. The second-class cars are time would come when the Anglo-In-dian lines and the Russian lines would some of the roads the third-class cars be joined. He thinks such a union will are fitted up with benches and are stop all talk of trouble between the without modern conveniences. Som countries, and that an enormous trans- of the cars are lighted by candles. The continental trade will be the result. He peasants carry their baggage with says that the trans-Caspian road, which them wrapped up in clothes or in great runs from the Caspian Sea to beyond bags, and the cars are packed full of Samarcand, is paying well. It has a such things. Everyone takes only as great traffic in cotton and other goods, much with him as possible, for only and the lands through which it passes thirty-six pounds can be checked free ing to weight and distance. As to sleeping car tickets, they must be Russia has now about 40,000 miles of bought at the offices and not of the railways, of which all are controlled by conductors. The ordinary rate is from the government, and two-thirds belong \$1.50 a night, or, if you want a com-

end the balance is charged for accordto the Czar. The freight and passen-ger rates are carefully regulated, and has a right to his compartment from the passenger traffic is the cheapest of 9 p. m. to 9 a, m. If one is without A zone system, by which bed linen, he can, if he wishes, rent a the fares are calculated, has been in- blanket, a pillow case and two sheets

to cross one of these zones, making the The other night I rode in a second ordinary long-distance fare less than class sleeper from Moscow to the St. Petersburg to Odessa, or as far as the experience. I got it. My car was from St. Petersburg to Sebastopol is open at the top like the box stalls of a stable. Each compartment had four cow to the petroleum fields about the long berths, two below and two above. There were no curtains. We underessed in the open and lay down facing each other. The cars were filled with Asiatics and Russians. were a half-dozen pig-tailed Chinese in silk gowns, Persians in turbans and long cowls of fine wool, Armenians in CURES ECZEMA, SALT RHEUM long gowns belted in at the waist, AND TETTER, LEAVING THE Wasring high caps of black astrakan. Not a few of the Tartars carried daggers, and there were also Russian solliers and officers with guns and As a means of allaying inflamma-| swords. Fortunately the windows were

I shall not soon forget my two such diseases. 60 cents a box, at all pointing to myself, that I was an American, saying "Amerikanski."

busiest time is along in the fall, and from then until Christmas. The birds are killed as soon as the weather and their watches were gold. On the other side of me, with a are kept in a frozen state until needed. board between, slept a Turk, and with him a Mohammedan Tartar from Kaz-birds. The chief market for poultry him a Mohammedan Tartar from Kaz-an on the Volga, Both these men is St. Petersburg, where Moscow chickkneeled and prayed as the sun rose. They had their eyes toward Mecca and bumped their faces on the cushions again and again as they went through their devotions. Another Tartar read the Koran aloud until late in the evening. His tone was a singsong, and he was still reading when I lropped off to sleep.

Russia has so far spent two billion lollars upon railways, and of this 95 per cent, has come from the governnent either directly or in the form of guaranteed capital for private con-cerns. The average the whole country over has been about \$50,000 per mile which is excessive, considering the low cost of labor. Many of the roads have been built as military necessities rather than as commercial repositions. They were laid out without re gard to traffic conveniences, and as a result you find towns miles away from the track when a slight curve might have brought them right on it.

You may have heard the story of how the road between Mascow and St. Don by a canal, you can reach the clared that if he could get well enough to go to America he would soon recoup f his empire and laying out much again, and the first-class fare is engineers made the line curve in and etersburg was built. The American trunk lines in Asia. During the pers- only two and one-half times the third- out like a snake, taking in all the large towns. The Czar took a ruler laid it on the map and drew a straight railway, and seventy-two million dollars on other lines. So much is published about the trans-Siberian enterprise that the other roads are lost and take a sleeper when I can get itsight of, although they are costing and as it is the accommodations are some of the cities, and the villages lies and the commodation of the cities, and the villages lies are some of the cities are some of the towns may some day be connected by electric railroads.

> RUSSIAN DEPOTS AND RESTAU-RANTS.

The Russian station arrangements are different from those in America. Everything goes slowly, and one must ome early to avoid red tape detention The offices are open an hour before the train starts, and a bell is rung three times before the cars move out of the

Every depot has its first, second, and third class waiting room, each of which has its own restaurant. There are also tea peddlers, notion stores and news stands, so that one can buy what he needs without going out of the depot. The restaurants are excellent. The food is as good as you find anywhere and remarkably cheap. A plate of soup is enough for a meal, and Russian so one kind called "stchee," made of cah bages and other vegetables with a chunk of meat about four inches square and two inches thick in each dish. The proper way to take it is to eat the soup first and after that the meat. A bowl of thick cream is fur-nished with the soup. This is poured into it to thicken it, and a green cucumber or so is also furnished to eat between the spoonfuls. It is not at all

bad, I assure you.

TEA PEDDLERS. There are always tea peddlers about a Russian station. Tea is brought to the windows at the stopping of the train; also it is served in the depots and is drunk at all hours of the day. The Russians have better tea and more of it than any other people of Thence the party will proceed up the Europe. Most of the people drink Chinese tea, which is brought in caravans valley of the Nashwaak River, reachover the mountains of Thibet, and con-sequently escapes the long sea voyage, which is said to injure the flavor. The tea is served in glasses instead of in cups. It is always taken hot, and Leave Fredericton at 3 p. m. by steamsually without milk. A slice of lemon is generally dropped into the glass and at St. John city at 8 p. m., where the veral lumps of hard loaf sugar placed party will be received by the mayor peside it. The favorite way of drinking and the president of the board of trade, is to take one of these sugar lumps the members of the city council and of now confident that the ingots are in between your lips and suck the tea the board. Headquarters at Royal the treasure house. I shall search for through it. The sugar is as hard as hotel.

rock candy, and it is made so for tea
drinking. The custom is bad for the
Sept

I noticed that both men were well to do. Their clothes were of the finest broadcloth; they had inlaid daggers

> ple have any idea of their enormous extent. In Europe alone Russia has 76,000 miles of canals, rivers, and lakes, which are navigable for some kind of craft. In Siberia there are 30,000 miles of navigable rivers, and in Central Asia 2,000 miles more. There are about 26,600 vessels and more than 3,000 steamers. More than 30,000,000 tons of goods are annually carried on the rivers, and the petroleum fleet of the Caspian Sea comprises 57 steamers and 263 sailing vessels. The Volga is a great water highway thronged with shipping, and the same is true of parts of the Dcn, the Dneiper, the Bug, and other rivers. You can now go from St. Petersburg to the Caspian Sea by the Nova, the canals and the Volga, and

> > Black Sea as well. The Czor is now spending a great deal in improving his harbors. The vernment has built a new port at St. Petersburg and reconstructed that There are new quays and moles at Batoum for the coal oil tank steamers, and the channel has been deepened at Archangel. There are new quays at Rostov-on-the-Don, and much dredging has been done at the mouth of the Volga.

Among the great improvements is to be a ship canal from the Baltic to the Black Sea, which will accommodate the largest men-of-war and the biggest nerchant vessels, so that it is almost impossible to predict what the waterways of this empire may not be in the uture. Russia is fortunate in having broad gauge men at the head of its affairs, and especially so in such practical thinkers and executive managers as Sergiu Witte and Prince

REVISED ITINERARY

or British Trade Congress Delegates to Maritime Provinces.

The itinerary for the trip through the maritime provinces is: September 24-Leave Place Viger station, Montreal, at 9 a. m., and arrive at Shawinigan Falls at noon. The ne Shawinigan Water & Power Company by the officials. Leave Shawingan at 2.30 p. m., making a stop to inspect the pulp mills at Grand'mere,

September 25-The Quebec board of trade and civic authorities will extend the map tattooed in the skin. ourtesies. Leave Quebec at 5.20 p. m. September 26-Arrive at 7.32 a. m. at Chatham Junction, where party will eave sleeping cars and will be met by the premier and members of the New runswick government and the Chatham and Newcastle boards of trade. valley of the Miramichi and down the ing Fredericton about noon. The visitors will be received by the mayor and bers of the board of trade, and ment' away with private papers. by them entertained at luncheon, boat down the St. John River.

September 27-In St. John. They seem low. Heavy goods cost one- delegates will land at Rothesay, where ed with holes and sha

garden party will be given; or

a garden party will be given; or should the weather prove unfavorable, a reception will be held at St. John at Sp. m., after the party returns.
September 29—Leave St. John at 7.45 a. m., by steamer Prince Rupert, crossing the Bay of Fundy and arriving at Digby, N. S., about 9.30 a. m., thence proceed over the Dominion Atlantic railway, through the Annapolis valley, stopping at Kentville for Iuncheon. Through the courtesy of the Kentville and Wolfville boards of trade, a drive has been arranged through Canard to Stars Point. possible to describe just what things cost. The freight brings in the greater per cent. of profit to the road, and it is increasing is increasing more rapidly than the Russia is a farming country, and a large part of the freight is made up of grain and agricultural produce. Some of the articles are peculiar. Prince Hilkoff told me that he was shipping train loads of game birds from Siberia

has been arranged through Canard to Stars Point.

Ralifax, Sept. 29.—Arrive at Halifax at 8.40 p. m. Party will be met at the station by deputation composed of premier and members of the provincial government, the mayors and aldermen of Halifax and Dartmouth, and the president and members of boards of trade of Halifax and Dartmouth, and escorted to headquarters nious that it forms an important freight item. More than 200,000 tons of geese, chickens, and eggs are carried over the railroad in a year, and the exports of this kind to other parts of Europe now amount to almost \$25,000,000 annually. The eggs exported alone bring in about \$15,000,000 while mouth, and escorted to headquarters at Halifax hotel. the live geese sent to Germany are sold for some million dollars more. September 30.-Breakfast at hotel.

at 10 a. m., excursion on Halifax har-bor, visiting Bedford Basin and Northwest Arm. returning at 1 o'clock. d, and also ducks, turkeys, and The party will be entertained at luncheon by the Halifax Board of and grouse, and others have great flocks of half-wild pheasants which Trade. At 3 p. m. an official recep-tion will be held at the legislative council chamber. In the evening nually carried over the railroads, and this traffic is steadily increasing. The there will be a promenade band concert at the Public Gardens, beginning most of them go to Germany and Aus- at 8 p. m., in honor of the visiting dele-

tria, a large part to Great Britain, and gates.

October 1.—At 10 a. m. the delegates three million pounds of eggs are ex-ported in bulk, the eggs being broken will be taken for a carriage drive to points not visited on the previous day. and the yolks separated from the Leave Hallfax at 2 p. m., and arrive whites. The yolks go to Germany, Denmark, England, and Holland, and at Sydney at 11.30 p. m.

October 2.—Headquarters at Sydney hotel. Under the escort of the memthe whites to Germany and Great Bribers of the Sydney Board of Trade, the party will be shown over the It is interesting to look at one of the works of the Dominion Iron & Steel Russian bird trains. The birds are put Company, will be taken to visit the in wicker crates, each of which will Marconi towers near Glace Bay, and will be given a steamboat excursion about the harbor.
October 2.—Leave Sydney at 7 a. m.

by special Intercolonial railway train, making a short stay at Moncton, N. B., and arriving at Rimouski wharf on Sunday, October 4, so that connection may be made, if desired, with steamships Ionian and Kensington. outward bound. steamers to be brought to Quebec. where party will be disbanded.

TATTOOED SKIN KEY TO TREA-SURE.

Map Taken From Dead Man's Back May Locate Lost Indian Silver in Vermont-Search for the Ingots.

Herbert Coventry, who says he comes from London, England, and is a solicitor, has arrived in Middlebury, Vt., on his way to Bristol, whither he goes in search of the treasure house of the Al-gonquin Indians, which according to tradition, is located in hidden caves in the side of South Mountain.

Like most of his predecessors, Coven-try has a map which he is sure will guide him to the piles of silver ingots upposed to have been originally discovered by one De Grau, a Spaniard, nearly 200 years ago. And a grewsome affair this map is, for the outline and locations are all tattoed on human, skin. It was this map that first called attention to the hunter.

One day Coventry was summoned to the hospital, as his friend was dying. The man asked the surgeon to withdraw and then said :

"There are enough silver ingots in hidden chamber in the side of an American mountain to make a dozen men fabulously rich. I am a descendant of Robert de Grau, who 200 years ago discovered the treasure house of the Algonquin Indians, near Bristol ,Vt. The ribe was fleeing from the Iroquis. Attempting to safe his own life ando his son my ancestor stumbled upon the treasure in a secret cavern. Part he took to Spain, where he became im nensely wealthy and a power in the kingdom. He intended to take a rest, and started for America, carrying with him a map of the mountain

"On the way over he was taken ill, died and was buried at sea. The map fell into the hands of the first mate and he took up the search. He found the spot on the mountain, but a slide had obliterated the mouth of the gave and he was never able to locate

"The mate eventually died and the map passed through several hands. It came to me in a most peculiar way About ten years ago, while cruising off the coast of India, I befriehded an old sailor. He gave me the map which l skin by my ancestor. He said he got i

from a sailor.
"The parchment was badly worn and so discolored that the drawings were almost obliterated. I suggested party will be shown over the works of that a copy should be made on paper, whereupon the sailor declared that he knew of a scheme whereby the pre clous outlines could never be lost." Coventry said that the man pulled up his shirt, rolled over on his chest and there, between the shoulders, was

"When I die I want the surgeon t remove the skin and give it to you. he said to me. 'If you follow it up you will be a rich man.' He called in a surgeon and made him swear that he would carry out his wish, and then he seemed easier. That night he died, and later the map was turned over to

"I didn't think much of the man's story at the time, and laid the 'parch-"I discovered that the man's story, so far as his ancestor's search was concerned, was true, and, further, that the Algonquins did lose their treasure during the Iroquois raids. Other fac

them all summer if necessary." While Coventry is somewhat mixed drinking. The custom is bad for the teeth, and has opened up a great field for the dentist. I venture one-half canadian Pacific grain elevators and lies in a hidden vault and comprises the dentist. I venture one-mail of these Russians have bad teeth, and terminals, Rockwood park, the reuntoid wealth. So strong was this better the cavities awaiting filling with gold the cavities awaiting filling with gold versing falls of the St. John River, the Cushing steam saw mills and sulphite business men of Montpelier organized pulp mills, and other industries. At a stock company to remove the rocks RUSSIAN FREIGHT TRAINS.

The freight cars here are much smaller than the American cars, and the traffic is less heavy. The rates care low. Heavy goods cost one delegates will land at Rothesay there are find the freight care will land at Rothesay there are much smaller than the American cars, and the traffic is less heavy. The rates evening will be devoted to a steamboat excursion on the harbor and river. The contine face of the ledge is honeycomb-delegates will land at Rothesay. There are delegates will land at Rothesay.

NO SHADOW

smile slowly fad comes the drawn face and tight closed lips which

tell of the con-stant struggle with pain.

When the deliwhen the deli-cate womanly organism is dis-cased the whole-body suffers; the form grows thin, and the complex-ion dull. The first step to sound health is to cure the diseases which undermine Dr. Pierce's Fa-

drains, heals in-flammation and ulceration and cures female weakness. The wonderful cures of womanly diseases effected by the use of "Favorite Prescription" place it at the front of all put-up medicines specially prepared for the use of women.

"I was troubled with female weakness for eight years, and suffered more than I can tell," writes Mrs. Gust. Moser, of Ovando, Deerlodge Co., Montana. "My disposition was affected to such an actent that to say a pleasant word to any one was almost an impossibility."

"I had two operations performed by one of the most skilled surgeons of the West, but did not get relief. Then, against my doctor's strict orders. I commenced taking-Br. Pierce's Pavorite Prescription and Golden Medical Discovery,' and also followed the advice given in the Common Sense Medical Adviser.

"I continued this treatment for three months, and to-day and as healthy and well as a woman can be. I cannot thank Dr. Pierce enough for his kind letters to me."

Dr. Pierce's Pleasant Peliets cure bilof womanly diseases effected by the us Dr. Pierce's Pleasant Pellets cure bil-iousness and sick headache.

RAILROADS.

New Brunswick Southern Railway St. John and St. Stephen.

AMERICAN EXPRESS MAIL TRAIN.

Daily (Sunday Excepted.) Rallways.

Baggage and freight office, 53 Water street (East Side).

Tickets sold and baggage checked at East and West Side offices.

Special ticket office, 97 Prince William

FRANK J. MePBAKE,
Superintendent.
St. John, N. B., Jan. 1st, 1903.

DOMINION ATLANTIC RAILWAY and Steamship lines to Digby and Boston, via Yarmouth.

Royal Mail Steamship "PRINCE RU-PERT," ST. JOHN AND DIGBY.
Daily Service (except Sunday), leaving at 7.45 a. m., arrives at Digby 10.25, making close connections with Express Trains for Hailfax and Yarmouth.

Cose connection is made at Yarmouth with the Hailfax and Yarmouth Railway.
Reiurping, leaves Digby after arrival of Express train from Hailfax.

Coventry said that several years ago he met in the London slums a Spaniard suffering from an incurable disease. He saw to it that he was properly cared for in a public hospital. The man said that his family had formerly been wealthy, and once he declared that if he could get well enough to go to America he would soon recoup guide books, tourist, pamphiets, etc., gratis and pest free, apply to Dominion Atlantic YARMOUTH AND BOSTON SERVICE.

after SUNDAY, June 14, 1963, TRAINS LEAVE ST. JOHN.

TRAINS ARRIVE AT ST. JOHN.

2-Express from Halifax and Sydney. 6.25
7-Express from Sussex. 9.00
3-Express from Montreal and Quebec 12.55
5-Mixed for Moncton. 15.16
134, 155-Suburbans from Hanpton. 7.45, 15.30, 22.00
Express from Pt. du Chene and
Moncton. Moncton. 17.30
25—Express from Halifax and Plcton. 17.43
1—Express from Halifax. 19.18
81—Express from Moncton (Sunday

Moncton, June 11, 1903. GEORGE CARVILL, C. T. A. CITY TICKET OFFICE, 7 King Street, St. John, N. B.

MAKING AN IMPRESSION.

We do the kind of printing that makes an impression wherever it is seen. We put intelligence into our work, and use judgment in display, choice of inks and paper, It's what some call harmonious printing. You! like the extra touch of excel lence we give to your work.

We charge a little more than what you'd pay for poor printing. Costs nothing to estimate.

SUN PRINTING COMPANY JOB DEPARTMENT

We spend about 20 per cent, of our gross income in advertising.— F. E. Wood N. T. School of Business and STEAMERS.

BERMUDA, WEST INDIES. DEMERARA (Carrying the Canadian Mails.) Bt. John.

Aug. 1—8. S. ORURO...

Aug. 25—S. S. DAHOME...

Sept. 28—S. S. ORINOCO...

Oct. 6—8. S. ORURO...

Nov. 3—S. S. ORURO...

Nov. 17—S. S. ORINOCO...

Cand fortnighty thereafter

SCHOFIELD & OO. LIMITED,
Agents at St. John. N. B.

New York-Liverpool Service via Queenstown

From Liverpool.

1903.

MAJESTIC. Aug. 5 TEUTONIC. Aug. 9
CELTIC. Aug. 7 ARABIC. Aug. 7
CELTIC. Aug. 12 GERMANIC Aug. 12
CYMRIC. Aug. 13 GERMANIC Aug. 14
TEUTONIC. Aug. 13 TMAJESTIC. Aug. 14
TEUTONIC. Aug. 13 TMAJESTIC. Aug. 14
ARABIC. Aug. 21 CELTIC Aug. 19
GERMANIC. Aug. 26 OCEANIC. Aug. 26
CEDRIC. Aug. 28 CYMRIC. Aug. 26
CEDRIC. Aug. 28 CYMRIC. Aug. 26
CELTIC. Sept. 2 TEUTONIC. Sept. 2
CELTIC. Sept. 4 ARABIC. Sept. 2
CELTIC. Sept. 4 ARABIC. Sept. 2
CYMRIC. Sept. 10
CEMANIC. Sept. 11
CEDRIC. Sept. 9
CYMRIC. Sept. 10
CYMRIC. Sept. 11
For inspection of Saloon and Second Cabin plans, sailing lists, etc., apply to TROOP & SON, St. John, N. B., or to

THE WHITE STAR LINE.
9 Broadway New York. CHANGE OF TIME.

GRAND MANAN ROUTE.

ISAAC NEWTON. Manager.

EASTERN STEAMSHIP CO.,

(International Division.) ADDITIONAL DIRECT SERVICE.

days at 9 s. m.

From Boston direct Mondays and Thursdays at 12 noon.

Freight received daily up to 5 p. m.

All freight via steamers of this company is insured against fire and marine risk.

W. G. LEE, Agent, St. John, N. B.

A. H. HANSCOM, G. P. and T. A.

CALVIN AUSTIN, V. P. and Gen. Man'r.

General Offices. Foster's Wharf, Boston, Mass.

AFTER THIS WEEK, ENDING 8th

AUGUST. THE

will resume her tri-weekly trips, leave ing St. John, N. B., Tuesday and Thursday at 12 noon and Saturday at 3 p. m. Returning, will arrive at St. John, N. B., on Monday at 8 a. m. Wednesday and Friday at 1 p. m.

DOMINION LINE FASTEST TWIN-SCREW

PASSENGER SERVICE Boston-Queenstown-Liverpool. Sailings Thursdays as follows: Commonwealth Aug. 27, 1 p. m. New England Sept. 3, 8 a. m. Mayflower Sept. 10, noona Commonwealth Sept. 24, noona New England Oct. 1, 5 p. m. Mayflower Oct. 8, 11 a. m. Mayflower Oct. 8, 11 a. m. Commonwealth Oct. 22, 11 a. m. New England Oct. 22, 11 a. m. New England Oct. 24, p. m. Mayflower Commonwealth Oct. 22, 11 a. m. New England Oct. 24, p. m. Mayflower Nov. 5, 14 p. m. Mayflower Nov. 5, 14 p. m. Oct. 29, 14 p. m. Mayflower Nov. 5, 14 p. m. Mayflower Nov. 5, 14 p. m. Oct. 20, 12 p. m. Mayflower Nov. 5, 14 p. m. Oct. 20, 12 p. m. Mayflower Nov. 5, 14 p. m. Oct. 20, 12 p. m. Nov. 5, 14 p. m

THE NEW TWIN SCREW STEAMER MAYFLOWER 13,000 tons entreal LIVERPOOL Short Sea WEEKLY SERVICE SATURDAYS. Kensington... Aug. 29 Southwark ... Sept. 18 Lanada..... Aug 22 Dominion... ... Sept. 5 First Class Passage, \$70 upwards; 2nd Class,

SPECIAL NOTICE

MEDITERRANEAN SERVICE MEDITERRAHEAN SERVILE
AZORES, GIBRALTAR, CENOA, NAPLES.
VANCOUVER, Aug. 29, 3° p. m.; Oct. 10, 12.30 p. m.; Nov. 21, 11 a. m.
CAMBROMAN, Sept. 19, 830 a. m.; Oct. 31, 4 p. m.; Dec. 13, 3 p. m.
SALOON PASSAGE \$55 UPWARDS.
Apply to Company's Office, 77 STATE ST., Boston, or Schofield & Co., W. H. Mackay, 54 John.



OTTAWA LETTER.

Government Will Defer Its Revision of the Tariff.

The Brusque Manner in Which Sir Richard Cartwright Discussed the **Bounty Question—General**

Parliament News.

(Special Cor. of the Sun.) OTTAWA, Aug. 11.-Parliament has been doing little more than marking time for some days past. There has been a sort of house cleaning and the order paper is rapidly becoming clea ed of public business. Government bills of a very dry character have been given three readings and sent to the senate for consideration, and today the Grand Trunk Pacific scheme will be taken up. The discussion of that measure will be carried on until it is finished and then the redistribution bill, which affects Ontario more than any other part of the dominion, will be similarly treated. The latter debate may last one week, two weeks or three weeks as the sweet will of those affected by it may determine. However, it is not likely that more than ten days at the outside will be taken up with it, and already dates are fixed for prorogation. The closing of the house is put down for different days from the 1st to the 15th of September As the house will have sat five months tomorrow, it will be seen that with the

prospect of another ahead, Canada's

parliament at prorogation will have earned its salary, this session at least.

The government has evidently made to its mind to defer a revision of the tariff indefinitely. This, in view of the fact that many of the industries of Canada are losing money, is to be re-gretted. Instead of levying a tax directly upon the consumer of goods im-ported into the country the government has introduced its vicious bounty system, by which all are taxed for the few. The programme so far has been bounties for binder twine, steel and iron ingots, structural iron, wire rods, rolled plates and lead. The binder twine bounty will cost about \$50,000 a year; the bounties on steel and iron ingots mean \$183,059 more; structural iron will call for from \$150,000 to \$300,-000 a year, and the lead bounties will total \$500,000 per annum. In round numbers, therefore, the treasury will be called upon to meet an expenditure of \$1,033,000 each year. This large sun will not be collected like the duty on the poor man's tobacco or the articles of his breakfast table. The govern-ment has decided that a direct tax of 20 cents per head on every man, wo man and child in Canada will be imposed and the money so raised presented to the producers of the several articles which are to be subsidizd.

The wonderful part of this scheme is that none of the manufacturers who are to benefit by the bounties want them. When relief was asked for the different industries, it was always applied for in the form of increased du-The manufacturers want the home markets, and bounties will never give them that great blessing. In the case of the lead industry the policy of the government is simply ridiculous. It is proposed to pay a bounty of \$15 per ton. According to strong supporters of the liberal party in the west the lead produced, owing to the fact that the American trust has the markets of Canada under its control, must be sent abroad in order to find a mar-This means that the people of this country will have to grant a manufacturer. Our lead, on which we are to pay \$15 per ton, will go into for-eign factories, be made up into finished articles, and then shipped back here for sale. In this way the consumer is charged double taxes and the workmen of Canada are deprived of a field of labor which might be opened up if the government were to take a sensible view of the situation and apply protection as it is best suited to the needs of this country.

Sir Richard Cartwright in regard to bounties, considering that the minister of trade and commerce pays out the several amounts voted for the encouragement of the different industries. Here are a few of the opinions offered by that hon, gentleman when in opposition: "I doubt exceedingly whether among the many injurious duties which the present government has heaped on the producers of this country, if there is one which is calculated to do more harm on a larger and wider scale than the enormous bounties which have been placed upon iron. There is just this advantage in the proposition, that to a certain extent it enables the people to see more clearly than in other cases how much the exchequer has been plundered-because plunder it is-and how much the people are being impoverished by this bolicy. This is merely a concession to certain favored individuals or certain favored corporations, to be paid for, in all human probability, by contributions to election funds, just as we know that other combines are in the habit of earning the gratitude of hon. gentlemen opposite. I am not going to raise a discussion now on the duties of pig iron; I disapprove of the whole usiness altogether.'

I It is interesting to note the views of

One can imagine the brusque manher in which Sir Richard dismissed the bounty question on the occasion of the bove utterances with a sweep of his hand. Today the minister of trade Mr. and commerce has not only abandoned all his old ideas on the subject, and the how he is to be found not only activeactively supporting them but reicy embodying this most advanced m type of protection. Where are we to gov for an explanation of this change of faith? Surely it cannot be that the ber vernment is endeavoring to arrange and election fund? Or is the minister pro of trade and commerce starting into tion ler the exchequer? It is altokether another splendid exhibition of zers