ST. JOHN SHMI-WERKIN SUN

VOL. 22.

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ST. JOHN, N. B. SATURDAY, JULY 29, 1899.

MORE MILLIONS!

Subventions for the Winter Steamship Trade of S John-Sir Richard Cartwright's Nasty Fling at this Port-How Fisher Takes Back Water.

OTTAWA, July 25.—This morning Postmaster General Mulock introduced the Pacific cable resolution. He stated that at last the influence of the great eastern extension monopoly, which was opposing the project, had been overcome. The postraster general is of opinion that while the proposed cable is not intended, as a dividend prying institution, it would doubters ray its expenses and interest on its

Sir Charles Tupper gave the history of the negotiations, and congratulated the government on the prospective accomplishment of this great enterprise.

Mr. Charlton informed the house that his constituents were opposed to the scheme, and he thought it would be better to spend the money on a reliway to the Yukon or to Hudson Bay, on in constructing the Georgian

Mr. Craig, Mr. Osler, Bostock, Prior and Casey spoke in favor of the enter-rrise, and the resolutions passed com-

p the customs estimates. Mr. Walce brought up a case of frauds on e customs by which foreign goods ere imported as British for the sake

Hon. Mr. Mills called attention to th work of improving the terminal facili-ties of the Intercolonial there necessi-

Sir Mackenzie Bowell asked if the minister meant that in the case of St. John the government had tried to ex-propriate and found that they had not

Hon. Mr. Mills replied that the government had not tried to expropriate. The interests of a railway company should not be considered paramount to the rights of the crown. The St. John case was the only one before the department, but other cases might arise. The government had proposed to the railway company to move the line a little further back, without injuring the road. The price asked by the railway company was so exorbitant that it might lead to the government having to abandon the work altogether. The bill stood over.

The secretary of state replied that it would be considered as foreign ore and receive a bounty of two dollars. He hoped that before long this would be changed by the island coming into confederation. Sir Mackenzie Bowell joined in this hope, and congratulated | Senator Scott upon having become an out and out protectionist. He referred to existing smelting works which did permitted to import foreign ore and collect a bounty of two dollars a ton upon it. The reason was the government dare not do away with bounties the present business of the committee is to hear the testimony of the 43 voters who say they voted at one poll for McLean. These witnesses are cross-examined at tedious length by

MORE MILLIONS!

and their supporters usually arrive half an hour late, and the chairman without a quorum unless the ministers are there. The witnesses are examined at the rate of four in a foreron, which will require about a fortulation.

Farliament May Possibly Close Its Work

About the Second Week of August.

About the Second Week of August.

Hon. Mr. Mills would not admit that protection was a good thing or an advantage to the country. The present proposition was to put an end to the bounty system. It was not an imitation of conservative policy.

Senator Ferguson congratulated the minister of justice on his ingenious defence of the government for having adopted the conservative policy. The government evidently did not intend to do away with the robbers great and the robbers small under the protective system, but by degrees make them rob less.

Sir Mackenzie Bowell wanted to know if the government intended this bill to put a stop to protection on iron, why they did not let the law die of itself mist as of reviving it.

The senate went into committee on the bill to amend the dominion elections act with respect to Prince Edward Island, introduced by Senator Ferguson.

Ward Island, introduced by Senator Ferguson.

Hon. Mr. Mills brought up the West Huron enquiry, and said nothing had been proven to show there had been any fraud. The ballots used had been printed in the office of the Goderich Signal. The printers began to print ballots on thin paper, but the proprietor had ordered them to use heavy paper. This accounted for the difference in thickness in the paper on which the ballots were printed.

the ballots were printed.

Senator Baker drew attention to the feet that fourteen ballots in one pollper from the stubs from which they were supposed to have been torn. They were differently marked by the deputy returning officer and initialed in ink, while all the other ballots at that poll were initialed in pencil. They were printed on a different press from the other ballots, and were all marked for one candidate, the liberal member for the county. Forty-three electors in that polling sub-division solemnly affirmed that they had voted for the conservative candidate, and when the ballots were counted there were only thirty ballots in the box marked for the conservative candidate. Yet the minister of justice said that there was no evidence of guilt. A member w for the county. Forty-three electors

tive's candidate exactly similar to

WEST HURON ENQUIRY.

and obstruct the West Huron enquiry. The present business of the commit-

This morning Mr. Flelding moved the house in committee on the dock subsidy resolutions. He .nade a brist explanation to the effect that as larger ships were coming to our shores than formerly, it as necessary to make provision for the provisio Sir Charles Tupper approved of the

displacement of John Dyke, late immigration agent at I werpool. He had been a valuable man and though his health was not as good as former-

ly, he was entitled to high cons Mr. Sifton said that Mr. Dyke was a most valuable officer and the gov-ernment proposed to re-engage him at two thousand dollars a year to remain

in the Liverpool agency. He would be an excellent office man

Mr. Wilson of Lennox pointed out that the government was spending a great deal of money in Ireland and that very few immigrants came from

he had not given up hope.

Clarks Wallace did not believe agent Devlin, ex-M. F. P., had ind a single immigrant to come to this

speech was made by M.r Oliver, the liberal member for Alberta, who said that he felt it his duty to rise and warn the government of the serious dangers and injuries resulting from the large and increased settlement of Galicians and Russians. He declared that the Alberta region had already more of these people than were wanted there. The people did not regard them as desirable neighbors, and the tendency of this immigration was to degrade western civilization. He urged the government either to put a ston

In the evening Mr. Monk of Jacques Cartier followed Mr. Oliver in the same line, endorsing his proposition same line, endorsing his proposition that the first duty of the government was to divert to western Canada the stream of immigration now going into the United States from eastern Canada. Mr. Monk read some startling statements from rallway men and other authorities, showing that the exodus of French-Canadians to the States is larger by far this year than in any previous year in the history of the country.

the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Bennett described the part taken by Preston in West Elicie and other

Mr. Bennett described the part taken by Preston in West Elgin and other constituencies, quoted the MacNish confession and the language of Sam Blake. He moved that the estimates be reduced by the amount of Preston's

alary and expenses.

Mr. Britton of Kingston asserted HENRY T. SEARS, M. D. hat nothing was proved against Pres-

cient proof was found in Preston's own telegram, taken with MacNish's confession. Mereover, his record was known to his employers. The election

The most enthusiastic meeting of the conservative members seen this year took ace at the caucus this morning. See Charles is to start for England on Ang. 3rd, but the government will not be allowed to rush all manner of deals brough parliament in the last hours of the session without consideration and discussion. Neither will the ministers be allowed to burke the West Huron enquiry by delaying and protracting the examination of witnesses. The supplementary estimates will demand as much time as the testimony of the Huran witnesses. The caucus falls morning passed resolutions of sympathy with the widows of Hon. Mr. lives and Senator Sanford.

All the ministers except Sifton and Joly were absent from their places. They were engaged in Laurier's room working over the railway subsidy bill. The measure was partly promised for this evening, but at a late hour tonight it had not appeared.

CITTAWA, July 27.—This morning

with the empire, and commended the tariff preference now in the Canadian tariff, but Laurier's proposition did not even mention a preference for Canadian goods in British markets.

Sir Charles Tupper thought Sir Wilfrid's motion might be amended, and

the matter stood over, Mr. McNelli withdrawing his motion. It had been the intention to take up

day, but this stands over to tomorrow. Steamship subsidies were taken up, when Sir Hichard Cartwright explained that he regretted having been obliged to break off arrangements with the Dominion and Allan lines. The Elder-Dempster boats would make fourteen knots. The minster admitted this was slow mail service, and that the greater part of the mail would still be sent by New York, but the ships would be provided with improved cold storage facilities.

On the item of \$20.000 for a fortnightly

on the frem of \$20,000 for a fortugatly service, St. John to Liverpool, Sir Richard said this sum might not be used, as it was not last year, but asked the house to vote it, so that he might have a free hand.

On the items of \$7,000 for service between St. John and Glasgow, and \$20,000 now paid to the Halifax and Newfoundland line, Sir Richard said.

Newfoundland line, Sir Richard said it was the intention to renew these contracts, and also that with the Head line. He also expected that the service now performed by the Furness line would be maintained.

On the item for the St. John and Digby service, Mr. Henderson of Halton, Ont., read a petition from the Ogilvies, the Lake of the Woods Company, and other millers, stating that it topwharfage is charged on Digby pier it will be impossible for them to ship flour to Digby and points by way

pler it will be impossible for them to ship flour to Digby and points by way of St. John. Otherwise the trade will go by way of Boston.

Mr. Mills of Annapolis said he had received the same representations and 'strongly supported the prayer of the petition.

Sir Richard Cartwright said that this was not in his department, but he had talked to Sir Louis Davies about

on the West India steamship subsidies, \$78,000, Sir Richard explained
that it was proposed, by co-operation
with the imperial government, to subsidize a fortnightly service instead of
a monthly service. Faster ships would
be put on, but otherwise the service
would be under the same contractors
on a five years' contract. Pickford &
Black had promised to lease one faster
boat and to re-engine the Taymouth
and Duart Castle, and by next year
to procure two ships of a better class.
It would require only a small additioral payment by Canada.

Mr. Foster said if the federal and
imperial governments were going to

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AND BOUSES.

CLOTH CAPES in Cardinal, trimmed with Black Jet Beads, very pretty.
Former price \$8.00, now \$1.00. DARK GREEN CLOTH CAPES, same as above, now only \$1 00.

Also GREEN CLOTH CAPES, very prettily braided.
Former price \$3 00, now \$1.00.

BLACK CORDED CLOTH CAPES \$1.00, worth \$3.00

on the item, Magdalen Islands service. Mr. McLennan of Inverness, C. B., said that the same boats had in charge a Cape Breton service which was not satisfactory. Preight had been greatly delayed, and the new service was not so good as under a previous system.

It turned out that the existing contract was made on different specifications than those set forth in the call for tenders.

On subsidy for communication between P. B. Island and the mainland, Mr. Martin of East Queens said that the requirements had largely outgrown the service called for by the existing contract. The contractors had on the route a boat far exceeding what the contract called for and as had on the route a boat far exceeding what the contract called for, and as the contract expired this year he hoped that much heavier boats would be required by the next contract.

Mr. MacDonald of P. E. I. said that the boats now on the route were first class, but he and Mr. Martin hoped that nothing less would be accepted in the future.

On the Grand Manan service Sir Richard Cartwright said the steamer Flushing was worn out. The contractors wanted more than the present allowance.

Mr. Martin said these statements were not satisfactory. Only two trips and a third late in the season were provided last year. Preparations were made to ship cattle by a boat in June last, but no boat went, as the tenders were only called for when the boat should have sailed. It seemed the government have not found a friend with whom they could make a private arrangement. Other provinces had been provided with cold storage service, but Prince Edward Island was neglected.

*Hop. Mr. Fisher said the owners of

Hon. Mr. Fisher said the owners of the Lake Winnipeg declined to make more than two trips last year. It was not the fault of the government that

vice, Sir Richard said the ships of this line which sailed last year from the St. Lawrence were well laden, while those from St. John were not so well filled. Better ships would be supplied next season. There was no obligation to continue this subsidy after a third

The railway subsidy bill was brought own this evening. Following is a Revotes 500 miles at \$3,200—\$1,600,000. New votes at \$3,200, 879 miles—\$2,812,-

Rainy River at \$6,400-\$896,000. Quebec bridge—\$1,000,000,
Other bridges in Quebec—\$201,425.
Bridges in Nova Scotia—\$33,750.
Total new votes—\$4,893,175.
Total new and revotes for railways and bridges—\$5,540,295.

Hawkesbury to South Indian river, Ontario—thirty-five miles. Sault Ste Marie, Ontario, toward Michipicoton river—forty miles; at Parry Sound, five miles. Extension at Stanstead, Quebec— Port Hawkesbury, Cape Breton, to Cariboo cove—ten miles.

BLOUSE WAISTS.

750 Blouses for 39e

Chatham, Paspeblae to Gaspe—thirty-two miles.

Haliburton, Ontario, towards Matta-wa—twenty miles.

Tilsonburg, Ont., to Ingersoll of Woodstock—twenty-eight miles.

From point on Winnipeg Great Northern railway to Prince Albert—one hundred miles.

Owen Sound, Ont., to Meaford—twenty-one miles.

Ottawa and Gatinea railway through

Ottawa and Gatinea railway through

at Bancroft—twenty miles.

Lake Erie and Detroit company

Central Ontario railway-twenty-one

St. John Valley and River du Loup allway, Fredericton to Woodstock— lfty-nine miles.

Caplin to Paspebiao—thirteen miles. Sorel to St. Rober—seven miles. From Central railway in Lunenburg Oaledonia and Liverpool sixty-

Indian Garden, Queens, N. S., to Shelburne—thirty-five miles. Quebec and Lake St. John—twelve

The resolutions for the subsidies to the Rainy river line and some of the western roads contain clauses forbidding amalgamation with other lines.

All subsidies of \$3,200 are for roads costing \$150,000 per mile or less. The condition is contained that railways costing above this figure may get an additional subsidy equal to half the excess of such cost, with the maximum allowance of \$5,400 per mile.

There is a new provision that subsidized lines shall furnish the government transportation for men, material and mails at such rates as may be agreed upon between the government and company, and in case of disagreement at rates approved by the government the government shall be credited by the company with a sum equal to three per cent. of the subsidy received after this act.

BRIDGE SUBSIDIES.

If you want the BEST SOYTHES MADE see that

CLIPPER FINEST CUTLERY STEEL GIANT HAND MADE WARRANTED

TO BE HAD FROM MOST DEALERS.

W. H. THORNE & CO. Ltd.

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the name DUNN EDGE TOOL CO, is stamped on them. The Brands are-