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TEMPERANCE COLUMN.

By the Women's Christian Temperance Union of St. John.

Trust the people—the wise and the ignorant, the good and the bad—with the gravest questions, and in the end you educate the race.

100 Comorant street, Victoria, B. C., April 23, 1896.

Dear Prov. Supt. of Missionary Work: Having been re-appointed by the Dominion W. C. T. U. convention, I hereby issue my circular letter, trusting that its coming later than formerly will only enhance the value and better secure the active attention of the official receiver.

1st.—Kindly see that each local union in your province has a superintendent of World's W. C. T. U. missionary work.

2nd.—Kindly urge upon each local missionary superintendent of the fact that the sum of at least \$5, and as much more as possible, for the World's W. C. T. U. missionary fund for present year.

3rd.—Let each missionary superintendent forward the money that she raises to her provincial treasurer, specifying the object, and also a memorandum of the amount to her provincial superintendent of missionary work.

4th.—Let each provincial missionary superintendent kindly forward to me, five weeks before dominion convention, a memorandum of the amount raised in her province (not the money) so that I can make out my report for dominion convention.

5th.—Each provincial treasurer will forward the missionary funds to the dominion treasurer, specifying the object.

This branch of work is worthy of our most prayerful and careful attention, inasmuch as it helps to sustain our W. C. T. U. missionaries in the foreign field, to plant our Christ-like and humane principles, unfurl our temperance banner, and uplift our white-ribbon standard, "For God and home and every land."

S. BOWEN, Dom. W. C. T. U. Missy. Supt.

SOUTH AFRICA. A few weeks ago the members of the Port Elizabeth W. C. T. U. held a very successful and representative meeting, the occasion being a reception given to Miss Campbell of Wellington, the president of the Cape Colony. Miss Campbell is an American by birth, but has been in South Africa about fifteen years. The colonial union was organized in 1890, with two unions and a few scattered members. At the present time there are about thirty unions, six having been gained during the past year. The operations of the colonial union are limited to South Africa, but individual unions carry on the work in other parts. There are also a large number of Loyal Temperance Leagues and other juvenile societies within the field of the colonial union. It is interesting to note that during the recent turmoil at Johannesburg all bars and cautions were closed by order of the executive, and the quiet of the town under great excitement, is on all hands described to this effect.

INDIA. The W. C. T. U. is gaining a firm foothold in India. There are now thirty local unions for English-speaking people and nine for natives, besides a number of auxiliaries for children and young people. The Home for Inebriates is to be opened at Chennai shortly, and will supply a long felt want. Chennai is on the Byturnee river, not far from the sea, 200 miles southwest of Calcutta.

The conditions for reform are better there. For example, if a man goes into the Industrial Home or any other charitable institution in Calcutta, he gets clothed and fed and may really want to reform. But in a few days the terrible thirst for drink is upon him; he struggles manfully, but knows that within easy reach is a street for which he seems to be dying. He goes

out on a spree for days, while sick and sore, seeks another place of charity, and repeats the process time and again. But not so at Chennai. Two hundred miles of sea and land lie between him and the nearest grog shop. The W. C. T. U. will have the general control and oversight of the home.

The second national Indian convention was recently held at Bangalore, Victoria, B. C., April 23, 1896. The Madras division was organized in Oct., 1895, after which several local unions and Loyal Temperance Leagues were heard from, and now throughout the Madras Presidency, the Mysore State and the Nizam's dominions our workers are pushing the cause. The White Ribbon, the organ of the Indian W. C. T. U., is a very creditable and informing little paper.

NEW ZEALAND. The work of the W. C. T. U. has permeated and stirred up interest in the temperance cause among Maori all-over New Zealand. Some of the Maori speak highly of their freedom from the loss of their land and the diseases that are killing them, for which they blame the English. Mrs. Hewitt reminds them that many of the English have also suffered from their successful work amongst their own people in the suppression of drunkenness and other vices.

The Maori King, Tamahana, Kanwhi, is in sympathy with the English of New Zealand and the temperance party. He said he was pleased that the English women were taking an interest in the Maori women. Mrs. Hewitt and Miss Delorme, members of the deputation that waited on the minister of education, asked not only that temperance be taught in the schools, but also that the attendance of Maori children might be compulsory. The Hon. Mr. Reeves assured them that he intended paying special attention to the needs of the Maoris in this respect all up the West Coast.

Yours fraternally, ANGNES E. SLACK, Sec. World's W. C. T. U., Ripley, Derbyshire, England, April 10th, 1896.

NOVA SCOTIA. Arrival of the Premier at Sydney—Going to Boston for a Fortune.

Sydney, C. B., May 21.—Sir Charles Tupper, bart., and Sir Charles Herbert, arrived here today. The Sydney board of trade waited on the premier and irrespective of party, expressed gratitude to him for his services to the town since he became a representative of Cape Breton. Sir Charles graciously received the deputation and made an informal reply. After this there was a reception to Sir Charles in the county hall.

Halifax, May 21.—Wm Holt, who resides at St. Margaret's Bay, a short distance from the city, was here today on his way to Boston, where he expects to come into possession soon of an estate valued at about \$15,000, which was left by his sister, Miss Mary Holt, who died at Boston about three months ago. Miss Holt was 73 years old at the time she died, and left no will. Her brother William is the nearest living relative, so he says, and he expects to have no difficulty in proving his right to the estate.

James D. Eisenhauer has resigned the liberal nomination for Lunenburg county on account of ill health. Mr. Eisenhauer represented the county some years ago. A convention has been called for the 28th, which will probably nominate J. D. Speer, Jr.

A Sun reporter was told by a sportsman that has just returned from a fishing cruise from Nepeska, that forest fires are raging in all directions in that vicinity. The grass is turning red by the want of rain. Farmers say that if rain does not soon come the ground will become parched.

THE INTERCOLONIAL.

How Col. Tucker's Organ Pressed for the Transfer.

Wanted the Canadian Pacific to Have It.

In Order That Halifax Might be the Winter Port.

NOTHING WRONG ABOUT IT. (From the St. John Telegraph, August 11, 1892.)

We conclude from a calm review of the constitutional aspects of the case that there is no existing obligation binding the government to continue to own and operate the Intercolonial, nor is there any constitutional obstacle in the way of transferring it to a company; nor is there any stronger reason in justice, equity or sound public policy for retaining and operating the Intercolonial as a public road than there was for making the Canadian Pacific railway a government work and retaining and operating it as such.

TO HELP THE EAST LINE TO HALIFAX. (Telegraph, Aug. 19, 1892.)

The Atlantic Mail Service. The establishing of a fast Atlantic steamship service for Canada, equal to the best enjoyed by New York, has come to be a most pressing need of the Dominion. The advantages to the country of quickening the transportation across the Atlantic of passengers, mails and high class freight must be obvious to everybody. An improved steamship service on the Atlantic would supplement the service to China and Japan already established by the Canadian Pacific company on the Pacific, and as a means towards the installation of a high class service between Vancouver and Australia, but the indirect advantage of such an Atlantic service would also be very great. It would make Canada one of the world's greatest highways of traffic. Population everywhere follows and spreads from great lines of communication. A glance at a census map of the United States will at once make this apparent. Comparing the population along any of the great lines of through travel with that along a local line in the same vicinity passing through equally good territory and the world's greatest highways of traffic will be found in every case the population is vastly greater along the line of through travel.

NEW ZEALAND. The vast number of passengers carried on the New Zealand line is a fact which is not to be forgotten. It is a fact which is not to be forgotten. It is a fact which is not to be forgotten.

NO GOVERNMENT CAN MANAGE THE ROAD. (Telegraph, same date.) The question of the transfer of the road in fact rises above mere party considerations. The present management is condemned by conservative and liberal alike in and out of parliament as one of the inherent faults of government management. A government railway, however well and liberally it may be managed, is necessarily hampered by the conditions attending government management.

Two lives lost. Serious brush and forest fires along the line of the I. C. R. Station Building and Flat Cars Destroyed at Dunsinane Yesterday Afternoon.

(Special to the Sun.) Petticoat, N. B., May 21.—Terrible brush and forest fires have been raging around here all day. Petticoat and Havelock have been enveloped in smoke. A fire extending three miles burned much wood and property this afternoon, between Matthews and Havelock. A farm dwelling and barn of Mrs. Chapman, were destroyed, in which an old man named Peter Pease lost his life. Why he failed to escape from the fire is not known.

MONCTON. Death of Neil McDougall—A Fireman Married.

(Special to the Sun.) Moncton, May 21.—Neil McDougall, one of the oldest and best known residents of this section, died at his residence at the age of 85 years. He was a native of Scotland, and came to Moncton with his parents when but two years old. He was educated as a teacher and taught for a time at Baddeck, P. E. Island, and then at Moncton, then known as "The Bend," his school being conducted in the old meeting house at the head of Seaman street, which has been a nursery of nearly every reliable body in Moncton, and is now occupied by the Adventist. Mr. McDougall married Miss Gibson, and was returning to Prince Edward Island, and coming back to Moncton, when he was struck about two years ago, when owing to declining health he was placed in a hospital at Moncton. He leaves a widow, a son, W. McDougall, police clerk, and two daughters.

John D. Gibe, one of the most popular members of the fire department, was married last evening to Miss Blanche Graves. The members of the department surrounded the couple with a band of music, and the officiate and employees of the I. C. R. and a Highland band, made in the establishment.

pass into the same hands it would be the outset the prestige already attached and in its operation would be under control of men whose past achievements would afford the strongest guarantee of success.

INCALCULABLE BENEFITS. (Aug. 20, 1892.) The Canadian Pacific knows nothing of officials. Compare this forecast of energy and practical readiness for great emergencies, these traffic developing methods and their great results with the feebleness and failure of the Intercolonial under its present management. The fact is that the Canadian Pacific has challenged the admiration of even its old time opponents, while the Intercolonial management fails to find a solitary defender on its merits. We want a fast Atlantic service equal to the best enjoyed by New York. Such a service, ably managed in connection with the trans-Atlantic high seas and the Pacific steamship service, has a prospect of proving remunerative and of rendering incalculable benefits to Canada. It might make of this country a great world's highway, such as can never be otherwise achieved.

We fail to see, however, how this can be attained with one link of the chain in the hands of a management whose slow-going and inefficient as that which now prevails. We want to see the maritime provinces built up, their trade developed and their population increased. All are painfully aware of our experience in that regard during the past 10 years with our railway system under government management. We cannot afford to repeat that experience in the decade to come. In fact, some change is admitted on all sides to be necessary, and what more promising change is there along any line of prospect than that which we have forehanded?

THE ONLY SAFE COURSE. (Telegraph, Aug. 23, 1892.) In point of fact it appears that those who are in favour of the present moderate rates on the Intercolonial would be more secure with the road under company management and bound to not exceed present freight rates, than they would be under government management. The transfer of the road on terms proposed by the Telegraph gives us a guarantee for the future that is entirely wanting as matters now stand.

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Highest of all in Leavening Power.—Latest U.S. Gov't Report

Royal Baking Powder ABSOLUTELY PURE

SUSSEX NEWS.

The I. C. R. Authorities Present the Firemen With One Hundred Dollars.

A Visit to the Hendrick Salt Works—Railway Property Destroyed by Forest Fires.

Sussex, May 21.—Chief Gambin of the Sussex Fire Brigade received last night from the I. C. R. authorities at Moncton a cheque for one hundred dollars as a donation to the brigade in recognition of their services at the recent Apohaqui station fire. The members of the brigade speak very highly of this generous act on the part of the government railway, as no effort was made at all to obtain any reward by the brigade or its friends, the act being entirely voluntary. This generous recognition will do much to encourage the fire ladders in the performance of their arduous duties.

gentlemen from Ontario, well pointed in mind, especially all and salt wells, made a visit to the well known Hendrick salt works, located about three miles above Sussex station, this week, and was very favorably impressed with the kind of salt produced at these wells, never having seen any of it before, and thinks there would be very little difficulty in securing salt beds by boring, as he considers favorably from a geological point of view.

The many friends of D. M. Fairweather, proprietor of the Exchange hotel, who was slightly stricken with paralysis a short time since, will be pleased to learn that he is in a fair way of recovering.

Geo. J. Vaughan and Mrs. Vaughan of Point Wolfe are at the Depot house today. The dust on our main streets made matters very disagreeable today. The next step will be the providing of a water supply.

The large two story building at one time used by J. Warren West & Co. as a wash and door factory is being made into two comfortable dwellings by Geo. W. Fowler, M. P., who purchased this property a short time ago. Miss Bertha Woodson, a young lady of very clever musical attainments, is to give an organ and piano recital of her pupils in Free Mason's hall tomorrow evening.

Robert Macneil, inspector of scale factors, etc., Hamilton, Ont., visited the weights and measures department here today, and very thoroughly overhauled the scales and other apparatus used by Inspector Scovill, and left for the north this evening.

Mrs. Lucas, wife of Rev. Mr. Lucas, had a very interesting and profitable visit to the I. C. R. this afternoon. She was accompanied by her daughter, Mrs. Bertha Woodson, and left for the north this evening.

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submitted, but was certified under the Steamboat Inspection Act as properly built, and showing a capacity to stand a working pressure of 125 lbs. to the square inch. After being used for six months, reversing a leak and the manufacturing company having sued for the price, the lumber company counter-claimed for damages in consequence of defective construction.

On the trial it was proved that no boilers were built according to the plan of the engineer, that if so built it would only stand a pressure of some 50 lbs., and that the great steamships had boilers of the one in question. The engineer who had prepared the plan had agreed with the other evidence as to the ocean steamers, but gave as his opinion that in one particular the boiler in question was defective and that such defect caused the leak. The government boiler inspector at Victoria, B. C., concurred in this opinion, and the court below gave damages to the lumber company of their counter-claim, affirming the judgment of the trial judge but increasing the amount.

Edin., reversing the decision of the Supreme Court of British Columbia (4 B. C. Rep. 161) that the evidence did not justify the judgment for the lumber company; that the experts on whose testimony the judgment was founded were not present at the trial of the accident, and the evidence they gave was not founded on knowledge, but was mere matter of opinion, and no reasons were given for the conclusion stated, to show on what their opinion was based; that it was mere conjecture, which should not be allowed to dispose of the case in hand, and still less to condemn a defective design and faulty in construction, boilers in general use all over the world; and that such judgment should not be allowed to stand, notwithstanding the concurrent findings of the two courts on a matter to be decided by evidence.

Appeal allowed with costs. Aylesworth, Q. C., and Dumble for the appellants; Robinson, Q. C., for the respondents. 24th March, 1896.

MARTIN V. HAUBNER. Statute of Frauds—Memorandum in Writing—Repudiation of Contract. In an action for the price of goods sold through an agent, the alleged purchaser denied the agency and claimed that the goods had never been delivered. In answer to this last contention, the following letter was relied on as constituting a memorandum in writing sufficient to satisfy the statute of frauds: "Toronto, 15th September, 1894.

"L. D. Haubner, Esq., "Dear Sir—in reply to yours of the 5th inst., I have to say that Mr. Silberstein has only limited instructions to buy certain goods, and to a certain amount only. Your draft has not been presented and cannot be accepted, as I do not want the goods purchased by Silberstein, and they are of no use to me. I am advised that the goods are here, but have not interfered with them, and they are subject to your order so far as I am concerned. The goods shown by your invoice are not what I wanted, and the amount is far in excess of the value of the goods I did want.

"Yours truly, "JOHN M. MARTIN. Held, affirming the decision of the court of appeal (22 Ont. App. R. 465), that the invoice referred to in the letter could be identified by evidence and as the writing contained a statement of all the terms requisite to constitute a memorandum of the contract under the statute, it could be used for that purpose, notwithstanding it repudiated the sale.

The first match of the Canadian Military Rifle League was shot on the Fairweather range, with the following result: J. M. Kinnear 89 G. S. Kinnear 86 W. Wetmore 84 L. Campbell 83 J. M. McIntyre 82 D. H. Fairweather 79 Olin Hayes 77 D. W. Nelson 75 Dr. G. N. Pearson 75 S. A. Langstroth 72

Total 394 The next game, to be composed of W. H. Fairweather, C. W. Weyman, W. D. Golding, B. Freeze, E. B. Beer, L. Murray, Wm. Fairweather and A. E. Brewster, will take place on the same range on the 30th inst.

Two valuable cows, owned by W. E. Lynch, while crossing the main road crossing of the I. C. R. near the Sussex station, were struck by the Halifax express engine at about 10 this evening, one being instantly killed and the other so badly injured that it was found necessary to kill it to end its sufferings. Mr. Lynch's loss will be fully sixty dollars.

DOMINION SUPREME COURT. THE WILLIAM HAMILTON MFG. CO. V. THE VICTORIA LUMBER & MFG. CO., B. C. Negligence—Construction of Boiler—Defect in Expert Evidence—Questions of Fact—Concurrent Findings of Courts Below.

A lumber company gave a verbal order for the construction of a boiler for a steam tug to the W. E. Mfg. Co., accompanying such order a sketch or plan, but without any specification or details other than those on the plan itself, which was prepared by the engineer of the tug. The boiler was made and delivered to the lumber company, who placed it in the tug. It was not built according to the plan

Held, reversing the decision of the Court of Queen's Bench, Man. (10 Man. R. 31), that M. must be held to a strict compliance with the conditions of his contract with the company, and his claim was barred for want of notice.

M. brought an action for money had and received to recover the value of the parcel.

Held, that the company was not obliged to plead non-performance of the condition in answer to this action, as all necessary proof could be made under the plea of "never indebted." Appeal allowed with costs. McCarthy, Q. C., for appellants; Ewart, Q. C., for respondent. March 23, 1896.

Steamer Favourite, Capt. Adams, at Liverpool, England, reported May 15, last, to have been wrecked, and the crew rescued. She was bound for St. John's, N. B., and was wrecked on the coast of Newfoundland.

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MORLAND LIBERALS.

son of Moncton, Chosen as candidate in the Coming Contest.

May 18.—The Liberal Convention of the Liberal party of the Dominion today was called at Moncton, N. B., and was held at the Hotel Moncton, under the presidency of Mr. M. P. P. of Moncton, and was attended by Mr. Port Egin and as candidates. All but one of the candidates withdrew, the resulting in the selection of Robinson, 60 to 23. There was difficulty in inducing Mr. Port Egin to accept, but after considerable persuasion he consented, and was made by the candidate, R. Emmerson, and Messrs. J. Killam. Resolutions were adopted, Mr. Laurier's attitude on the school question, demanding light rates on the Intercolonial, and N. B.

THE FAST FREIGHT. The Beaver Line Will Give John Increased Business Next Winter.

May 18.—Hon. W. B. Ives, surveyor in the Windsor hotel, said that he endorsed the plan of Hon. Geo. E. Foster to run the fast freight line from the John. He declared that the government of giving no aid to any steamers touching United States port would be adhered to. The success of the experiment of the past would certainly give a largely tonnage to St. John next winter. The mail subsidy, together with special subsidy given last to the Beaver line, will absorb the carrying out of the policy of the government, and the shipping of Canadian goods to Canadian ports.

FOR THE WEEKLY SUN.