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CANADIAN PACIFIC RY.

New Train Connection

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Leave	St. John, N B	4 10 p m
"	McAdam Jct	6 55 p m
Arrive	Montreal Jct	8 48 a m
Leave	"	9 12 a m
Arrive	Toronto,	7 00 p m
Leave	"	11 20 p m
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This train makes connections at Detroit with early morning trains for points in Michigan, Ohio, Indiana, and south, and at Chicago with early evening trains, West, Northwest and Southwest.

For rates of fare and other information apply at Company's Ticket Offices, or write,

A. H. NOTMAN, Asst. General passr. Agent St. John, N. B.

NOTICE.

Notice is hereby given that I propose building an extension to, the full length of and in front of the wharf at the Richards Mill so-called, on the south side of the River Miramichi.

Plans of the same have been filed as the law directs.

Chatham, N. B., April 22, 1899.

WILLIAM RICHARDS.

1874 NOTICE 1899

That **F. O. PETTERSON,** Merchant Tailor,

IS STILL AT THE SAME BUSINESS AS FOR A.....

Quarter of a Century

HE HAS BEEN DOING IN CHATHAM.

Always on hand a large stock of the most FASHIONABLE CLOTHS and TRIMMINGS and a select stock of GENTS' FURNISHINGS.

MORTGAGEE'S SALE.

To the heirs and assigns of John Curran late of the Parish of Blackville in the County of Northumberland.

Notice is hereby given that under and by virtue of a power of sale in a certain indenture of mortgage bearing date the twenty-second day of September in the year of our Lord one thousand eight hundred and seventy nine, made between the said John Curran of the one part and John McLaggan formerly of Blackville in the said County of Northumberland and now of Melrose in the State of Massachusetts, one of the United States of America, of the other part and registered in volume 60, pages 479, 480 and 481 of the Northumberland County records, there will for the purpose of satisfying the money secured by said mortgage be sold at public auction in front of the Registry Office, in the town of Newcastle, in said County at the hour of twelve o'clock, noon, on Thursday, the twenty-second day of June next, the lands and premises described in the said indenture of mortgage viz —

All that certain lot, piece or parcel of land situate lying and being on the south side of the Southwest Branch of the Miramichi River in the said Parish of Blackville, known and distinguished in the original grant to Benjamin Clem as the front part of lot number seventeen, containing one hundred acres more or less and abutted and bounded as follows: "Beginning at a marked hemlock tree standing in the northwesterly angle of the front half of lot number eighteen granted to Hugh McKenzie, thence running by the magnet south one degree, west sixty-one chains of four poles each, thence north eighty nine degrees, west twenty chains, thence north one degree east fifty chains, to the shore or bank of the river aforesaid and thence along the same down stream to the place of beginning."

Together with all and singular the buildings and improvements to the said premises belonging or in anywise appertaining.

JOHN McLAGGAN, Mortgagee.

Grand Opening of Paris London and New York MILLINERY

—AT—

Josie Noonan's,

THE BOUQUET.

The Ladies are flocking to my show room and see the greatest display of artistic Hats and Bonnets ever shown in this town. Only a look at my display would give you the faintest idea of the splendor therein. Come early that you may see all, select one, or go away charmed with the elegance of the combination, style, workmanship and price.

JOSIE NOONAN.

NOTICE TO ANGLERS.

Having leased the Bartibogue as well as the Tabusintac river, I am prepared to let all parties fish the Bartibogue at the rate of one dollar for each rod per day.

All permits will be issued at my house; and any person found fishing without a permit will be prosecuted.

Engagements for the river for stated periods and dates may be made at special rates.

JOHN CONNELL, Lessee of the Bartibogue and Tabusintac rivers.

CALL AND SEE US!

Order A Suit for

SUMMER

We are offering them at suprisingly low rates for the month of May.

Beautiful

Overcoats, Suits and Pants

Going at Wholesale Prices For Cash.

Don't miss the chance of your life.

W. L. T. WELDON, MERCHANT TAILOR Water St., Chatham, N. B.

Sole Agents for Tyke and Blenheim serges for Chatham.

Miramichi Advance.

CHATHAM, N. B., - - JUNE 1, 1899.

The Miramichi Pilotage Question.

The ADVANCE, recognising that the existing difficulty between the pilots of the Miramichi and the pilotage commission is a serious one, and that other and more far-reaching interests than have appeared on the surface are involved, has not been able to settle the whole matter in its columns and undertake the championship of either side, simply because all the information necessary to the forming of a just conclusion has not been available. It is, we think, a regrettable thing that persons who have honestly desired to ascertain the facts bearing on the subject, and have refrained from partizanship in it, have been unjustly assailed and slandered by those whose ignorance and inability to restrain themselves from meddling in others' concerns, make them dangerous nuisances whenever opportunity is offered for the manifestation of their peculiarities. To the fact that the latter class is undesirably large and mischievously active in the pending dispute may, we think, largely be traced the widening of the gap between the pilots and the pilotage authorities. Excepting in reference to certain phases of the difficulty—and these of a character which does not materially affect the main issues, which are under judicial investigation—it would, we think, be improper for any newspaper to pronounce judgment. That the pilotage charges exacted in the port are exactly what they should be is assumed on the one side and denied on the other. When the testimony that is being given on the subject is all in, and both sides have had their say, we shall be in a position to judge for ourselves which side is in the right. To some minds it is almost a crime not to decide one way or the other without any such evidence.

It does not require a great deal of investigation to justify the conclusion that the commissioners, when they determined to recommend the new regulations which led to the delay of ships in entering and leaving the port, acted unfairly towards the pilots, inasmuch as they gave them no intimation of what they had recommended and, in that respect, took them unfairly by surprise.

On the other hand, it is equally manifest that the pilots needlessly took unfair advantage of the owners of the steamers which required their services to enable them to leave the port, by refusing to pilot them out. The pilotage on steamers, neither in nor out, was affected by the new regulations, and it was, therefore, a short-sighted policy for the pilots, because they claimed that the commissioners had unfairly attacked their interests in other respects, to punish the steamship interest, which had not only done them no injury, but was manifestly in sympathy with them.

These are only incidental points, however, and relate to the methods pursued by the respective parties to the dispute, without touching the merits of the controversy. To enable our readers to judge of these for themselves, we propose to give a full report of the testimony taken at the court of enquiry presided over by Captain Douglas, R. N. R., and which was still in session when we went to press.

Attacking the Port.

In the interests of truth and the port of Chatham it is fair to state that there have been exaggerated reports of vessels going aground in the Miramichi and not being able to get out during the dispute between the pilots, and commissioners. More or less vessels ground on the flats in going down the river every season, even though they are in charge of experienced pilots, and while a few more, relatively, have had this experience so far this season it is fair to state that all vessels that have been ready for sea have been safely taken out, including five deep-draught steamers which went over the bar on Sunday morning. No good cause can be promoted by misrepresentation, and we regret to observe that the St. John papers have unduly lent themselves to those who are taking advantage of the pending pilotage difficulties to injure the port by publishing imaginary statements of the stranding of vessels within it.

Canada's Interests and the Joint High Commission.

LONDON, May 26. — Mr. George W. Smalley, the New York correspondent of The Times, has to-day one of his periodic anti-Canadian fits and devotes the best part of a column to the exposition of Canada's "stubborn unreasonableness" which has caused the arrest, if not the abandonment, of the Anglo-American negotiations. He extols the "self-sacrificing sincerity" of President McKinley and the United States commissioners, and attributes the failure of the commission wholly to the Canadian commissioners' steady refusal to settle anything definitely unless they were given a slice of what is considered in Washington American territory in Alaska. It is most significant that The Times in an editorial practically abandons Mr. Smalley. It says:—"The Americans for whom he speaks by no means grasp the nature of our relations with the self-governing colonies. The Americans cannot expect us to ignore the popular will of that part of the empire which is primarily affected, or settle the question between London and Washington behind Canada's back."

The comments of the evening papers follow this line. The Globe attacks The Times for publishing such an ex parte letter while the negotiations are still proceeding.

The severest comment appears in The Outlook, which says:—"We have heard it all before at Washington these 33 years ever since the United States, out of not unnatural political spite against England, abrogated the Elgin reciprocity treaty and set themselves to thwart Canadian national ideals and drive the Dominion into the republic. We do not believe a word of it. Canadians will not be jockeyed at Washington or anywhere else. They will be fairly treated and will have no more such surrenders of Canadian rights at the bidding of careless and ignorant British statesmen as past years have seen. The public will await the hearing of the Canadian side of the case."

Officials here deny that Canada has shown an impossible attitude, and deplore the bad and unjust effect of Mr. Smalley's message.

LONDON, May 26.—The Foreign Office officials confirm the statements made by the New York correspondent of The London Times to the effect that the negotiations with the Canadian Government on the subject of Alaska have reached an almost hopeless stage, owing to the insistence of the Canadians that they receive a slice of Alaska, which apparently precludes any agreement being reached on the subject between the American and Canadian High Commissioners.

The evening newspapers here reproduce the New York despatch, with comment generally regretting the situation, but objecting to the conclusions that Canada is blamable.

The Globe says:—"The Canadians would be far less patriotic than they are if they yielded to what they consider to be an unjust and indefensible demand for the sake of the establishment of more friendly relations with their big neighbor." Continuing, The Globe remarks that The Times, "by publishing its correspondent's unjudicial summing up, had adopted the surest way to inflame public opinion on both sides of the Atlantic."

The Westminster Gazette says:—"We certainly hope a better face can be put on things, so far as we are concerned, but the deadlock seems very serious."

The St. James' Gazette thinks American politics are playing an important part in the situation, and says:—"The Republicans are disposed to a friendly arrangement with England, but it must be on terms so favorable to America that the Democrats will have no excuse to say they yielded their interests to Great Britain."

LONDON, May 27.—The morning papers prominently discuss the future of the Anglo-American commission with an apparent desire to pacify both Canada and the United States.

The Daily Chronicle says:—"The whole boundary dispute is small, but there is much reason to fear that the lumber quarrel, the other cause of friction, has produced a needlessly hostile temper between Canada and Washington. Both sides appear to be thinking of perpetual retaliations and reprisals. Such a state of things is full of evil. As the commission affords an opportunity to give and take, it is urgent that a settlement should be achieved. Should this fail and should the Nicaraguan arrangements fail also, a very unpleasant reaction might ensue. A return to any unfriendly temper between the two branches of the Anglo-Saxon race would be a disaster to everyone, and above all to Canada herself."

The Daily Mail says:—"It is obviously unfair for the United States to expect the British Empire to do all the giving and America to do all the taking. That is a form of diplomacy to which we are painfully accustomed in our dealings with a certain power in the far east. What America seeks is an annulment of the Clayton-Bulwer treaty, and Canada presses for a decision regarding the Alaskan frontier, which is of vital importance to her. If arbitration can anywhere be employed here is the place, and opposition to it would not come from Great Britain or Canada, for we are confident of the justice of our claims."

STATEMENTS DENIED.

LONDON, May 27.— The Washington correspondent of The Morning Post says:—I am informed that the statements representing that State Department officials have reported the Alaska boundary dispute as hopeless are absolutely untrue. The Administration has been exceedingly annoyed by the attempts made to obstruct an agreement, and hopes that no credence will be given to newspaper articles circulating such rumors.

Hard and Fast.

All attempts to get the American liner Paris off the Manacles near Falmouth, England, have failed, and it is feared that she will become a total wreck. She was about twelve miles out of her course and no satisfactory explanation of the fact is given. This year, so far, has been a most unfortunate one for the owners, underwriters and navigators of large steamers.

Dominion Parliament.

OTTAWA, Ont., May 25—The house of commons resumed business to-day. There was a very slim attendance. The premier was in his seat, Mr. Tarte was also present after his illness and was the recipient of congratulations. Hibbert Tupper led the opposition.

Mr. Costigan said that he intended making a statement as to his political relations to the Conservative party, but he would defer it on account of the absence of the leader of the opposition.

Mr. Blair, in answer to Mr. Ives, said no promise officially or otherwise had been made to purchase the Canada Eastern Railway of New Brunswick.

Mr. Sifton, in reply to Mr. Clarke Wallace, said that the number of immigrants who arrived in Canada during the year ending Dec. 31, 1898, was 31,702; homesteads taken up were 54,898.

Mr. Blair, answering Mr. Clarke, said 16 palace and sleeping cars were ordered by the government for the Intercolonial railway between 1st January, 1898, and the 1st April, 1899. Orders were given to the Crossen Car Company for eight of these cars and the Wagner Palace Car Company for the other eight cars. Tenders were not called in 1899 for five of these cars, but tenders were called for eleven. The cars cost $14,043 each for five sleepers and $19,940.80 each for eight sleepers and $9,800 for each of three parlor cars. Cars recently ordered were obtained from several large firms in the United States. The department before making a contract with United States manufacturers had applied to the Grand Trunk and Canadian Pacific railways companies, Messrs. Crossen & Co. and Messrs. Rhodes, Curry & Co. for offers.

The two last mentioned firms declined to offer for these cars on the ground that orders they had then on hand from the Intercolonial railway were all they could fill within the time allowed. The first two companies would not undertake the work as their shops were overcrowded with their own work. The department needed these cars for the opening of the tourist season this spring, and had no alternative than to place these orders with the Wagner Palace Car Company whose tender was the lowest of United States firms.

OTTAWA, May 26—Before orders of the day were called in the house to-day, Mr. Costigan made his promised statement. He spoke clearly and forcibly. He opened by saying that improper motives had been attributed to him by newspapers and the leader of the opposition with respect to his change of stand and withdrawal from the present opposition. He said his quarrel was not with the old Conservative party, but the Conservative party as it is constituted and led to-day. He said attacks had been made upon him to endeavor to prove that he was actuated by unworthy motives. The first attack he took up was that of the Toronto Telegram, which is owned by Mr. Ross Robertson, East Toronto. The Telegram had said Mr. Costigan never opposed the government or supported any opposition. Mr. Costigan said that he need not go outside the house to refute this. The only time the old Conservatives had been out of power was from 1873 till 1876 and he prided himself that during that period he was one of the old guard. He complained of the position he put in by the cartoons in the Telegram and pointing at Mr. Robertson said he could never retaliate because no artist could make a picture of Mr. Robertson's countenance. (Prolonged cheers.) Proceeding, Mr. Costigan said the Mail and Empire had revived the salander to the effect that he had tried to betray Sir John A. Macdonald with regard to the agitation against the C. P. R. loan. In refutation he quoted a speech delivered by Sir John Macdonald in which the old chieftain denied the charge in toto. This he considered was a sufficient answer to the planderers which were attacking him. Taking up the attack made upon him by Sir Charles when the announcement was made in the press of the severance of his connection with the Conservative party as it now exists. He said he had expected to be treated with courtesy by the honorable gentlemen who is accidently and temporarily leader of the opposition. He did not complain that he had suffered any loss through Sir Charles' course, but he considered it had been a gross breach of courtesy that such should exist among members.

Sir Charles had properly said he was not surprised at the announcement that he (Costigan) had left the party for he knew that the charge had not taken place recently, but began when Sir Charles arrived in Canada, to the ruin and detriment of Conservatism. From the day Sir Charles had landed in Canada the doom of an honest government was sealed. His (Costigan's) opinions changed completely the day half of Sir Mackenzie Bowell's cabinet left. He had supported Sir Mackenzie and he asked if any one would say he was wrong and betrayed his right. It was pointed out that he remained in Sir Charles Tupper's government until its defeat; that this looked as though he was simply loyal to the party as long as it was able to do something for him. The fact of the matter was he went in reluctantly and only on written conditions. The conditions were as follows:—

"OTTAWA, April 26, 1896.

"Dear Sir Charles Tupper,—Referring to our conversation yesterday in which you mentioned that during my absence, until Thursday in New Brunswick, you might be called upon to form a government, and wished to know if I would accept a position in your cabinet, I have thought the matter over most carefully, and think it well that I should address you this letter so as to define my position exactly. I entered Sir John A. Macdonald's government in 1882 to render his government all the support that I could bring as an Irish Catholic representative, believing that in that position I would be able to secure for Irish Catholics a reasonable and legitimate recognition of their rights, but after 14 years under different chiefs of the Conservative party, I am forced to the humiliating admission that I have been unable to secure anything like fair treatment for the Irish Catholic people when their interests were involved, though I am quite sure that few Irish Catholics in Canada believe that I have failed for want of pressing, with all possible earnestness, their claims on all occasions. You can therefore easily understand that after 35 years' service in politics I have no great desire to continue the struggle. In view, however, of the principal involved in remedial legislation, to which Sir Mackenzie Bowell's government was pledged, and as to the sincerity of which pledges Sir Mackenzie gave such unquestionable proof, and in view of the fact that your government is to be formed to carry out the same policy especially as regards the Manitoba school question, I feel it my duty to say to you at once that you may count upon my assistance and services if you require them as a member of your government, always presuming that the policy to reintroduce and press through a remedial bill at the first session of the new parliament, will be clearly announced by you on behalf of your government. I attach all the more importance to this clear announcement of the government policy on the question of remedial legislation on account of the difficulties that occurred between Sir Mackenzie Bowell and part of his cabinet at the beginning of the last session, which involved serious delay and but for which our chances in passing remedial legislation would have been much better. I must also mention that it will be absolutely necessary and in fact consistent with remedial legislation that the lands act be so amended next session as to enable the governor-in-council to insure a fair proportion of the proceeds of the school lands being paid to the separate schools in Manitoba. In view of recent events, I would rather not return to the department of marine and fisheries and as it is one of the most important at your disposal I am sure you would not find it difficult to offer me the post office department instead.

"Yours faithfully,

"JOHN COSTIGAN."

He considered that in view of his conditional entry into the cabinet Sir Charles' criticisms came with a bad grace. Incidentally he said Sir Charles ignored him when they met. While this did not hurt him he considered it a breach of courtesy. He did not propose to retaliate now, but from this day if a man struck him and did not get a blow in return it would be because old Costigan was growing too old. He claimed that having gone into Sir Charles Tupper's government he had been as loyal as any and more loyal than some who, upon his defeat, attempted to unhorse him.

Referring to attacks upon his independence, Mr. Costigan said he had always been a true and faithful friend and a fair and honest opponent. With regard to his changing his seat from the front row of the opposition side, he said he felt as much entitled as any one else to his seat, and while he was as anxious as Sir Charles to increase the distance between them, he waited till it suited his own convenience and till he knew where he could get another.

With regard to his condemnation for voting against the opposition on the Yukon scandals, he pointed out that on the Yukon railway bill and other measures he had voted with the opposition and that though Col. Hughes and others voted against their party they were not denounced. The Yukon scandals matter he considered a most stupid piece of party management. The tone of the discussion, the ignoring of personal liberty, the sacrificing of personal character was enough to drown the chances of any Conservative in the Brockville election. Mr. Costigan concluded by saying that he had been faithful to Sir John Macdonald and the succeeding Conservative premiers and would still support Sir Mackenzie Bowell, who had been bullied, betrayed and driven out of office when he had a strong majority at his back. He felt sure that while he was being persecuted he had not lost the confidence Sir Mackenzie had in him, and that Sir Mackenzie had as little confidence in Sir Charles Tupper as he had, "I have not fired my last shot or struck my last blow," were his last words.

Sir Charles Tupper said he had witnessed the course pursued by Mr. Costigan with the very deepest possible regret. His regret was not personal or with respect to the Conservative party, but from the bottom of his heart he had deplored the fact of an honorable gentleman, occupying the position Mr. Costigan had so long occupied, reaching the position he had now reached. Mr. Costigan would have consulted his own character, standing and honor if he had long ago made the statement he had now made. It was the first time in the history of a British parliament that a privy councilor, occupying such a position as Mr. Costigan occupied, voted against his party on a question of the deepest public importance and gravest party character (laughter) without one word of explanation. Want of courtesy was on Mr. Costigan's part. He forgot what was due to himself or what was due to the house, what was due to the parliamentary system of government. He had witnessed Mr. Costigan's conduct, held his place, and said not a word either in the house or out of it. It was when he went to the press and country and declared that his action was based on a desire to break with the leaders of the Conservative party because their policy had ceased to be Conservative, and that he could no longer associate himself with them. It was then that he (Tupper) spoke. After a brief reference to incidents leading up to Mr. Costigan's defection Sir Charles intimated the cause that prompted his first announcement that he owed nothing to Conservative party was the charges made against his son, H. A. Costigan, collector of inland revenue at Ottawa, formerly collector at Winnipeg. Sir Charles Tupper said that Mr. Costigan in his vote on the Yukon charges allied himself openly in the house with the men who said: "We will not permit an investigation into the conduct of officials charged with the gravest official misconduct, we will not do that unless you will allow us to select the wife's uncle of the man held responsible by this house." (laughter.) Proceeding Sir Charles said that Mr. Costigan had sat down without any explanation to the house of his conduct. He sat down without touching the subject because he could not touch it.

After a few remarks from Mr. Robertson, Sir Henri Joly said that when the report of the public accounts committee was presented to the house it would not show, as Sir Charles said it would, the motive for Mr. Costigan's action. There was no dishonorable bargain. The matter then dropped.

MAY 27th.—Sir Charles Tupper took a rather novel way to endeavor to induce the government to withdraw the redistribution bill. Starting out with the opinion that it appeared the czar's peace conference, at which both Great Britain and the United States are represented, would adopt international arbitration, and that consequently the Alaskan boundary question, which is the only obstacle in the way of the Anglo-American conference negotiations, would be taken out of the jurisdiction of the conference, Sir Charles assumed that it was highly probable that the conference would reassemble in August. This being so, he thought it desirable that the government should have ample time in which to prepare Canada's case, and he therefore asked the premier to expedite the progress of the session by withdrawing the redistribution bill. Incidentally he quoted from an article in the New York Sun, which blamed him for all the delay in connection with the conference. He defended himself from this, claiming he had always placed the question above party considerations, and asserting that his policy, if propounded to the Americans, was the one most likely to convince them that they should agree to a treaty.

Sir Wilfrid Laurier—Mr. Speaker, we on this side of the house may be pardoned, I am sure, some feeling of satisfaction at the language just used by my hon. friend (Tupper.) The wisdom of the course which I took in the month of February when, instead of breaking suddenly the negotiations of the Anglo-American commission, has been fully vindicated by what the honorable gentleman has just said. In the debate on the address my hon. friend took a very different position, and stated that the moment we could not come to an agreement with our fellow commissioners representing the United States, we should have broken off negotiations and come home. We thought that this course was not the one that should be followed under such circumstances.

Sir Charles Tupper—But that is what you did, judging from your statements in the house yesterday. You said that you would not go on with the negotiations until other questions were removed.

Sir Wilfrid Laurier—When we left we referred the question of the Alaskan boundary to our respective governments and we stated that it would be useless to reassemble unless this matter had been disposed of. I stated at the time to my honorable friend, and to the house on more than one occasion, that the matter had been referred to the respective governments—American and British—and that we were to reassemble on August 2. But what would have been the use of reassembling on August 2 or at any other time if the very questions on which we had not been able to agree were then to be found in the same position as before. We hoped that when we assembled again on August 2 the British and American governments, by their respective authorities, would have been able to have settled on the Alaska boundary. We thought that one of the most important questions. We might have gone on with other questions, pending the settlement of that one, but we thought it not to be advisable in the best interests of Canada to do so. If that question could have been settled, one way or the other, we could have proceeded with the other questions, giving more, or receiving more as the question was settled one way or the other. There were only two ways of settling it. One was by compromise. We did not agree as to the location of the boundary which had been defined by the treaty of 1825 between Great Britain and Russia. We claimed that the boundary passed at one point, while the Americans contended that it passed at another. I say, without hesitation, the manner in which we would settle it, by giving more and accepting less or by receiving more and giving less, would be of material aid in the solution of the other questions before us. But we could not come to an understanding upon that question, and there was nothing to do but refer it to arbitration.

We cannot, of course, force our fellow commissioners to come to an understanding with us, but there is one thing that must be done—if we cannot come to an understanding, the matter should be referred to arbitration. Then we can go on with the other questions. I shall regret very much if the matter has to be referred to arbitration instead of our reaching a compromise. I should prefer to have a fair and honorable compromise by which both parties could reach an honorable settlement of the question. Though if we can have an acceptable settlement we would be in a position to give and take on the other questions, more than we would be otherwise. But if it must be referred to arbitration, then we will proceed with the other subjects. I say frankly that I do not expect to settle them all perhaps as I would like to see them settled, to the extreme limits of our rights and pretensions, but I have hopes that we can settle most if not all of these questions in an honorable and satisfactory manner to both countries. I do not expect that we can get all that we are contending for; and I am sure that the Americans cannot get all they are contending for, but I expect an honorable settlement, such a settlement as will intensify the good feeling which now prevails between Great Britain and the United States. I do not believe that either in the future or in the past any policy towards the United States would have any effect or will have any effect in settling our difficulties with them. But I am quite as much in earnest as my friend (Tupper) that we must stand upon our rights and upon our dignity. But standing upon our rights and upon our dignity does not call upon us to enter upon a policy of hostility to the United States, even though the United States sometimes tries our patience very much! We should be patient and not moved by a sentiment of irritation. I think, if we resume our negotiations, and I believe we shall, that we are in a fair way of making a treaty which can be settled in a very few days."

Sir Wilfrid then referred to Sir Chas. Tupper's reference to the redistribution bill. For the present Premier Laurier was not prepared to withdraw it, though he was prepared to consider any suggestion. If they were to spend the summer in Ottawa it would not be in the legitimate discussion of the redistribution bill. It could be disposed of in short time, as it was a fair bill and drawn on a fair basis.

The house adjourned at 6 o'clock.

OTTAWA, 29th May.—In reply to Mr. Foster Mr. Blair said:—"No promise has been made or given by or on behalf of the government either directly or indirectly to purchase the Canada Eastern Railway. In answer to addresses which have been presented to me both publicly and privately by boards of trade in New Brunswick urging the taking over of the Canada Eastern Railway in the interest of the public and of the government railway I have stated publicly and privately that while not authorized to speak for the goverment or otherwise than for myself individually, I had come to the conclusion that I would personally favor the government ownership of that railway if the some could be had upon proper terms, and that upon an opportune occasion I would take up the subject with my colleagues and submit the same for their consideration. I have not made any further or other promise or statement to any one connected with or interested in the Canada Eastern Railway.

Another Great St. John Fire!

200 Houses Destroyed!

1000 PEOPLE BURNED OUT!

Loss Half a Million!

ST. JOHN, May 25.—The greatest fire in the history of St. John, with the exception of the great fire of 1877, which completely wiped out the city, occurred this afternoon. The fire broke out in a house owned by John Porter, on Bridge street, adjoining Nase's warehouse. The warehouses soon caught and both were blazing fiercely when the alarm had summoned the fire department. A strong wind from the northwest spread the fire with astounding rapidity. The apparatus on the scene was entirely inadequate and Chief Kerr, appalled at the prospect, sent in a general alarm. All the available apparatus in the city hurried to the scene. The apparatus however was inadequate. The district, with hardly an exception, contained wooden buildings. The wind seemed to increase in violence and was soon blowing at the rate of fifteen miles an hour. Driven by this the flames fairly rushed up the Indiantown hill. The firemen were driven back from house to house, block after block.

For nine hours the flames held sway and when, at 10 o'clock in the evening, the fire had burned itself out Indiantown was no more, fifteen blocks and parts of blocks of buildings had been swept over, two hundred buildings had gone up in smoke. Five hundred thousand dollars damage had been done and more than a thousand people were rendered homeless.

The district was inhabited principally by the families of laboring men, a class of people on whom such an affliction as this falls with peculiar severity. The estimate of $500,000 is made by skilled valuators. While it may represent the actual value of the destroyed property, it would fall short of the cost of replacing the injury done and hardship caused.

As the news spread through the town of the extent of the conflagration in the north end business almost came to a standstill. The street railway was forced to stop running the cars and thousands of people hurried on foot to the fire. Business houses were in some cases closed and the clerks hurried to the north end to assist the head of the firm in saving his household effects. In other establishments clerks were allowed to leave their business to save what they could from their own homes. Slovens, drays and express waggons were rushed to the scene and load after load of stuff was hauled out of harm's way. The teamsters made a good thing, as they demanded and got $1 paid down for each load before they would take it.

A sad event was the death of Miss Ann Canard, an old lady whose house was wholly consumed. While trying to save her household effects she was caught in the burning house and perished in the flames. Although advanced in years she was none the less active. She was last seen by a woman, when she handed a chair with a request that it be taken to a place of safety. She went back for something else, and was never seen again until a charred portion of the trunk of a woman's body was taken from the ruins in the evening. Many of the firemen were injured and many people were bruised and cut in saving their effects.

The scene along the water front was a pathetic one. Many families of moderate means lived in the large tenements and small wooden buildings along Bridge street. As the fire worked its way down each side of the street, men, women and children turned out of the houses like ants from their nests, each person carrying armful of household effects. These were deposited in the streets, on the wharves and on board boats, in fact any open place which seemed to promise immunity from the flames.

The fire ate on and on, house after house smouldered, burst into flames, blazed furiously and crumbled to a mass of red embers. From the tall court block at the corner of Main and Bridge streets, a column of flames shot high into the air. This building presented a beautiful but terrible sight. The fire seemed to blaze from every window. Corners and cornices were licked by long tongues of fire. The building stands alone and as the walls burned away leaving a frame of glowing timbers, the wreck looked like a pyrotechnic set piece. The Star Line and May Queen warehouses and wharves remained untouched by flames long after the buildings across the street were on fire.

The wind was blowing the flames away from the water edge, as the embers accumulated intense heat was generated and soon piles of household effects on the wharves began to smoulder. Then men and women began their toil anew, with the most terrific heat beating against their faces, almost scorching the skin from the flesh, they piled beds, boxes, barrels and all of the effects they had been able to move on tugs, and into small boats which swarmed about the wharves. In this way a great deal of stuff was taken across the river to Pleasant Point and saved. Several wood boats were lying at the wharves and these proved very useful as repositories before they were hauled out into the stream, away from the flames. Although much was saved in this way much was not, and when the fierce heat drove the laborers from the spot great piles of clothes remained. These burst into flames.

Then the ferry house flared up and the Star line warehouse burst into a blaze. A great pile of cordwood had been unloaded from a wood boat for the Star line steamers in the morning. The pile will never be put to the use for which it was intended. It caught from the blazing warehouse and in a few minutes generated such intense heat that the May Queen's warehouse, 200 feet away, was ignited. This threatened to set fire to great piles of deal piled up behind it. Had these caught the big Stetson and Cutler mill would have gone.

For two hours it was a toss up. A small army of men were busy from four until half past five throwing water on the already green deal piles. They were not altogether successful, for the heat drove the moisture from the lumber and they began burning at the edges. A tug had by this time been received by Mr. Setson, and from it a heavy stream was thrown on the lumber, the flames extinguished and the mills saved. The May Queen warehouse was entirely burned and the wharf badly damaged, but the fire got no further in that direction on the water front.

Bridge street, however, which runs parallel with the water, was burned on both sides, from end to end. Only three houses, and these just at the Bugtown bridge, were spared. The Star and Springfield warehouses, on the south side of Main street, were near the origin of the fire and succumbed early.

The Clifton, David Weston and May Queen arrived from up river when the fire was at its fiercest. The sight must certainly have been a surprising one for their passengers and crew. One of the passengers said from the river it looked as if the whole north end of the city was ablaze.

When the May Queen got down all of the warehouses were burning and apparently every house in Indiantown was on fire. As far as could be seen from the boat the city was wrapped in dense smoke, from which darting tongues of flames showed only too plainly, the smoke had not been blown over the town from the burning waterfront.

Sad sights indeed were on all hands back of Victoria street. Many people no doubt are hardly aware of the fact that there were but two or three blocks of buildings between the north side of Main street and the open country. These were all of dry wood and as the flames devoured them people fled with what they could save to the rocky hill or beyond into the wet, marshy valley. There seemed to be a great many old people and a great many heavy loads. Wearily old men and women carried over the ragged rocks part of the few belongings which they had been able to accumulate during their years of toil and which had during their declining days made existence more bearable. One load deposited at what was thought to be a safe distance from any possible danger, the saving of another load was imperative and another hurried there like mad. Frequently arriving at the place where the first load had been deposited it would be found flying embers had ignited it, and the poor little load was lost. More frequently the first place chosen was found to be too close and goods had to be taken further away. In more than one case after goods had been moved two or three times, they were finally abandoned to the devastating flames by their tired owners.

To-night the scene is a weird one. Several acres of ground are glowing with burning embers. Some two hundred heaps of live coals glowing more intensely than the rest, mark the places where homes stood in the morning.

Shelter has been provided for those who were burned out, but many grief stricken people are still wandering among the ruins.

ST. JOHN, May 27.—Revised estimates place the losses in the Indiantown fire at not more than $500,000, probably less. Most of the buildings destroyed were of the poorer class. The different insurance companies will meet claims as follows:

Liverpool, London and Globe	$ 5,234 60
National of Ireland	1,700 00
Royal	476 20
Norwich Union	3,536 30
Alliance	2,884 20
Caledonia	626 00
Phoenix of London	1,702 00
Guardian	1,894 00
Lancashire	4,126 30
Scottish Union	542 10
Union	27,480 00
Commercial Union	27,344 00
Phoenix of Brooklyn	2,848 00
Phoenix of Hartford	13,384 24
British America	3 026 80
London Assurance	1,700 00
Imperial	1,302 60
Central	3,130 00
Queen	7,000 00
Sun	700 00
Western	11,800 00
London and Lancashire	850 00
Hartford	5,500 00
Northern	1,252 60
Aetna	1,500 00
North British and Mercantile	8,286 00
Connecticut	4,320 00
Manchester	20,500 00
Keystone	8,100 00
Atlas	16,500 00
Quebec	23,470 00
Total	$220,931 04

C. P. R. Fast Service.

MONTREAL, May 25—The new fast service on the Canadian Pacific Railway will be inaugurated about the middle of June, probably the 18th or 19th. The flyer across the continent will be called The Imperial Limited, and will reduce the time between Montreal and Vancouver to about 100 hours. There will also be a daily trans-continental service instituted, owing to the vastly increasing volume of travel, and trains will leave on Sundays as well as on week days, this being absolutely necessitated to relieve the present heavy traffic on Monday's trains with travellers from Europe. The hour of departure from Montreal will be 9.30 a.m., and Toronto about four hours later, and Winnipeg and many parts of Manitoba will be brought within 48 hours of this city, local trains in that province making close connection with the "Imperial Limited." Vancouver and Victoria will be reached in the fourth day out from Montreal. The Kootenay country will also be advantageously affected by the new service. A fast train on the Crow's Nest Pass railway to which a through sleeper will be attached to Kootenay landing, will make this alternate route to these gold fields, the shortest and quickest one from the east. Through passengers will have a choice of routes to the Pacific coast by the main line or by the Crow's Nest Pass branch, just as they now have the option of travelling around the north shore of Lake Superior or by the upper lake steamships of the company between Owen Sound and Port Arthur and Fort William.

This new fast service is to be greatly supplemented by an increased local service on different sections of the line so that the accelerated speed will be largely obtained by the reduction of the number of local stops.

THAT BOOK AGENT.

The Pastor. "Good morning, Bro. Roberts, what makes you look so sad this morning?"

Bro. R. "I have come to say good-bye, Mr. Brown, for I am out of employment, and must go back to England."

The Pastor. "Go back to England to get employment, what nonsense! I can get lots of work for a young man like you in this country."

Bro. R. "Well, I have hunted high and low and can get nothing, so what am I to do?"

The Pastor. "I tell you what you can do, Bro. Roberts, take an agency for a good book, for there is money in canvassing."

Bro. R. "Do you think I would stoop to book canvassing?"

The Pastor, (somewhat warmly.) "Stoop to canvassing! Better men than you have canvassed. I put myself through College with a book prospectus, and I know many successful men who got their start in life as canvassers. My youngest son is canvassing now, and he makes enough at the business to pay his way at the University. I induced a man who failed in business, to take up canvassing, and he made enough money to start business again. I gave the same advice to a young mechanic, who was out of employment, and he is now a prosperous Publisher. Why some of the biggest men in history have been book agents! 'Stoop to canvassing'; you are very fortunate that you can STEP UP to it. I advise you to write to the Bradley-Garretson Co., Limited, Toronto, Ont., for this firm publishes fast selling books, and I know many who are doing well in its employ."

Bro. R. "I am sorry for speaking as I did, for I was certainly wrong. I will write The Bradley-Garretson Company and see what they have to offer, and will postpone my departure in the meantime."

A Good Offer.

The Farm Journal advertised (together with the Biggle Books) in another column, is offered free for five years to all new subscribers to the ADVANCE who send their subscriptions within one month. The Biggle Books may also be obtained through this office at the advertised price.

CARDING MILL.

WANTED, a man competent to grind and set cards. Apply to

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