BOARD OF TRADE.

2

Statement of Western Freight Shipped from This Port.

Mr. Cruikshank Complained that the Furness Steamers Were Not What Was Required.

The regular monthly meeting of the Board of Trade was held on the 5th instant. The vice-president, D. J. McLaughlin, took the chair, and there were present: W. M. Jarvis, Robt. Cruikshank, C. F. Kinnear, W. A. ock, J. N. Sutherland Lockhart, J. Bull of the C. P. R., J. A. Likely, J. A. Belyea and others. The chairman said the council had

directed the president to telegraph the minister of marine and fisheries asking that an inquiry be ordered into the loss of the steamer Warwick. Mr. er had left with him a reply from Hon. Mr. Davies, stating that he had appointed Fred J. Harding to hold an inquiry.

Robt. Cruikshank said he under stood the inquiry was to be a prelim-inary investigation, held to decide whether a formal inquiry should be ordered. Capt. Wm. Thomas, it was understood, would sit with Mr. Hardinary

It was then decided to appoint a committee to represent the board at the inquiry. The following were named: President Fisher, Vice-pres. McLaughlin, J. W. Smith, J. A. Likely and W. M. Jarvis.

The following standing committees

The following standing committees were then appointed: Finance-Messrs W H Thorne, Geo Rob-erison, W S Fisher. Room-C F Kinnear, John White, S S Hail, A C Blair, Jos Bullock. Harbor and city improvements-R Cruik-shank, S Schofeld, Jos Allison, S S Hail, J A Likely, W E Vroom, Wm Shaw, C B Lockhart, E A Smith, J Willard Smith, W F Hatheway, Frank Tufts, Geo F Harding, D J McLauchian, Geo McKean, D McArth-ur, F P Starr, R C Elkin, Jos Knight. Legislation-W M Jarvis, Hon A G Blair, G G Ruel, Thos R Jones, J A Belyea, J V Ellis, G E Fairweather, J D Hazen, C A Palmes, J Montgomery, W A Lockhart, R C J Junn, H B Schofeld. Banking, insurance and commerce-G A Schofeld, Jas Jack, H A Drury, E C Jones, A C Blair, Thos B Blair, George A Horton, Alex Macaulay, Jas C Robertson, Geo Mc Kean, W H McKay, S Hayward, DeB Car, Tritsel, H C Tilley, E R Machum, W F Yroom, George E Fairweather, John O' Regan, H A Harvey, F S Sharpe. Transportation and freight-C W Merritt, J J McGafigan, John Sealy, E A Smith, Fan, E T Hays, H A Drury, C B Laechier, H C Rankine, C H Peters, Jr. S Schofeld F W J Brock, E N Abbott, D C Dawson, J N Sutherland, Robert Thoman, TH Somer-He, W J Starr, G F Baird Thormation and statistics-John Sealy, F Smith, B C Jones, James Jack, R Cruik-hank, S D Scott, E S Carter, James Han-ay, S Schofeld, J A Bowes, W F Hather ary, J V Ellis, Thomase P Jones, O El

aption—President, vice-president, W F way, W M Jarvis, J McMillan, T H James F Robertson, George Robert-C, E Macmichael, T McAvity, T H

, C E Macmichael, T McAvity, T H nerville, F W Daniel. Ercants' week-W C Pitfield, F W Dan-Alexander Macaulay, O H Warwick, T Hall, Joseph Finley, G H Watrvick, T Drury, J J McGaligan, Thomas Gorman, S Sinns, Wm Kerr, Isaac Northrup, Jos S Sinns, Wm Kerr, Isaac Northrup, Jos Titton, T Collins, M Gallagher, Charles G Scovil, O H Peters, it, James Col-s, F A Dykeman, R T Hayes, W J Fra-J J Barry, D Mages. J J Barry, D Mages.

hank, W H Thorne,

Grain, 147,122 bushels. Seed, 1.201 bags. Apples, 9,418 bbls. Eggs, 2,278 cases. Asbestos, 9,640 bags. Hay, 3,673 bales. Lard, 4,935 tierces. Miscellaneous merchandize, 31 ca Meats, 2,862 boxes. Grape sugar, 525 bags. Lumber, 16 cars.

Beans, peas and barley, sacked,

ese and butter, 12,411 packages.

Oatmeal-7,897 sacks.

Furniture, 119 cas The Shipments to Various British and United Live stock, 2,495 head. The whole lot was equal to about 14,000 tons. So far no necessity had arisen for sending any of the boats over to this side of the harbor, but that might have to be done this mont We would have 12 steamers in all. A

good part of the meats came from Chicago. The board then adjourned.

PROTECTION IN ENGLAND. (London Times, Dec. 18.)

A conference, open to all persons

treas.; Mrs. C. Grant, I. G.; P. A. Macvorable to a reform of the fiscal policy of the country upon protectionist lines, was held in St. James' hall last Gowan, O. G. After the installation the officers and members retired to Thursday. James Lowther, M. P., who presided, said that no other nathe residence of the retiring N. G., Mrs. J. M. Ross, on her invitation, and spent an hour very pleasantly in tionality or state of any power in the world had adopted the principle of the Cobden Club. The new prime minister literary and social entertainment. during of Canada had distinctly given an asha

surance before his election, which he had repeated since, that under no cir-Collector Binney's returns of business of Moncton and outports durtances would he lend himself to ing 1896 shows a considerable increase any attempt to abolish the protective over those of the previous year. The tariff. The Canadian gene.al election customs revenue increased from \$79.-085.28 to \$137,057.05. The reports, as had to all practical intents definitely

settled the policy of Canada, so far as compared with 1895 were as follows: both parties were concerned, as per manently being in the direction of protection. There was not a colony in Australia that had not under its con-Harvey sideration practical proposals largely moving in the direction of protection, while others remained staunch to the principles the meeting had been called The details of the exports will

found below: Sir H. Howorth, M. P., moved a resolution declaring that the fiscal sys-

tem of the country urgently required pany, 25 vessels, 3,564 tons, 93,850 rail-way ties, 695 cords bark, 460,000 feet ideration with a view to protec tion being afforded native industries, boards; value, \$21,462. while insuring an unfailing supply of A. Bulser, 2 vessels, 230 food, together with secure markets for our home manufactures by means of preferential trading with all parts of wood; value, \$95. the British Empire. This was carried ously, as was a resolution af firming the principle that all compet-ing imports should pay such duties as

\$21,941. would prevent foreign products having undue preference over internally produced commodities, with discrimi-nating duties in favor of our colonies

Sir W. Barttelot moved: "That

the opinion of this meeting it is of the the opinion of this meeting it is of the utmost importance that local protec-tionist associations be formed without delay in all parts of the country, with a view to their co-operation with the various other societies, to advocate a comprehensive reform of our fiscal pol-ior." White also

scantling; value, \$7,249. James Dickson, 1 vessel, 36 tons, cords box wood; value, \$60. Tt Great Britain-A. L. and S. B. **Collector Binney's Returns of**

WEEKLY SUN, ST. JOHN, N. B. JANUARY 13, 1897.

MONCTON.

Considerable Increase.

States Ports-Rebekah Lodge Officers.

Co., 1 vessel, 1,297 tons, 1,200,000 feet deals, etc.; value, \$9,600. the Business of Moncton Summary-20 vessels, 3,181 tons, 150 cords kiln wood, 30 cords box wood, 6,600m. laths, 937,000 boards and scant And Outports During Last Year Show ling, 1.205,000 feet deals, etc; total value

to U. S., \$13,841; to G. B., \$9,600. HARVEY.

To the United States-C. & I. Prescott, 3 vessels, 313 tons, 1,657m. laths, 104,880 feet lumber; value, \$2,601. L. L. Richardson, 4 vessels, 360 ton

340 cords kiln wood; value, \$374. W. F. Harrison, 2 vessels, 156 ton 150 cords kiln wood; value, \$180. Moncton, Jan. 5.-At the regular Miles Brewster, 1 vessel, 161 tons meeting of Pearl Rebekah lodge, No.

160 tons pressed hay; value, \$1,280. John E. Moore, 2 vessels, 674 tons 9. I. O. O. F., held last evening, Past Grand P. A. MacGowan, acting as ,525 pieces piling; value, \$939. grand master, installed the following H. H. Hoar, 5 vessels, 393 tons, officers for the ensuing year: Mrs. J. cords kiln wood; value, \$450.

M. Ross, P. N. G.; Miss Fanny Mc-Geo. D. Prescott, 3 vessels, 348 tons, Laren, N. G.; Mrs. P. A. MacGowan, 1,041m. laths, 203,500 feet lumber, 40 V. G.: Miss Annie B. Rose, R. S.; Mrs. cords wood; value, \$2,671. Edgett, F. S.; Mrs. James Byrne, McClelan & Turner, 1 vessel, 90 tons,

49m. laths; value, \$870. E. Kinnie, 1 vessel, 72 tons, 85 cords kiln wood; value, \$93.

H. O. Barbour, 1 vessel, 90 tons. ords kiln wood; value, \$93. A: Stiles, 1 vessel, 10 tons hay, 210 tons plaster; value, \$290.

which refreshments were serv-To Great Britain-Geo. McKean, els, 5,014 tons, 5,317,938 feet deals, the

etc.; value, \$51,948. W. McKay, 3 vessels, 3.383 tons ,608,269 feet lumber; value, \$30,563.

Summary-33 vessels, 11,175 tons, 1,035 cords kiln wood, 2,920m. laths, 2,525 pieces piling, 9,317,426 feet deals, etc., 170 tons hay, 210 tons plaster, 40 cords wood; total value, \$92,363, \$ 21,941 162,643 258,068 92,363 23,415 36,380 which \$9,852 went to the United States and \$82,511 to Great Britain.

SALE OF THE FISHERIES.

There was a large attendance \$594,846 the sale of the east and west side har-bor fisheries at the court house on the 5th inst. George W. Gerow acted as auctioneer. The sale realized \$40.85 ess than last year. The prices of the To the United States-Summer Comtwo years are:

 NAVY ISLAND.

 1 and 7, P. McAllister.....\$426 00
 \$482 00

 2 Went Wilson
 725 00
 \$323 00

 3 A. Lamereaux
 2 00
 2 10

 4 S. W. Belyea
 10 10
 10 10

 5 James W. Belyea
 26 00
 31 00

 8 John Christopher
 1,130 00
 1,100 00

 9 E. Woodworth
 700 00
 470 00

 7 Thos. McLeod
 25
 10
 NAVY ISLAND. 235

STRAIT SHORE.

cords wood; value, \$384. E. Edgett, 1 vessel, 99 tons, 85 cords nmary-28 vessels, 3,893 tons, 93,-850 railway ties, 695 cords bark, 320

1 Wm. Hodd ... 2 Wm. A. Spenc 2 George Lord .

John Martin.

ton Logan

John Dawson

1 to 5—Not sold. 6 Jos. Vall 7 Levi Colwell 8 A. H. Harned ... 9 Abraham Craft...

Total

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COURTENAY BAY.

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CARLETON FLATS. 1896.

.............

11 Wellington

1896

1895.\$ 31,579 160,721 184,197 95,957 44,827 .(not incld)

.\$517.281

cords wood, 460,000 feet boards; value. Total HILLSBORO.

Albert Manufacturing Co. employ-ed 128 vessels, 862 men, 36,684 tons register, carrying 58,663 tons plaster and 30,445 bbls, valued s Blight, for Messrs. Dim-t, 7 vessels, 56 men, 2,577 reg. s, 4,650 tons plaster, valued ock, tons, A. Nelson Smith, 6 vessels, 121 men, 9,309 reg. tons, 9,334,000 feet lumber, valued at.
 W. M. McKary, 3 vessels, 30 men, 1,600 reg. tons, 2,066,000 feet lumber, valued at
 M. McKan, 3 vessels, 47 men 5,347 00 85.507 00 16,304 00 eo. McKean, 3 vessels, 47 men, 3,067 reg. tons, 3,608,000 feet lum-

MONOTON.

14 Havelock Wilson 15 Wm. A. Spence 16 Alex. E. Logan 10,550 00

2,944 20

275 00

610 00

909 47

3,579m, laths, 455,000 feet boards and SIR CHARLES TUPPER 9 GORDS IN 10 HOURS Complimentary Banquet at St. George's Club, London, FOLDING SAWING MACHINE CO., Many of England's Leading People Present to Honor Sir Charles, THE WATER TUBE BOILERS

His Speech in Reply to the Toast Proposed

by Major General Burns.

Major General Sir Owen Burnes

presided and 150 guests sat down at

Lord Ampthill, private secretary to

Smith and Sandford Fleming.

commissioner in London.

Tupper replied and in turn eulogize

at the desire of the United States to

possess Canada, but so deep is their

loyalty and so united are the Cana-

dians that the acquisition is impos-

This expression was greeted with

· Sir Charles Tupper continuing, said,

that they knew Canada would be the

battle ground of any struggle between

the United States and Great Britain.

but there was not a public man or any

other in Canada who would not do

or die to maintain British unity. On

this question all parties were united

The speech of the Canadian ex-premier was received with tumultu-

Hon. Duncan Gillies, the agent for

would not be long before Australia

would not be long benice Australia would try to build up a united empire like Canada. The colonies and the mother country, he concluded, intend to remain united.

CASTORIA.

with colonial flags.

the table.

gible !

.\$3,622 35 \$3,218 30

1897

1896.

loud cheers.

as one man.

ous applause.

Experiments with the New System on

Board the Canadian Cruiser Aberdeen. To the Editor of the New York Her-

ald: The discussion on the water tube

London, Jan. 5 .- The complimentary boller, now brought before the public by the Herald, is without doubt one of banquet to Sir Charles Tupper, and to Hon. Duncan Gillies and Hon. Sir the most important engineering ques-Robert G. W. Herbert, agents retions of the day, and is certainly not spectively for the colonies of Victoria receiving any more attention than it and Tasmania, in London, at St. deserves. George's club tonight, was a most suc-Of course in the modern Atlantic cessful affair. The hall was half hung

Mner next to speed, space and coal consumption are the first requisites. A fraction of a pound of coal per indicated horse power means a great deal in a steamer consuming 350 or more tons per day.

Mr. Chamberlain, the secretary of state for the colonies: Sir Charles Riv-ers-Wilson, the Marquis of Tweed-In the test of the Babcock and Wil-cox bollers on board the steamship Nero, of the Wilson line, the coal conmouth, and all of the colonial agents sumption per indicated horse power is in London, except that for Cape Colgiven at 1,553 pounds per hour. In your issue of Sunday, the 26th inst., ony, were present. The Canadians present included J. C. Colmer, Hon. Mr. Thomson gives two pounds per A. G. Jones, General Laurie, R. H. indicated horse power for the Belle Pope, Sir Terry O'Brien, Sir Donald ville type. He also mentions merchant ners running with Scotch boilers Major General Burns toasted and and forced draught that only use 1.2 eulogized Sir Charles Tupper, and the pounds of coal per indicated horse toast was drunk with all standing, amid great enthusiasm. Sir Charles power. I am sure a number of your readers would be pleased to hear mething about these steamers. Sir Donald Smith, the Canadian high Mr. Allan says that every tube is a

unit of danger. Every tube is equally "I feel a great admiration for the a unit of safety, as the bursting of United Stated, but I do not desire to one tube would not wreck the whole possess their institutions. I feel that there is greater security under British "job," or cause large loss of life, as would be the case in the explosion of institutions for life, property and libcylindrical boiler. erty. Canadians are greatly flattered

Friends of the Scotch type claim that even using moderately salt water will soon ruin the water tube boiler. But with the improved evaporating apparatus now used no difficulty should be experienced in keeping the water fresh. In the water tube boiler the circulation through the tubes is so rapid that it certainly keeps them lean, the salt depositing in the water legs, or headers, where the circulation s more or less sluggish.

The following letter from the chief engineer of the Canadian oruiser Aberdeen, taken from the Transactions of the Institution of Engineers and Shipbuilders in Scotland, refers to a type that I have not seen mentioned in this discussion as yet, viz., the Clyde water tube boiler, by Fleming Victoria, said that he had never heard a better speech, and he hoped that it & Ferguson.

REPORT.

S. S. Aberdeen Messrs. Fleming & Ferguson, Shipbuilders and Engineers, Paisley: Georgetown, P. E. ., Oct. 25, 1894. Gentlemen-I have now pleasure in sending my report of the Gyds water tube bollens and quadruple engines fitted in the steamship Aberdeen for Canadian government. The experience I have had of these engines and boil-

TARIFF ENG

Conjusion of the Comr in Montre

Want the Duty Taken Off lish Coal-Tea Importe -Theatrical Man

Redress.

The tariff commissio labors in Montreal De D. G. Thomson. n Montreal Transportati ed in behalf of the i Canada, and submitte statement: I appear b interests of the Canad gation, but more espe terest of the St. Lawr where we have been su high price we have to cordage, as well as the We have to compete against American com ouy their cordage in th say, 2c. per pound c can in Canada, and their tugboats 50c. cheaper than we can regulations should be government, so that owners should be at l footing with Americ the same trade on the rence. The lower comes above Cornwa comes into competiti can coal, but cannot fully with it even w Canadian duty of 60c. far as I know, there turers of cordage in th than the Consumers pany, and I also un been conducted sever a close combine. Pres ing up of the severa the dominion by the had a fair competition and had nothing to under the combine w and must either pay or purchase abroad. adian duty on mani into this country is cent., the duty on bin per cent. Why the should be 30 per cent per cent. on binder understand. I think the same, that 121-2 tion is sufficient for ent duty on cordage United States is, I but I do not object to protection to any Can long as no combine is price is regulated by tion. When a combin-I think it is the duty ment to see that the tected against such (duty reduced accordi son disputed the the can vessels should be from one Canadian saying that there had tonnage laid up in

nothing to do.

S. M. Kinghorn

Thomson's views, a

adian vessels had n up the lakes, and we disadvantage, and M

he was ready for

coasting business with

Jas. Ward repres

business, and told

by promising to see

our products to the however, not a free

trader, and would

Canadian market th

Americans without a

Wm. Ewing spoke

and said it would be

move the duties. Th

country. He knew

in Quebec province

ruined by the intr American seeds.

The representative

were then introduc

Stroud advocated th

10 per cent. duty aga he believed that if

great deal of the ve

teas now coming in

He said that the co

where the duty was

the biggest consul

worth 40c. per lb.

far as a 20c. tea.

R. J. Anderson

per cent. duty on

from the United Sta

then I think it

against all countrie production.

Mr. Tees said

just spoken of shut the United States,

trade to our own

moval of it would a

that for all practi United States marke

ly open to the who

almost every invoic ported by America

what is termed th

which permits its e of duty. We would

he concluded, that

be given the appra

ports of entry to

might be import

was prohibitory.

to our neighbors.

ed, a duty is placed

TEA IMPORTE

ferior and dirty s

they had received a

nn McMillan, G F Baird, John Sealy, I Emerson, Geo W Jones, Jas F Robertson P Hayward, J D Hazen, Chas McDonald Geo Blair, W F Hatheway, O H War Geo Blair, ick, J A Li Tariff and

ns, Jos Al on, J J Bo oks, A L G lison, H Hay stwick, A Mal loodwin, R Sul

D Mages. Committee on civic taxation—H A Harvey, Geo A Schofield, R B Emmerson, W H Thorne, Jos Allison, W W Turnbull, W M Jarvis, W C Pitfield, D J McLauchian, T McAvity, D McArthur. Committee on trades associations—H A Harvey, T H Hall, John White. A letter was read from Mr. Smith, the managing director, calling atten-tion to the Furnishing Trades Exhibi-tion to be held at London this year. Bioleford & Bhork cont in a latter

rever it was found to have been

the council. The Naval League of Canada asked the board to support them in the peti-tion they had before the government asking that the British government be requested to place Ganadian seamen on the naval reserve. This matter had been before the council. The complaint of the St. Andrews Board of Trude that the government were going to reduce that port to an outport of St. Stephen is before the council, who have already seen Col-lector Ruel and written others rela-tive to the matter.

lector Ruel and written others rela-tive to the matter. Capt. W. H. Smith wrote from Hall-fax acknowledging receipt of copy of the resolutions passed by the beard. Reference was made to the letter from Mr. Sutherland of the C. P. R. as to rates on flour, etc., to St. John. In answer, Mr. Sutherland said the rate on lumber from the Ottaws val-ley to St. John was exactly the same as to Portland, Me. If any merchant got it carried to Portland, Me, cheap-er than it could be brought here, he must have made a special arrange-ment with the Grand Trunk. Delegates were chosen to repre-sent the board at the annual meeting of the exhibition association. Mr. Sutherland then made a short statement as to the western goods

statement as to the western goods sent to Great Britain from this port already this season. Nine boats had loaded here so far, four of the Beaver line, two of the Donaldson line, two of the Furness line, and one of the Head line. Their cargoes (exclusive of what went forward from St. John itself), aggregated: Flour-54,680 sacks.

Thorne, aly, is pleakers.
Aly, is services, NEW INVENTIONS PATENTED BY WOMED.
Donald, WarW H M. M. Marion & Marion, international patents solicitors, 185 St. James street, HayMontreal, report the following patents recently granted to women by the interdisticates patent office:
A MaiRobertRobertRobertRobertRobertT S
In improved vegetable grater, in which the perforations are punched in crescent form, so that the cutting edges have a gradual slope from their T S
Iohn H
I, J A
M, Wan ada.
LordAl slate-pencil sharpener-Lucretia inlay, T S Similia, J J Bostwick, A har ard, J C Robertson, J J Bostwick, A har olm, T A Estaboroks, A L Goodwin, R Sul-lyan, W F Harrison, Struan Robertson, F I Dykeman, W F Harrison, Struan Robertson, F Manufacturers-W S Fisher, J O Robert-son, C H Hutchings, John White, J H Rob-ertson, E L Rising, H C Rankine, T S Simms, P J Mooney, Geo W Jones, John White, J H Rob-ertson, E L Rising, H C Rankine, T S Simms, P J Mooney, Geo W Jones, John Watson, W Barker, Wm Parks, Louis Green, C H Leonard, J A Leonard, J A Watson, H W Barker, Wm Shaw, W H Thorne, Jas Gillespie, Wm Shaw, W H Thorne, Jas Gillespie, Wm Scarter, J A Kimball, F W Myers, J A Lord-ly, J V Ellis, DeB Carritte, C J Osman, Geo H Evans, R Maxwell, A S Patterson, Star, H A Harvey, H A Harvey, Starterson, Starter, H A Harvey, H A Harvey, Starterson, Starter, H A Harvey, Starterson, Starter, While

ada. Al slate-pencil sharpener-Lucretia P. Spencer, Dover, Del., Nov. 3. An adjustable bloycle sult-Alice C. Nash, Minneapolis, Minn., Nov. 3. An ingenious folding chair-Whilel-mine Semier, Vienna, Austria-Hungary,

Nov. An ironing table, with cabinet at-tachment containng drawers for fin-ished work-Lydia E. Dawson, Down-

ing, Wis. Evelyn M. Querreau of Pee Pickford & Black sent in a letter regarding the advertisements publish-ed by the Furness line boats, stating that St. John had been insert-which effectually prevents becoming

ed wherever it was found to have been omitted. Furness, Withy & Co. wrote that they had put in the port of St. John where the advertisements dealt with the service to St. John Robt. Cruikshank claimed that the Furness boats running to St. John were not the class of vessels we should have. This matter was referred to the council. The Navai League of Canada asked the board to support them in the peti-tion they had before the government asking that the British government be

SHATTERED NERVES AND PARALYSIS.

hattered Nerves Developed Nervous Pros-tration Nervous Prostration Developed Total Parelysis of One Side – Great South American Nervine in the Teeth of Most Ad-verse and Complicated Circumstances Overcomes All, and Restores Wife and Mother in Good Health to Her Family These are the Written Words of Edward Parr, Surry Centre, B. C.

Surry Centre, B. C. "My wife was taken bad last August with nervous prostration, which later on develop-ed into paralysis of one side. We tried many remedies, but all in vain. I thought I would try South American Nervine, having seen it advertised in the New Westminster, B. C., papers, and I am giad to be able to say that the result after taking three bottles was an astonishment to myself and family. It worked wonders for her, and we cannot speaky too highly of this great remedy." No case too soute or of too long standing to defy its wonderful merits.

A MAGNIFICENT GIFT. (Boston Journel.)

The most magnificent illustration of the spirit of Christmas is the reported gift of \$10,000,000 to the University of Stockholm. The giver, Alfred Nobel, deserves the compliments of the sea-

son. A broken-winded horse is rarely seen in Norway. The fact is accounted for by the statement that a bucket of water is always placed within teach of a horse when he is feeding, and the animal alternately takes a mouth-

ful of hay and a sip of water.

L.

1.045 0 938

SHEDIAC.

To Great Britain-W. M. McKay, 5.180.307 feet deals, ets.; value, \$42,785. Geo. McKean, 3,540,158 feet deals, etc.; value, \$30,335. J. L. Black, 2,408,372 feet deals, etc.; value. \$19.931. O. M. Melanson, 1,731 cases canned

 18
 10

 19 A. Harned.
 600 00

 20 A. Harned.
 600 00

 21 A. Harned.
 22

 22 S. W. Belyea.
 12

 23 S. W. Belyea.
 12

 24 S. W. Belyea.
 12

 25 Thos. McLeod
 106 00

 obsters; value, \$14,905. Poirier, Dorion & Co., 340 cases do; value, \$3.145.

Fidele Poirier, 226 cases do; value, \$1,905.

To Bermuda and West Indies-R. C. Tait, 79,122 bushels potatoes, 10 horses, 70 tons hay, 700 bus. turnips and car-

rots, 500 doz. eggs; value, \$33,559. To the United States Loggie & Co., 22,833 lbs fresh salmon; value, \$1,877. Sundrics shippers-367,183 lbs. smelts, 816 lbs. flour and meal, 1,134 doz. eggs, 127 bus. potatoes, 107 lbs. butter, 351 lbs. poultry, 13 bbls. oysters, 325 lbs.

herring, 297 1-2 cases canned lobsters; value, \$13,733. To St. Pierre, Miquelon-Jeremiah

Legere, 50,000 feet lumber, 11 tons hay, 24 bus. potatoes; value, \$439. Total to Great Britain, \$113,006; to West Indies, \$33,559; to United States; \$15,610; to St. Pierre, \$439. Grand total, \$162,614.

DORCHESTER.

To United States-James Anderson & Son, 17 vessels, 98,000 feet boards, 690,557 feet scantling, 1,706m. laths, 1,043,657 feet plank.

A. G.' McKenzie, 1 vessel, 5,000 rail-

way ties. Hiram W. Palmer, 1 vessel, 175m. laths, 56,000 feet plank, 9 tons hay. T. B. Calhoun, 1 vessel, 62,800 feet

cantling, 440m. laths. To South America-T. B. Calhoun, 2 vessels, 22,111 feet boards, 469,835 feet

Rhodes, Curry & Co., 1 vessel, 570,372 feet boards. Summary-17, vessels, 647,483 feet boards, 1,468,435 feet scantling, 2,226m. laths, 517,900 feet plank, 9 tons hay value, \$36,380.

ALMA To United States-H. H. Hoar, 2 ves-

sels, 156 tons, 150 cords kiln wood. A. L. and S. B. Co., 7 vessels, 800 tons, 3,021m. laths, 482,000 feet boards and scantling, 5,000 feet deals; value,

\$6,362 C. T. White, 9 vessels, 893 tons, the match in the second of the second second THE U. S. TARIFF ENQUIRY.

the fact and Hitchers

Washington, Jan. 5.-The agricul-tural schedule of the tariff law, which was considered today by the ways and means committee, inspired state-\$126 95 \$218 70

and means committee, manneer, manneer, ments from the representatives of a wide range of industries. There was a conflict between Mexican cattlemen and Congressman Curtis of Kansas over the effect on cattle and beef pro-ducts in this country of the Wilson 10 00 1 00 2 00 2 00 2 00 2 00

The Massachusetts fishermen and fish dealers had an interesting talk. The fishing interests were represented by Charles H. McCue of Gloucester, Mass., who announced that he spoke \$3 40 \$22 00 CARLETON SHORE LOTS. 1897. 1896.

Mass., who announced that he spoke for 37,800 deep sea fishers, manning 6,400 vessels in 1892, and for 153,000 other fishermen. They desired duties of three-fourths of a cent a pound on mechanic and hallburt one fourth on mackerel and halibut, one-fourth on cod, more than the Wilson rates, and 527 00

cod, more than the Wilson rates, and one-half on skinned and boned fish. The other side of the question was prepared by B. F. DeButts, who said that he represented sixty firms in Bos-ton who wished the continuance of the present tariff rates. Of the fisher-men whom Mr. McCue had spoken for, those of Gloucester, he said, eighty per cent, were foreigners. He com-plained that the Gloucester collector negative of figures of the set of th \$1,366 30 \$1,070 35 plained that the Gloucester collector permitted the entrance, duty free, of fish purchased in Newfoundland by fishing captains. Fishing boats going out from Massachusetts picked up their crews for the season in Nova Scotia and Cape Breton. Representative Moody of Massachu-setts characterized the statements of this gentleman regarding the citizen-ship of fishermen as untrue. Representatives from Pennsylvania and Virginia Granges asked for boun-ties on agricultural products.

\$ 150 00 300 00 150 00 100 10 200 00 176 00 131 00 185 00 20 20 33 00 100 00 64 00 130 10 126 00 370 00

RECAPITULATION. 1897. \$3,218 30 218 20 22 00 ties on agricultural products. The salt importers of New York pre-sented their claims, and the southern 1,070 35 1,492 20

Total\$6,001 60 \$5,962 50 \$5,921 55

THE DEATH PENALTY.

higher protection, and similar argu-ments were presented by California fruit growers, Pennsylvania seed men and maccaroni makara unblu and maccaroni makers, while import-ers of Bermuda potatoes and onions Washington, Jan. 5.-The senate assed the house bill abolishing the wanted concession. death penalty in a large number of cases. The measure is in the line of THREE WEEKS IN AGONY.

nflammatory Rheumatism so Acute He Could Not Attend to His Dally Duties — Lived Three Weeks in Agonizing Pain When That "Good Samaritan" of all Cures, South American Rheumatic Cure, Passed His way—It Helped in a few Hours, and Spedily Cured—Cost 75 Casts

rice growers argued the necessity of

Cents. Mr. E. A. Norton, s well-known cilizen of Grimsby, Ont, was severely atacked with in-flammatory rheumatism some 20 years ago -after a time he recovered, but five or six weeks ago the dread disease returned so violently that he had to give up work. For nearly three weeks he lay in bed suffering terrible agony. Another resident of the town who had been cured by South American Rheumatic Cure persuaded him to try it, and, to his great surprise, after using the medicine but one week he was so far re-covered as to go about town. From the first does taken he felt marked improvement, and today he is most enthusiastic in singing its praises. No case too severe for South Am-erican Rheumatic Cure po check in six hours and cure permanently.

The man with and the man without a new winter overcoat are quite unable to agree upon the question of

is on every rapper. ers is the several trips on the Clyde, voyage across the Atlantic and two months' service on the coast here.' During this time I have found supply of steam from these boilers to be at least one-fourth more that I would have got out of ordinary boilers on the same consumption and on same conditions.

The draught is all that could be de-sired, and during half the time on the voyage out and since I have run with ventilators turned with backs to the wind. / I have no difficulty

these hor the balance of the state of the st least injury to the bollers. There has not been a single leakage in the boll-ers since we left the Clyde, and they

ers since we left the Clyde, and they have never required to be touched with a caulking tool. Regarding the regulation of steam, no trouble whatever appears in keep-ing it quite under control. We have run ten days without requiring to clean soot from tubes, although the coal we have been using has been very coal we have been using has been very dirty indeed.

When firing is properly regulated I have found boilers give very little smoke. Regulation of feed water has not given me least trouble, and have not given me least trouble, and have found it not necessary to touch regu-lating cocks for six hours at a time. I have not seen a sign of water pass-ing to engines even when the gauge glass was within an inch of the top and ship rolling heavily. The boilers are perfectly stiff in ship, not a sign of movement having taken place. The examination of inside of boilers is so simple that I have been able to look at them often, and have found no dif-ficulty in keeping them right, no sedi-ment whatever lying where fire acts. Firing with these boilers is also much easier, on account of furnaces all be-

easier, on account of furnaces all beng on one level. The engines have worked without a

The engines have worked without a hitch and have not given the least trouble. In fact, since we left I have had almost nothing to do to them, and the machinery department altogether makes a very comfortable job. The steamer has been visited by a number of government officials and engineers, and all have expressed their satisfaction with what they have seen.

seen. I am, sir, your obedient servant, ROBERT HODGERT, Chief Engineer S. S. Aberdeen. The boiler mentioned in above letter resembles the Thornycroft in having a large drum at the top, connected to two smaller ones at the bottom. But in the Chyde the tubes are much shorter and straighter. The upper drum is 6 feet in diameter, and the two lower ones 3 feet in diameter. Tubes lower ones 3 feet in diameter. Tubes are 21-2 inches in diameter. Tubes are easily removed into large drum. The fine steamer La Grande Duchasse, fitted with bollers by Bab-cock & Wilcox, will be watched with interest by all interested in the gen-

eration of steam at sea. SAMUEL BENNETT. Brookiyn, N. Y., Dec. 23, 1896.

for consumption. Thos. Dherty sa the United States on the free list it Canada to impose give rise to an unt gling R. Henry Hollan interest of fancy g ware. He repres facturers, and deni had been entered h He said that if the led wares could no duty of 25 per cen cent., they should and allow the imp nearly ruined, to Mr. Nelson adve the duty on toys cent., as in a goo

THE WEEKLY SUN \$1.00 a year.

ecent state laws abolishing capital ounishment and applies the same principle to federal offences, although the change is not extended to the total abolition of the death penalty. The present laws which have come down from colonial times, have a sanguinary aspect, and prescribe death for 60 offences of various characters. The bill passed today reduces these of-fences to five, namely, treason, rape, murder and two offences applicable to

fences hard labor for life is substitut-ed as the maximum punishment, and even in cases of murder and rape, hard labor may be substituted if the jury states in its verdict, "without capital punishment," As the bill has passed the house after a long crusade

and cure permanently.

temperature.

by Representative Curtis of New York and is amended but slightly by the senate, it is likely to go to the presi-

dent, when the the minor disagreements are arranged in conference.

the army and navy. In all other of-