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port Greville, his... and he is now...

built by John A... launched at St...

by Light-Parr... of a large...

number of years... and shipbuilding...

NEW BLACKS AND NEW COLORS In Mohair Dress Goods.

We Have Opened Up A New Process of Dyeing. Heretofore the warp of Mohairs has been dyed separately...

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WHISKY. Three Years Old Rye, \$2.70 per Gallon. Eight Years Old Rye, 3.50. 1889 Club Rye, 4.55.

When ordering, add price of Jug or Keg to amount. Family List Sent on Application.

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MANAGER HARRIS.

He Gives North Shore Men a Pleasant Excursion.

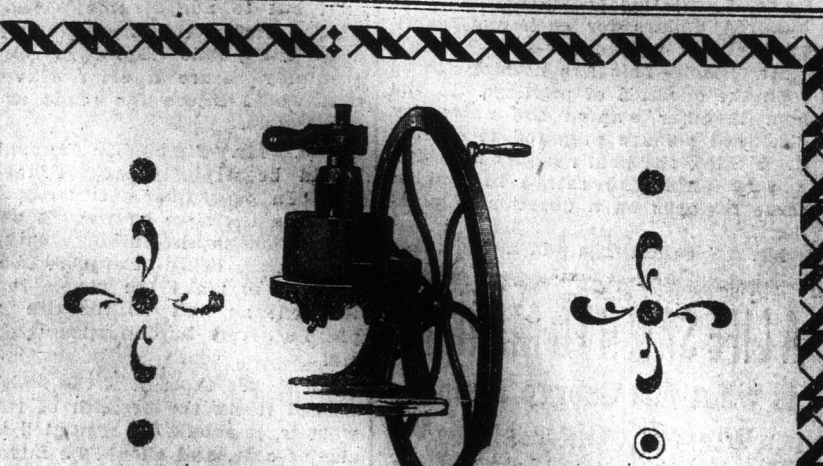
And Reconstructs a Portion of His Famous I. C. R. Tariff.

Another Act in the Thrilling Drama of "Business Principles" Now on the Boards.

(Newspaper's Account.) The following telegram received by G. A. Lounsbury Saturday night, explains itself.

MONTREAL, March 12, 1898. Will pass through Newcastle at one p. m. Monday. Will be glad to meet you at Newcastle, also any of your friends. Please notify any of your friends in Chatham whom you desire me to see.

A. S. HARRIS. As a result of the injustice done to our industries in regard to local freight rates, as vigorously stated in our columns last week, Messrs. G. A. Lounsbury, W. A. Hickson, C. D. Manny, D. Morrison, T. W. Flett, E. A. McCurdy, P. Hennessy and Charles C. Gates boarded Mr. Harris' official car "Montreal" at this station yesterday and journey to Moncton. Mr. Harris treated all of our gentlemen in a manner which was satisfactory. He was courteous, accommodating and made concessions which our business men aver will be to the interests of this community. Mr. Hickson was the first to state his case to the general traffic manager and was pleased with the assurance given that his business would not be tampered with, but would be benefited, especially in regard to his freight rates between here and the New England states. Mr. Manny, in a businesslike and brief manner, wanted to know if the government would live up to the agreement which he had in his possession, and Mr. Harris said it would, but could not say anything about next year. Mr. Manny secured nothing but what is right and in accordance with the tariff.



WHAT A LOT OF EGGS

The Hens Lay when Fed on GREEN CUT BONE. 200% to 400% More than without it.

With only a Dozen Hens, the increase of Eggs will More than Pay for one of

MANN'S GREEN BONE CUTTERS WHICH YOU CAN PROCURE FROM W. H. THORNE & CO. Ltd, MARKET SQUARE ST. JOHN.

PARLIAMENT.

Mr. Foster Introduces His Insolvency Bill.

Question of Bruneau's Resignation to be Referred to a Committee.

Col. Donville Will Not Take Any Liquor Into the Yukon—Charlton's Sunday Bill Adopted.

OTTAWA, March 15.—The commons today went into committee on the Yukon railway bill. Sir Charles Tupper at the beginning stated as all details had been pretty thoroughly reviewed on the second reading, he thought there was no objection to delay the proceedings by discussing them over again.

Hon. Mr. Blair explained the proposed amendments, all of which have already been announced, and the bill went through committee.

The house was in committee all evening on the Davies bill consolidating the steamboat inspection laws. The franchise bill will be taken up tomorrow.

THE SENATE. In the senate this afternoon, Senator Ferguson brought up the question of cold storage service on steamers between Charlottetown and Great Britain.

Senator Scott said the government hoped in the near future to be able to induce a steamship company to extend its service to Charlottetown.

Hon. Mr. Ferguson inquired about the service of the steamship Petrie, which was engaged last winter to keep up communication between Capes Tormentine and Travers, Sir Louis Davies had yesterday condemned the route, and the importance of the route in order to condemn it.

Hon. Mr. Ferguson thought a suitable ship could keep the route open all winter, if it was necessary to get another ship in order to give constant communication.

Senator Snowball said it cost a quarter of a million to provide wharves at the Capes. There was not a statement on the subject of steam like the Stanley, and even ordinary deal laden barks could not lie at Cape Tormentine wharf, but had to load outside.

Hon. Mr. Wood contradicted these statements and explained that in two seasons some forty barks had taken cargoes at Cape Tormentine wharf. He had no doubt that if a proper boat was put on the Cape route communication could be kept up all winter.

Hon. Mr. Ferguson could get no statement on the subject of steam communication from either minister. Both remained silent and the subject dropped.

DRUMMOND COUNTY RAILWAY. The Drummond railway commission held a meeting this morning. The minister of railways was the first witness. He testified to the reasons that induced him to select the Grand Trunk and Drummond line for the Intercolonial extension to Montreal.

He had conferred with Manager Waterwright of the Grand Trunk, and the latter introduced him to Mr. Greenfield of the Drummond railway. Mr. Blair explained the basis of agreement with the Grand Trunk. The department estimated the value of the railway used in common at one million and a half, and of the station and freight buildings at Montreal, used in common, at two and a half millions. The government allowed the Grand Trunk five per cent on half of these two sums.

Questioned by Messrs. Borden, Powell and Hagarth whether the government in making this agreement considered whether the Grand Trunk would not use the road and terminals five times as much as the government, Mr. Blair said that the Grand Trunk would not deal on the basis of proportionate use. Therefore the agreement was on the basis of equal use. The \$2,500,000 proposed to be paid to the Drummond County company was on the basis of four per cent on the value of \$1,500,000, which was Mr. Schrieber's estimate. At this point Mr. Blair made an interesting statement that after the rejection of the senate last year, when the annual lease was arranged, a clause was incorporated providing that in case the government get power to take over the road absolutely, it should have the option of acquiring it for \$1,500,000 cash, in place of \$4,000,000 annually for ninety-nine years.

Mr. Blair observed that the content of the company to this change indicated that they did not value the annuity at \$2,200,000. He also stated that the later agreement required the company to spend \$100,000 in improving the road bed, of which \$55,000 was to be spent west of Moose Path. Under the agreement of last year improvements would not have cost more than thirty-five thousand. In case the government should take over the road

for \$1,000,000 before this \$100,000 was spent, the amount expended short of this sum would be deducted from the purchase price.

Mr. Blair then gave a specific and detailed detail that in his negotiations with Greenfield any mention was made of political subscriptions, or that there was corruption of any kind in connection with the matter.

After further evidence was given by Mr. Schrieber as to inspections and estimates, Greenfield was called. He testified by confirming Mr. Blair's statement as to the purity and morality of the whole transaction. His story as to the purchase of the Patrie newspaper, now owned by Tarte's sons, was that he gave his own check for the amount of the purchase, receiving a check for \$5,000, one from his sons for the same sum the next day, and later a check for ten thousand on the Bank of Montreal from the young men.

Greenfield said that the Drummond road as contracted to be made would cost two million one hundred thousand dollars. He will return on Friday to answer further questions.

NOTES. The result of the Ottawa re-count was to confirm the first count of votes and elect Messrs. Lumsden and Powell.

OTTAWA, March 15.—Hon. Mr. Fisher asked for the suspension of the rules and great expedition for his bill to protect Canada against the introduction of the insect pest. The bill is rather drastic. It prohibits the importation of nursery stock of all kinds from countries where the pest exists. The minister explained that this bill was especially applicable to the United States, where San Jose scale existed. He wanted the bill rushed through, because if delay took place hundreds of carloads of nursery stock would be hurried across the line.

Sir Charles Tupper commended the course of the minister. He learned privately that Hon. Mr. Fisher had taken the advice of those best qualified to give it. Nearly all members who spoke supported the bill, all on the ground of the health of the Canadian fruit stock, and some on the general ground of protection to home interests.

Mr. Charlton protested against the bill as unjust to the infected districts in New York and also involving economic protection.

Mr. Ellis opposed the measure on the same ground. After the first reading Mr. Charlton asked for another day before the bill was finally disposed of.

Premier Laurier stated that the measure was hostile to the plant and did not think it would be so considered by our neighbors.

The bill passed the three readings under the suspension of the rules and was sent to the senate.

Replying to Mr. Powell, Hon. Mr. Blair said Engineer Crossland had reported on the diversion of the Intercolonial to Springhill, N. S. His report went to show that the diversion could not be made to end at Salt Spring, without increasing gradients.

By joining the present line at River Philip the diversion might be made, but that would cost a large sum and make the road longer. In view of these difficulties the government could not see its way clear to do anything.

Hon. Mr. Mulock told Mr. F. E. L. had been closed because it was not deemed necessary.

Mr. Powell was told that A. Bowllie was dismissed from the position of gas inspector of Springhill, N. S. for twenty-five years of service, and was a competent man. There was no investigation, but the action was taken on the representation of Mr. Logan, M. P. Moses Leger was acting in his place. Mr. Powell was also told that Mr. Blair had a bill introduced on the subject of a bill relating to tank man at Springhill after twenty-four years' service. Offensive partnership was the cause, but Mr. Blair did not know on whose representation.

When the Yukon bill came up for its third reading Mr. Kauback spoke briefly in opposition, stating that he had no opportunity on a second reading. Mr. Quinn moved an amendment that the shares of the company be placed at one dollar each, and that they be offered to the Canadian public, that every man who desired it might have an opportunity to acquire the shares.

The amendment was lost and the third reading carried on division.

Mr. Moore of Stanstead then brought up his motion to reduce the duty of oil, quoting the statements made a few years ago by Messrs. Davies, Mulock, Casey, McMullen and others.

Hon. Mr. Fielding said it was improper to propose changes in separate items of the tariff in this way. They must all be treated together. He adjourned the debate and the speaker left the chair.

After the private bills Mr. Charlton proposed the second reading of his bill against Sunday newspapers. This bill, which was before the house last year, forbids the issue, sale or preparation of newspapers on Sunday. The principle of the bill was generally accepted, but the question was raised as to the competence of the dominion parliament.

Hon. Mr. Fisher proposed to add a clause forbidding the sale in Canada on any day of papers issued on Sunday. The purpose was to prevent the sale in Canada of the New York and Boston Sunday papers. This led up to a discussion of the merits of these papers. Another amendment was proposed by Mr. Hughes forbidding the sale of any articles on Sunday except medicines.

The discussion of Mr. Charlton's bill was continued till nearly midnight, when the committee rose and the house adjourned.

NOTES. In the senate Hon. Mr. Ferguson

enquired whether the government had decided to make half rates on freight on pure bred stock carried on the Intercolonial, as was done by other railways. The secretary of state said Hon. Mr. Blair could not make a reduction, as the rates were already low.

Hon. Mr. Primrose contended that the Intercolonial rates ought to be lower than those of the Grand Trunk. He took occasion to protest against the recent increase in the local freight rate on the Intercolonial. The rates on lumber were, he said, particularly oppressive.

Mr. Frowse said the other railway rates had made reduction in pure bred stock, and he could not see why the Intercolonial should be the only exception.

John Yeo, M. P., left for home today to attend the nominating convention in West Prince, P. E. I., and to take part in the impending campaign there.

OTTAWA, March 17.—A large part of the afternoon sitting was occupied with an explanation by Mr. Parmelee of his bill to prohibit improper speculation in butter and cheese, and by Mr. Fortin of his insolvency bill. Mr. Fortin has been moved to introduce this measure by pressure of the Montreal board of trade and other business associations. He said that the government had left the impression that they would take action this year, and their failure to do so led him to bring this bill before the house. Mr. Fortin's insolvency bill follows the general lines of the Bowell bill, introduced in the last parliament. Its operation is, however, limited to traders, Messrs. Penny, Craig, Bourassa and Monk, who were named in favor of the bill, and Mr. Beauséjour against it. The premier made a non-committal speech, stating that if the commons were disposed to accept the bill the government would give it all possible facilities.

It was read a first time. Mr. Marcotte, rising to a question of privilege, moved for a committee to inquire into the alleged resignation of Mr. Bruneau, whose notice was said to have been sent to the speaker and returned unanswered. Mr. Marcotte asked that his statement, together with that of the speaker, be referred to the privileges and election committee, with instructions to ascertain the facts, search into the law, and report to the house what proceedings if any ought to be taken.

Premier Laurier said he had no notice, and asked for a day to reflect. Col. Donville rose to a question of privilege, stating that he never intended to ship liquor to the Yukon, and had been misrepresented both by the newspaper and Hansard reports of his remarks last Friday morning.

When six o'clock was called the house was in committee on Mr. Charlton's Sunday bill.

This evening Charlton's Sunday bill went through committee. Hon. Mr. Fisher to help the bill through, withdrew his amendment which prohibited the sale in Canada on any day of papers issued on Sunday.

Mr. McLean proposed that as Ontario had Sunday laws of its own, that the province should be excluded from the operation of the law, lost, 23 to 21.

Mr. Choquette made the same motion as to Quebec, lost, 35 to 13. Mr. McLean moved that the committee rise, lost, 25 to 23.

Hon. Dr. Morin said that the bill did not amount to anything without Hon. Mr. Fisher's amendment, and proposed one to the same effect, carried.

The bill was reported without further change. It stands in committee. The bill now forbids the sale in Canada of all Sunday papers, wherever they may be printed.

Mr. Casey's two railway bills were sent to a special committee.

The latter part of the sitting was occupied with the discussion of a bill relating to grain elevators in the Northwest.

THE RAILWAY COMMITTEE. The railway committee of the commons had two distinguished members before it this morning, in Austin Corbin, the millionaire railway and mining man of the United States north-west, and Sir William Van Horne. They represented opposing interests. The Canadian Pacific company wants the committee to refuse to give preference to the Kettle River Railway company, representing the Corbin interests, which wants to get across from Washington state into the mining region of British Columbia, known as the boundary district. The Canadian Pacific is extending its own Kootenay line in that direction, and proposes to make connection with eastern Canada. The boards of trade of Vancouver and other coast cities have passed resolutions against the Corbin scheme, on the ground that it diverts trade to the United States. Rossland, Nelson and other Kootenay boards have passed resolutions to the contrary effect, demanding competition. This is the first time Sir Wm. Van Horne has appeared in person before the committee. The contest will occupy several meetings.

NOTES. John Yeo, M. P., is not expected to appear again in the commons. When he went away yesterday to go into the West Prince campaign he took final leave of the chamber, though not of the parliament buildings. It is well understood that when he comes back it will be to take the seat in the senate formerly occupied by the late Hon. Mr. Perry.

A large deputation from Georgian Bay appeared before the premier and the ministers of trade and commerce and finance today. This is the district from which the largest quantity of logs are towed for manufacture in Michigan. The delegation demands an export duty on logs. The ministers did not disclose their intentions.

Mr. Gillies gives notice of motion for



papers concerning the dismissal of Frederick Ferguson, late postmaster of Lardolais, and for papers recommending Donald K. Matheson as his successor, together with documents relating to the prosecution of Matheson for corrupt practices in elections, and judgment of Judge Henry condemning him to a fine of \$400.

In the senate today Mr. Power brought forward his bill to provide for the safety of fishermen by requiring a better equipment of dories.

Messrs. Powell, Bell and Molnerney have taken part in some of the campaign meetings in Russell. The election takes place tomorrow. The Hardy government claims a majority of five hundred.

The appointment of Mr. Yeo, M. P., to the senate, which is understood to be settled, is regarded with favor here. Mr. Yeo is not much of a talker, but he has served his party well without being offensive, and no doubt he will do his best possible to hold West Prince for Sir Louis Davies. The appointment of a French-speaking successor to Mr. Arsenault would have been gratifying to the patriots of the late senator, but if Sir Louis could not find one whom he deemed suitable the appointment of Mr. Yeo will not be condemned.

ST. PATRICK'S DAY.

(From Friday's Daily Sun.) St. Patrick's day was duly celebrated yesterday by services in the various Catholic churches and entertainments in the evening. Rev. Francis McMurray was the celebrant of high mass at the Cathedral at ten o'clock, assisted by Rev. A. O'Neill and Rev. A. W. Meenan. His lordship the bishop was present in cope. Father Meenan was the preacher and delivered a glowing eulogy on Ireland's apostle and his work. The collection amounted to \$217.75, an increase over last year.

Solemn high mass was celebrated at St. Peter's church at eight o'clock. Very Rev. E. M. Walsh, C. S. C., was celebrant; Father Boag, deacon, and Father Connolly, sub-deacon. Father Pendergast preached the sermon from the Apocalypse of St. John, taking his text from chapter viii. 9, and "saw great multitudes" etc. From these words the preacher drew inferences of the life of St. Patrick, and told the story of work performed in Ireland in furthering the faith once delivered to the saints. The collection was in aid of the orphans.

At mass in Holy Trinity church, Rev. J. J. Walsh made a few appropriate remarks on "the day we celebrate."

Rev. W. C. Gaynor celebrated high mass in St. John the Baptist church at nine o'clock and preached a sermon on St. Patrick.

Large congregations attended at high mass in the Church of the Assumption, Carleton, and St. Rose's church, Fairville.

IN THE OPERA HOUSE. The musical minstrel performance in the Opera house last evening under the auspices of the Father Mathew Association and for the benefit of the orphans, attracted one of the largest audiences ever in the building. Long before eight o'clock the S. B. O. sign was displayed at the box office, and when the curtain went up at nearly 8 o'clock, every seat and almost every available foot of standing room in the entire building was occupied.

THE IRISH LITERARY AND BENEVOLENT SOCIETY DINNER. The annual dinner of the Irish Literary and Benevolent society last evening at the Dufferin hotel was a great success. With clever speech and cheerful song the members and their guests enjoyed themselves right royally.

The dinner itself was an elegant spread and the services prompt, and fully sustained the reputation of the hostess of the Dufferin. The tables were charmingly and profusely decorated with tulips in slender vases, giving a very pretty and graceful effect.

President Gleason occupied the place of honor, having on his right Mayor Robertson and Hon. R. J. Ritchie, and on his left John Condon, vice-president of the Ancient Order of Hibernians. Mr. McDade, president of that society, being in Fredericton, could not attend.

D. J. O'Neill had the vice chair.

IN LONDON. LONDON, March 17.—John Dillon, the Irish nationalist leader, presided this evening at the nationalist banquet held at the Hotel Cecil to celebrate St. Patrick's day and the events of '98. There were seven hundred guests. Mr. Dillon read a letter from Mr. Gladstone urging the unity of Irish patriots, and telegraphic reply was sent to the venerable statesman thanking him for his "mighty championship of the Irish cause."

In the course of his speech, Mr. Dillon said: "The present quagmire in Irish affairs is only the prelude to a thunderstorm."

St. John, N. B., clearing house—Clearings for week ending Thursday, 17th March, 1898, \$284,941; corresponding week last year, \$443,609.