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THE WEEKLY SUN.
 ST. JOHN, N. B., FEBRUARY 5, 1898.

BRITAIN AND RUSSIA.
 (From Wednesday's Daily Sun.)
 China, which has fallen into ill-fortune in some respects, is happy in the fact that more than one wealthy nation would like to lend her money. Great Britain and Russia are rivals for the kindly office of acting as banker for China in distress. Russia is almost disposed to make it a case for war if Great Britain should advance the amount needed on the terms suggested. Yesterday's despatches made a Russian diplomat say that Port Arthur will be no good to Russia if another far northern port in China is made free to England and the world, as part of the terms of the loan. This belligerent Muscovite maintains that Russia has the power to make Britain feel her wrath if the British attempt to stay the Russian advance upon the Pacific. It is pointed out that Russia is behind the India frontier and by combining with the Afghans and other warlike tribes, who only require a little encouragement to open hostilities against the Indian empire, the Czar's forces can imperil Great Britain's position in Asia. There is no doubt that the Russian diplomat has pointed to the most assailable position of the prospective enemy. No European country has been able to handle the half savage tribes of Central Asia as Russia has. There is good reason for it. The Russian is a Tartar himself, and only a stage removed from the half-wild men that dwell east of the Caspian. He is diplomatically an outlaw. He gives assurances and breaks them. He is steadily the Russian frontier has extended east and south until the cry of "Russia at the Gates of Herat" gave an effective alarm. It has been believed, and sometimes pretty well established, that Russian intrigue was behind the treacherous acts and murderous raids of the Afghans and the Hill tribes. One day it is a question of the occupation of Khiva. Then it is Persia. Again it is the Pamir dispute. But always the local rulers of India find Russia in the attitude of a foe, and frequently of an insidious and treacherous and lying foe. It would be considered the most natural thing in the world, in the event of a war that India should be the objective point of Russian attack. Perhaps it would be some relief to the India army men to meet Russia in the passes in her own proper person, and not disguised as a colony of irresponsible tribesmen.

Russia has gained this vantage point since the Crimean war, that she can now carry on an aggressive campaign against England. But Britain has gained, too, in acquiring a native army in India. The native forces have all the dash of the Cossack, with superior staying powers and a greater appetite for war. It is by no means certain that in the event of a Russian attack on India the assailants would be met there by a purely defensive force. The fighting might be forced into Tashkent. Yet even if it were so the Black Sea is still accessible to a British navy. The Crimea is more exposed to attack than when Sevastopol was in its prime. The only place where Russia could strike Britain effectually is on the India frontier. But so long as the British fleet exceeds that of Russia by four or five to one, and so long as the Czar has an exposed water front, either on the Black Sea, or toward the Baltic and the Gulf of Finland, or on the Pacific coast, Great Britain would not be under the necessity of fighting a purely defensive campaign. Nor does it appear that the threats of the Muscovite have intimidated the statesman who now conduct the policy of the British empire. The echoes of the speech of the chancellor of the exchequer that the interests of British commerce shall be protected though it should require a war to do so, have not yet died away.

Lord Salisbury is not a war minister. He is a man of peace, who knows that permanent peace cannot be bought by submission to the aggressive demands of a nation like Russia. No British minister can be oblivious to the fact that Russia would be a hard nation to fight. But all British history teaches that Russia is a nation which must be met every few years by some one or more European nations and warned off the premises she is about to occupy. That has happened at least once a decade, and is likely to happen periodically hereafter. It may be Great Britain's turn to issue the notice this year.

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LARGE AND UNITED.
 "The majority now behind Sir Wilfrid Laurier is large and united," says the Globe. The majority is indeed large enough, though it is mainly, if not entirely, a Quebec majority. But as to its unity, the less said the better. It was only the other day that a member of parliament supporting Sir Wilfrid declared that one of the ministers ought to be driven from the cabinet. When the minister asserted that not three government members would endorse the proposition, two other liberal members offered to find a dozen comrades prepared to sign a request for the dismissal of Mr. Tarte. It might, therefore, be doubted whether there is perfect cordiality between Mr. Tarte, Mr. Beauséjour and Mr. Préfontaine. Perhaps it would also be safe to suggest a want of unity between some of the members from the Eastern Townships. Mr. Scriver for example, and Mr. Doherty. Then it is understood that Mr. McMillan, Mr. Somerville and some other of the Ontario members who have taken serious pledges of reform made by the party in opposition, are disposed to give some sign of their independence at the coming session. The revolt of Mr. McMillan of British Columbia last year against the Crows' Nest policy of the government, supported as it was by Mr. Oliver and other western members, was a mild ebullition compared with what is threatened this year from the occidental regions. One member of parliament from Manitoba, who has a Winnipeg newspaper at his back, has already issued his note of defiance, and the declaration is made that seven liberal members from the west are about to make a united protest against the conduct of their leaders. Such are the signs of unity that are seen in other parts. But how is it in the St. John Globe's own territory? Will the member of St. John city assure the public that he is connected by bonds of political and personal sympathy and unity with the cabinet minister from this province? Are the political friends and confidants of Mr. Blair the friends and well-wishers of Mr. Ellis? Are the projects of the minister of railways, and his political principles satisfactory to the city member? The current opinion is quite the contrary. Conversely, it appears that Mr. Ellis is not wholly a satisfactory comrade of the minister. Some of the subsidized organs of the minister of railways spare no opportunity to assail Mr. Ellis and abuse him in all the moods and tenses. The banishment of the friends of Mr. Ellis from the party organization in this city, by the allies and friends of the minister of railways was one of the methods for the establishment of peace and unity in this district. Mr. Blair says it is right and necessary for him to purchase Mr. Gibson's road. Mr. Ellis strenuously condemns the proposition. The majority behind Sir Wilfrid is "large and united." So were the Kilkenny cats.

MILLIONS IN THEIR PULL.
 When Mr. Mackenzie and Mr. Mann have built the Yukon railway they will own it. Moreover, they will have a guarantee that no one of the thirty other companies which have surveyed routes through this region will be allowed to build a competing line to divide the traffic with them. In addition, they will have 25,000 acres of gold bearing lands for every mile of narrow gauge road they have built. The cost of the railway is estimated at \$15,000 a mile. These lands they have the right to choose through all the gold fields of the Yukon and its tributaries.

A free miner who goes to the Yukon at his own expense, and has no pull, must pay \$10 a year for a certificate and \$15 a year for a claim 250 feet square. For less than an acre and a half he must pay \$25 a year, and one man is not allowed to hold more than one claim, unless he takes a full claim, for which he pays \$100.

The favored contractors get their railway and their traffic monopoly, and a present besides of more than an acre of mineral lands for every dollar that their road will cost. But the working miner, after paying the above prices for his claim, must give the government ten per cent on all the gold he obtains. Mackenzie and Mann are asked to pay only one per cent as their royalty.

It is claimed that the contractors must explore their lands in order to get any good of them. This is not so. They have alternate sections with the government, and thousands of prospectors will be climbing over the whole country within a few months. If a rich district like the Bonanza or El Dorado Creeks is found, the contractors have only to claim "the half of it," and find themselves without any effort on their part in possession of areas worth millions. Once in possession they are in a much better position than the government to have their properties developed. They can offer miners a property on which only one per cent royalty, and no annual fees are to be paid. They have the benefit of the mounted police protection, and

of the labor of the geographical survey.
 In short, the choicest opportunities and the cream of the wealth of the whole Yukon is placed in the hands of these two men. Talk about millions! There are tens of millions in it, all taken from the people of Canada and given to a span of contractors with a pull.

THE OPENING OF PARLIAMENTS.
 The speech with which parliament opens is singularly barren. It rectifies with more or less accuracy, certain incidents of the past year, but in regard to proposed legislation it mentions only four matters. Three of these were on the programme at the opening of last session. The fourth matter, which is the Yukon railway, the government has apparently disposed of without waiting for the meeting of parliament. The franchise bill was introduced and read a first time last year. The superannuation measure was also promised in last year's speech, and a bill was introduced which was dropped. The plebiscite bill was not introduced last year, though Lord Aberdeen informed the two houses that it would be brought down.

The first session of the present parliament was wasted. It did nothing but vote the supplies, which Sir Wilfrid and his friends had blocked a few months before. The third session is apparently to be employed in performing the work cut out for last year.

Mr. F. G. Boyver of Gagetown, P. E. Island, recently told the Maritime Breeders' association that the horse breeder of butcher who shipped a car load of stock from Prince Edward Island to St. John or Halifax had to pay more freight than the man who brought a car load from Toronto or Guelph. Mr. Boyver also says that in 1896 the Charlottetown board of trade secured a cheaper freight rate for oats. This year the old and higher rate was restored. The whole argument of the Gagetown man went to show that despite the claim of low local rates on the government railways the western long distance shipper is given a tremendous advantage. As far as one can judge by the present tendencies the situation of the local shipper will be worse before it is better.

Some of our valued contemporaries are disposed to make much of the circumstances that Sir Charles Tupper some days ago expressed approval of the Yukon contract as then very vaguely outlined. But we notice that in opinion of Sir Charles Tupper commending the bargain has been expressed since the full details were made known. It may perhaps be remembered that the government press last year boasted that a number of prominent conservative public men would support the Drummond railway deal.

The Toronto Globe condemns the French military authorities for holding the trial of Dreyfus in secret. The Globe need not go to France to learn of the unfairness of secret trials. The Star chamber trials held by Commissioners Wilson, Ross, McAlpine and Palmer, and the secret trial of the officials of the Kingston and St. Vincent de Paul penitentiaries are cases much more to the point and much nearer home. They are a disgrace to a decent country.

"Could not the mineral lands have been disposed of separately for a much larger sum than would have sufficed to build the road?" This is the pertinent question which the Toronto Monetary Times, an independent commercial paper, asks about the Yukon deal.

A report comes from Edmonton that valuable discoveries of gold have been made on the Liard river. This will be good news for Messrs. Mackenzie and Mann. The Liard river district is included in the area from which they may select their 3,750,000 acres.

The farmers' meetings held throughout the province have passed several resolutions. But so far as observed, they have not as yet endorsed the wheat bonus programme.

SUSSEX CREAMERY.
 (Co-operative Farmer.)
 The central creamery business is running along with a good supply of milk and an active demand for butter, though the thermometer hovers around 35 degrees below zero. During January the weekly supply of milk averaged 15,500 lbs. In November and December there were 103,712 lbs. of milk received. Of this 1,637 lbs. were sold as new milk and 5,065 lbs. butter made. The fat test averaged 4.33 per cent. fat.

During the two months the Waterford skimming station received 14,465 lbs. of milk, which made up into 717 lbs. of butter; the average per cent. of fat was 4.41.

At Berwick, where the business was only started well on in December, 7,321 lbs. of milk were received and 321 lbs. of butter made. The fat test showed 4.32 per cent. fat.

The average price received by the patrons for their milk was a trifle over \$24. per 100 lbs.

BIG SNOW STORM.
 The Worst Experienced in St. John for Many Winters.

Boston Shut Off From Communication With the Rest of the World and Left in Total Darkness.

The severe cold of Sunday and early Monday morning seems only to have been an introduction to the blizzard, for by no other name can the big snow storm of Monday night and Tuesday be described, which piled the snow in impassable drifts about the city, stopping completely for the day the street railway and played havoc with outside communication, so that the one or two train that did reach the city were of little use to the travelling public.

The storm was certainly the worst that has visited this part for years. Shortly after midnight of Tuesday snow commenced to fall, but so evenly that up to two o'clock nothing serious was anticipated. After that hour the wind freshened and commenced to shift and at four o'clock the driving wind was piling high the light snow that still continued to fall.

This state of affairs continued all through the day and into the evening. The depth of snow that fell on the level was about four or five feet, without the wind that kept shifting the snow in deep drifts all over the streets, and out in the country kept piling it high in the railway cuttings.

In the city the storm played havoc with pedestrians and street railway. The former during the storm had a hard time to get along, while the street railway people after a big fight with the adverse elements, gave up all idea of keeping up a service for the day and devoted their energies to opening up the line and getting everything in working order for today. Early in the morning, or to be more definite, before 5 o'clock, their powerful sweepers, pushed by cars, left the sheds in an attempt to get over the line. This they succeeded in doing, but the effort was of no avail, as the snow drifted back on the track to the depth of several inches night in the wake of the sweepers. This resulted in the stalling of several of the cars on the main line, and one sweeper and a car on the Paradise Row branch.

In addition to the sweepers, the big leveler, with four horses and hundreds of men with shovels, aided in the effort to get the line open. All worked hard, and the sweepers, the plow and the shovels that were called into play piled great banks of snow up on the sides of the road, the removal of which will make a big hole in the sum paid the city by the company for this work.

At first their efforts seemed to avail little, but gradually toward evening some progress was noticeable, and by 6 o'clock the railway people clearly had the upper hand.

The company did all in their power to provide for the comfort of the men at work, giving them their dinner at M. A. Harding's, and a lunch at midnight at Wm. Clark's, Cafe Royal. It is unnecessary to add that both meals were thoroughly appreciated by the employees.

Out of town the storm seems to have been more severe, if possible, than in the city, and it hung up the trains on the I. C. R. and C. P. R. roads, as they had not been interfered with for years past.

The storm was general over the Atlantic division of the C. P. R., and reports from many places say that drifts of six and eight feet were numerous. The details of this terrific and now historic storm. People here were in a measure able to count the loss, not only to property, but of the lives of those who go down to the sea in ships. For while the former is readily foot up into the millions, the loss of life on the rocky New England coast and in the wild surges of Massachusetts Bay will probably not be equaled for many years to come.

That so many brave seamen should have found a watery grave will undoubtedly make this the most startling feature of the storm, and as the reports came in today, meagre to be sure, but nevertheless trustworthy, bodies, not singly, but in twos and threes, being picked up along shore, it was seen that while the blowing down of telegraph poles and the crippling of railroad traffic was a great hindrance to communication, it sunk into insignificance as compared with the terrible news of brave sailors going to their death while their ships of oak were broken to bits on dangerous reefs.

Four unidentified bodies lie in the corner's office in Gloucester. Five more are in Lynn, brought over from Little Nahant on the rocky beach on which was wrecked the schooner Charles H. Briggs.

Twelve unknown corpses are reported to be at Kakeona Island in Salem Harbor. They too must have manned some of the schooners which were lost in Gloucester harbor. That there are others in the dark waters of the bay seems almost certain, but tonight 19 dead can be counted, all victims of the storm's fury.

Up and down the coast from Cape Ann to Cape Cod are strewn the grim vestiges of the storm. Gloucester harbor was the storm centre, but the beaches near this city were not exempt from a similar spectacle, while the shipping within half a mile of the wharves broke from their cables during that fearful night and worked destruction to themselves and their neighbors.

On land the loss by the storm seems to have been confined entirely to property, for while horses almost without number were killed in the main thoroughfares of Boston, electrified by falling trolley wires, by some miraculous chance no human being was struck, although there were many narrow escapes. This wholesale slaughter of dumb animals was perhaps the only ghastly feature of the storm in this city.

After twenty-four hours of unremitting labor the two big telegraph companies were enabled to obtain a few messages over their own lines with the outside world. Boston seemed, how-

ever, to be harder to reach than other cities affected by the storm, for while communities only a few miles from the hub managed to obtain good communication late in the day, it seemed as if clear wires would never reach the city.

The railways, however, helped out wonderfully in bringing in news from more fortunate localities, and the officials of the different companies worked as hard as the telegraph men to get their service once more near its normal condition.

The electric car service in this city at least also became once more a factor in human affairs, and nearly every one of the different divisions of the Boston street railway were in good working order by noon.

Outside the city among the small trolley companies the embargo was much harder to break, and at night but few of the smaller towns had a local service. The telephone proved its value by giving almost continuous service in the city, and practically the only communication with New York was by the long distance lines.

A summing up of the storm's work is as yet difficult, but tonight it appears almost certain that no dozen human lives, wrecked over thirty schooners in Massachusetts bay, completely prostrating all telegraph lines, and causing a total property loss of nearly two million dollars.

The cost of the storm in this city is estimated as follows: Boston Elevated Railroad Co., \$224,000; city of Boston, \$75,000; Western Union Telegraph Co., \$30,000; Postal Telegraph Co., \$5,000; Long Distance Telephone Co., \$10,000; New England Telephone Co., \$10,000; electric light companies, \$4,000; fire alarm and police signal service, \$5,000; fire losses due to disabled equipment and defective wires, \$100,000; steam railroads, damage to property and loss to income, \$125,000; loss to shipping interests, about \$250,000; loss to Boston's business interest at least \$600,000; total, \$1,428,000.

NOVA SCOTIA.
 Daring Attempt at Bank Robbery at North Sydney Last Evening.

The Provincial Finances—Liverpool County Academy Destroyed by Fire.

HALIFAX, N. S., Feb. 3.—The county academy at Liverpool was totally destroyed by fire today. The fire started in the basement, and in two hours the roof fell in. Two hundred children were in the school at the time of the fire, but they were marched out in good order. The building cost \$10,000; Post was insured in the Imperial for \$5,000.

Prenter Murray in the legislature today brought down the financial returns for the province. The revenue falls short of the estimate by \$27,000, the total receipts being \$82,240. The revenue from royalties was \$13,000, less than the estimate, the amount received being \$270,000, which was \$3,900 less than in the previous year. The legislative expenses were \$48,000. The grant to the counties was \$7,000, and \$35,000 for steamship and ferry subsidies. The provincial revenue this year is \$9,000 less than in 1896, partly accounted for by the fact that in former years there was an unexpected increase of \$18,000 from the sale of old Nova Scotia postage stamps.

NORTH SYDNEY, Feb. 2.—A most daring attempt at bank robbery was made here tonight. About six o'clock a stranger quietly entered the Union Bank of Halifax and was making his escape with a cashbox containing between six and seven hundred dollars when he was intercepted by a clerk of the bank, a young man named W. S. McDonald. McDonald was alone in the bank, finishing up his day's work, when the stranger entered and went directly into the manager's office, where the vault is situated. The clerk glanced at the man as he passed the manager's window and took him to be the agent, Mr. Fraser. Something aroused his suspicion, however, and going into the inside office, he confronted the man just as he was leaving the vault with the box under his arm. The only thing at hand to attack the robber with was a glass ink bottle, and this the clerk hurled with direct aim, striking him in the head. The clerk then grabbed hold of the box and a scuffle took place between them, during which the box burst open and the contents were strewn about the floor. Both exchanged blows freely for a short time, when the fellow realizing that the plucky clerk was likely to get the upper hand of him, made for the door and escaped, minus the booty. As soon as the clerk recovered his presence of mind, he gave the alarm, but no one was then in sight and the would-be robber is still at large. Detective Musgrave is on his track and expects to capture him within twenty-four hours.

CONSUMPTION CURED.
 An old physician, retired from practice having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the specific and permanent cure of Consumption, Bronchitis, Catarrh, Asthma, and all throat and lung affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested his wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellow men. He writes: "I will send free of charge, to all who desire it, this recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with return name and address to W. C. NOYES, 230 Powers' Block, Rochester, N. Y."

A MISAPPREHENSION.
 (From the Washington Star.)
 "Do you think that glasses tend to weaken the sight?" asked Col. Sullivan's friend.
 "And after many considerations, the colonel replied:
 "It depends, not, initially on how many you use."

WICKED WASTE.
 (From the Chicago Record.)
 "Don't you think it is equal to kill rabbits in the interest of science?"
 "Yes; they make such good stew."

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