

THE SEMI-WEEKLY TELEGRAPH
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JOHN RUSSELL, JR., Manager.
W. W. McCREADY, Editor.

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Semi-Weekly Telegraph
ST. JOHN, N. B., FEBRUARY 5, 1908.

THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES

New Brunswick's Independent newspapers.
These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion
No graft!
No deals!
"The Thistle, Shamrock, Rose entwined, The Maple Leaf forever."

FOUND OUT

The local government and all the candidates who put on its uniform are now about to discover that the voters are not so long suffering as the government has supposed. For three years the roads of New Brunswick have gone steadily from bad to worse. There was no time in that period at which the government could not have greatly bettered matters had it been honest and competent. But the government, being neither honest nor competent, has robbed and offended every resident of the province who makes use of the roads. It was warned again and again that the country districts would not put up with this great injustice, but the Premier and his ministers, who travel by rail, insisted that the Highway Act was all right and that it would produce good results in time. That statement was an insult to every man in the province. The law was bad enough, but the government did not even attempt to make the best of it. They defended it, but they allowed the roads to grow worse from month to month.

The farmers are not to be deceived in a matter like this. They have suffered discomfort and financial loss. They know the men who are responsible. They know that the administration, by its highway policy, has placed in front of every man's door, overwhelming proof that it is unworthy of confidence or support. The roads cannot be restored to decent condition without the expenditure of much labor and money. The job will cost much more now than it would have cost had it been taken in hand at the proper time. The people, in addition to the discomfort, inconvenience and loss to which they have been subjected, will have to pay the extra cost due to the bungling and indefensible neglect of the Robinson government. The Telegraph has frequently referred to the disgraceful condition of the roads. Its columns have contained many letters volving protests from residents in different sections of the province. The government declined to heed the warnings in time. Finally, when the government members began to hear from the parishes as to the campaign outlook, they learned that the neglected roads were everywhere the cause of bitter complaint. The government leaders immediately became panic-stricken. They announced that they would repeal the road law, they would consult the people, they would appoint a commission—ignoring the fact that the damage was already done and that the administration professed of repentance. This is an outrage which affects the voters in every parish. The offence has grown steadily. Complaint brought no relief. The politicians who had been so long in power were independent; they were not "approachable" so long as the elections were distant. The Telegraph's information concerning public sentiment throughout the province today justifies the conclusion that the government will pay dearly for the wrong it has done the people in this matter of the roads. The case is so clear that no deception is possible. There were men in the government ranks who implied the Premier not to go to the country until the Highway Act had been repealed. The Premier knew that to repeal the act would not mend the roads this spring. He preferred to risk it while the snow still covered the ground. But the snow will not save him and his followers. They will have to take their medicine. The people have found them out.

THE CZAR'S OTHER MOOD

The reactionaries have the Czars fully in mind again; and the visible evidence is that they will hold him responsible for the national disorder which has befallen the empire. The reactionaries have the Czars fully in mind again; and the visible evidence is that they will hold him responsible for the national disorder which has befallen the empire.

"The Russification of Finland," writes a clever reviewer, "is now advocated in influential circles, though as yet the Emperor is reported to have arrived at no decision. Almost exactly three years after the dramatic opening of the Russian revolution with Father Gapon's march on the Winter Palace, and a little over two years since the fall of the Czar, the great upheaval of October, 1905, gave to Finland at one stroke her ancient liberties, and more, the old reactionary party is once more in full cry against the Grand Duchy. The present proposal is not only to remove the liberal Governor of Finland and to appoint a former subordinate of the notorious Bobrikoff, but actually to dismember the Grand Duchy by annexing the Viborg district to Russia. History can show few parallels to this swinging round so enormous a circle in so short a time—from absolutism through revolution, complete constitutionalism and the triumph of a social revolution back to where the champions of absolutism feel themselves securely in the saddle once more. Grumblings against Finland, \$500,000,000 for a new navy, the same old game of border politics in Central Asia—the Czar's empire seems back at its old moorings."

The Czar is back at his old moorings, or near there; but with his empire the case is different. The people have learned a great deal in the three years—so much, indeed, that it is wholly impossible to get back the hands of the clock. Repression now will be followed by explosion, the nature of the one shaping the extent of the other. The autocrat, strictly speaking, cannot recall the liberties he conceded under pressure. Declarations and edicts may temporarily limit the exercise of these liberties; but what the people regarded as concessions two years ago have now become rights. The concessions might have been withheld; the rights cannot be taken away. The revolution will not go backward. In one way or another, violently in the main, growing intelligence will drive it forward.

UNSIGNED

In one of the government newspapers Friday there appeared an unsigned communication, over which appeared the headline "Mayor Denies Opposition Accusations." We assume from this caption that Mr. Sears was the author of the anonymous letter, and that probably the signature was omitted through error. Other inferences are possible, but this is at once the more charitable and reasonable one. Assuming it to be correct, we are at a loss to know why the letter was written. The writer says that he refused to run on the government's city ticket, but was induced to reconsider and to sacrifice his personal desires "for the broader principles of party allegiance and loyalty to its claims." A sounding phrase that; not so wide as a post office door nor so deep as a well, but it must serve. But he adds these words, to which we direct particular attention:

"This I have done without exacting any reward from the government. I have sought for recognition from Ottawa there is nothing to criticize in this. My friends have worked, no doubt, in this direction and long before my name was mentioned in connection with the city ticket. And whatever the Ottawa government may offer me, should they do so at all, will be entirely independent of local politics."

But—get nearer to the every day life of the matter—what if it be known on all sides that the candidate demanded the post office and declared that he must have it, first when Dr. Pugsley ran, and finally when asked to carry the local government's colors in this city? To his friends Mayor Sears has spoken much more plainly than he writes. Even in his letter, though he does not mention the structure, the post office looms up to obstruct his virtuous contention that the federal office and the local nomination are things apart.

"So far as I am concerned," he writes, "my position can easily be appreciated by the electors." It can be; nay, it is. "I have," he adds, "no office in my pocket." True. Were the office there, the Mayor would not now be a candidate. To his own confusion and that of his friends he has listened once more to the old deceptive counsel: "Live home and you'll get hay." If he is to gain the post office he must first try to rescue the local government ticket. The men who have jockeyed Mr. Sears into this unfortunate position are men whom he formerly denounced as unworthy of confidence. Seeking to derive advantage from the transaction, Messrs. Purdy, Lantulum and Skinner regret that the Mayor sought to explain it and came so near to making a clean breast of it. What the electors think of this exhibition of pure politics we shall learn a month hence. The matter is one demanding plain speaking, for the people must vote upon it.

HARD TO ELECT

The leaders of the local government party are now waiting to see what inducements Dr. Pugsley will offer the people here to support Messrs. Purdy, Lantulum, Sears and Skinner. The workers, like the managers, know that this is a hard ticket to elect. There is much complaint because a stronger combination was not arranged for. The delegates that voted on the names presented to them. They had no choice. It was a case of this ticket or none. There had been talk about getting stronger men, but when the test came the stronger men would not consent to run.

What was the difficulty? Principally, beyond doubt, the difficulty was, and is, the government's bad record. It was useless to try to unload upon the Liberal organization here the job of sustaining a party not responsible and for which party it has caused no end of trouble. The machine, of course, went through all of the usual motions of organization and nomination, but the thing needed from the first—one or two strong men to give the ticket weight could not be produced. Mr. Purdy has told us how the

leaders sought for another man in the North End, and how he himself consented finally to run again rather than see them in a hole. Mr. Skinner had a claim upon a nomination because he had been so long in the House. The electors do not grow enthusiastic over a claim like this, but as candidates were scarce and Mr. Skinner had recently won new fame as a member of the local government's Prohibition Commission, he secured the place. Mr. Skinner's experience in handling public affairs has been neither extensive nor impressive. If we are to judge from his public utterances thus far during the campaign he cannot hope to convince the public that his presence in the Legislature is at all desirable. Mr. Lantulum is at present a member of the House. The opposition journals should compile a record of Mr. Lantulum's services since he was elected, and those of Mr. Purdy, and present them to the public. They have done what their leaders in the House told them to do. They have become responsible for the acts of a reckless and extravagant majority. There is no likelihood that they will grow in usefulness and independence if re-elected, and their records afford no adequate excuse for their reappearance as apologists for the administration. As supporters of the present local government—and obedient supporters at that—these gentlemen have no claim upon the Liberal party in St. John, and the large independent vote of the constituency will surely be recorded against them.

If Mayor Sears expects his reward on no doubt he will get it whether he is beaten or elected on March 3. If, as appears to be the case, his consent to become a candidate was all that was required of him, his best friends will feel no scruples in voting against him and allowing him quietly to slip into the office that is believed to be held in store for him. He is not the man to be content with vague election promises now. He has had experience in that line, and no doubt he has a definite and well understood plan as to the future. It would be only fair to the electors to tell them more about the arrangement under which the Mayor consented to join Messrs. Purdy, Lantulum and Skinner in their present adventure. As we have previously pointed out the Mayor has said frequently and plainly that he did not want to go to Fredericton. No doubt he is now telling the electors that he does not want to go. This sudden change of attitude may puzzle some. It would be well if the Mayor or his associates would make a clear-cut announcement as to what is to be done for Mr. Sears by one government or the other after election. There is a widespread conviction that Mr. Sears is to get an office of some sort. His own words are mainly responsible for this idea. One pleasing feature of this situation is that since the Mayor's future is assured it will not be necessary to vote for him for personal reasons.

As his associates on the ticket are thus deprived of any strength he was expected to bring them, their position is not enviable. They will have to stand on their own feet. Of course, Dr. Pugsley will be expected to provide considerable assistance of one sort or another, but hope of aid from that quarter is not very strong. Win or lose on March 3, Dr. Pugsley is bound to go right on making promises to this city and the province. The defeat of the local government ticket here will not dry up the fountain of Dr. Pugsley's generosity. It will only convince him that he must redouble his efforts.

ON THE DOWN GRADE

This province has displayed remarkable patience in its treatment of the present local government, but that patience has been abused. For some time past the shrewd politician on the government side have known that there were breakers ahead, that the people were tired of neglect, incompetence and reckless extravagance, wretched service, and a public debt mounting at a rate to make even the spendthrift politicians thoughtful. Premier Tweedie did not hesitate when the chance came. He stepped out. Hon. Mr. Pugsley was not far behind him. Mr. Pugsley, who saw which way the wind was blowing and who had no faith in the political campaign he was keeping, went into office. Some of the more hopeful in the local government party believed Premier Robinson would set things right. The record of the last few months must amaze those who were of this opinion. The bungling has been incessant. Mr. Robinson could not have escaped the knowledge that in the matter of the roads the administration had done the people of New Brunswick a grave wrong. Yet for a time he and his ministers actually defended the Highway Act. The roads for several years had gone from bad to worse. To defend the Highway Act was to add insult to injury. Then came the remarkable confession that the measure would be repealed. There was no proposal to attend to the roads, no sensible provision to remedy conditions long grown intolerable. Then came the winter, and the long concealed wrongs there never had been any intention to call the House together before the elections.

To unload Hon. Mr. Barnes had appeared necessary. Our political history contains few more clumsy performances than this unloading. The country did not worry about the loss of this member of the cabinet, but it is naturally indignant over the proposal to pension him. While Hon. Mr. Robinson's friends were still shaking their heads over the Barnes case, the Premier announced the elevation of Mr. E. H. Allen, I. C. R. claims agent, to the office of Provincial Secretary. Very few men on either side of politics heard that news with a straight face. The appointment clearly betrayed the Premier's position and that of his government. Mr. Ora P. King resigned about the time Mr. Allen took office. No doubt Mr. King knew what was coming. His resignation

was the sort of comment which the whole province could understand. The appointment was the limit. Government newspapers in many places strive vainly to grow enthusiastic over the new Provincial Secretary, but the task is a sad one. The writers know very well that the Premier should never have given them such a selection to explain.

Naturally such a situation calls for much explanation and much boasting by the government press. Glowing reports are printed from all directions in which it is asserted that the administration has things all its own way. In most cases these reports are obviously untrue. It is not easy for the government journals to deceive the electors of New Brunswick about the outlook. The vote cast in 1903 is well remembered in every county. In many places a comparatively small change will mean opposition success. In St. John city, in Charlotte, in Kings, Sunbury, York, Carleton, Kent, and Northumberland, it is difficult to see how the government can expect to carry any seats in March. In St. John county, in Queens, in Albert, in Westmorland, and in Victoria, such reliable information as is now at hand indicates that the opposition chances are good. Beyond question the opinion is widespread in New Brunswick today that the government is going out. It is time.

PUBLIC UTILITIES AND PUBLIC CONTROL OF THEM

The old theory that, because an individual or a group of individuals secured control of some public necessity, he or they could continue to exploit it without much regard for the mass of people who make their enterprise possible, has departed. In some places where the public has not yet acted in self-defence, or where the corporations are uncommonly influential or well entrenched, the people suffer injustice. But in every place where they have properly asserted their rights they have secured justice or are in a fair way to secure it. In those communities where they have suffered from the temporary defeat of their enterprise they will find that the owners of public franchises will in the end be more sweeping than if the public will had been heeded in time. In Canada today the enlarged powers to be conferred upon the Railway Commission indicate the drift of our policies affecting public utilities, and beyond question Mr. Borden's idea that public control must be still further extended is sound and backed by strong and rapidly growing sentiment. These proposals involve no injustice to vested interests, no foolish hostility to capital in any form. They do involve protection for the future against disregard of the public rights and interests on the part of men desiring unfairly to take advantage of the necessities of the many. It must be evident to most Canadians that thoughtless and conservative progress along these lines will make for sound and stable conditions in the Dominion and prevent the necessity for sweeping and radical legislation later on when the growth of abuses might have made conservative remedies impossible because of public clamor for sweeping measures.

Much attention has been given of late to the New York Public Service Commission, a creation of Governor Hughes, which has helped to make him famous. This commission is heartily damned by everyone interested in stock-watering and the abuse of public franchises much more in its favor. Just now the commission is beginning an investigation of the seven-teen companies which sell light, heat, and power in Greater New York. The resolution authorizing this investigation is interesting, defining, as it does, the powers of the commission in this matter and the scope of the proposed inquiry. A part of it follows:

"Whereas, this commission has general supervision among other things, of all persons and corporations having authority under the law to erect or maintain wires, lines, conduits, or other structures, in, over, and under the streets, highways, and public places in the counties of New York, Kings, Queens, and Richmond, for the purpose of transmitting or conveying electricity for light, heat, or power, or maintaining underground conduits or ducts; and for the purpose of properly performing the duties imposed upon it by law, it is necessary to be informed of the methods employed by such companies in manufacturing and supplying power for light, heat, or power and in transmitting the same, and the methods employed by them in the transaction of their business, and whether their property is maintained and operated for the security and accommodation of the public and in compliance with the provisions of the law and of their franchises and charters."

This covers much ground. The "franchises, property and operations" of the companies are to be scrutinized, and, more to the point, inquiry will be made into the methods employed by the companies with respect to any discrimination in rates, and whether such discrimination is undue, unreasonable, or unjust; whether contracts are required of customers as a condition to service, and if so, their nature, and whether legal, just, and reasonable; emergency service and auxiliary service, regulations governing the introduction of wires upon the premises of customers and others, including the cost and charges therefor; regulations governing the discontinuance of service, and also the price charged for electricity, and any regulations governing the same; the kind, condition, and accuracy of meters, conduits, and services, and generally the methods employed by the corporations in generating and supplying electricity and in the transmission of their business; and every other matter and thing necessary or proper to inform the commission whether the property of the company is maintained and operated for the security and accommodation of the public and in compliance with the provisions of law and their franchises and charters.

It will actually surprise many respectable stockholders and directors of public service corporations to suggest seriously to them that their business must be

"maintained and operated for the security and accommodation of the public." Too many of them forget that unless these conditions are complied with the power which gave the franchise can revoke it, and will do so failing the promptness and willingness of the company to mend its ways. This doctrine is not confined to the State of New York. The principle is of general application. It is recognized throughout Canada. It is a part of the laws of New Brunswick. Only public difference, which is of uncertain duration, stands between some of our public service companies—the St. John Railway Company among them—and the legislative cure for their attitude toward the public which made their existence possible and which pays their bills today.

BRING IN NEWFOUNDLAND

The proposal to add Newfoundland to the Dominion will quickly become a live issue if Sir Robert Bond, when he goes to Ottawa, makes it clear that the Island is ready to discuss reasonable terms. The Montreal Witness believes Canada's door is wide open, and that the Ancient Colony will receive a warm invitation to come in. It says in part:

"Sir Robert Bond's projected visit to Ottawa for the purpose of discussing the relations between Newfoundland, of which he is premier, with the Dominion, revives the question of that colony joining the Confederation. There is nothing new to be said on the subject. It has been discussed in all its bearings for over forty years. Delegates from the Island took part in the first Confederation conference, but its government declined to participate when the movement was taking concrete form and there was no Confederation party in the colony to support the cause of union. Sir John Macdonald subsequently made several advances to bring it about, but met with no response. When Sir Mackenzie Bowell was premier, Sir William Whiteley, at that time head of the Newfoundland government, visited Ottawa and discussed terms of union, but his financial propositions were considered excessive and the negotiations came to nothing. They certainly were such demands as one would make who held the handle of the whip, rather than such simple equity would dictate. Though they were more than fair to the colony it was perhaps a mistake to refuse them. It was thought at the time that had Sir John Macdonald been offered the same opportunities he would not have let slip the chance of rounding off the Dominion and completing his life-work as an Empire builder. The present government would gladly welcome Newfoundland into the sisterhood of provinces, and would not be ungenerous in the consideration of terms. Union would be advantageous to both in many ways, and Sir Wilfrid Laurier, we feel sure, will do all in his power to bring about so desirable a result."

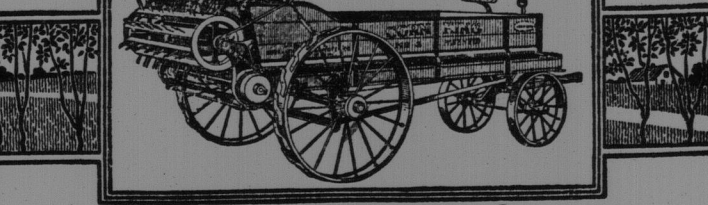
NOTE AND COMMENT

The government newspapers discuss extensively upon the fact that Dr. Pugsley was returned here without opposition when he accepted his present office. They may recall what Mr. Edward Sears said and did about that time. What has wrought the change?

Before the campaign is much older the public will expect Messrs. Purdy, Lantulum, Skinner to explain in detail why they are supported by the local government. They cannot expect the electors to believe they were carried away by sheer admiration for the government's record. What feature of the government's policy appealed to them? Was it the increase in the public debt? The Central Railway? Mr. Malcolin's International? The state of the roads? The decision to transfigure Mr. E. H. Allen by calling him Provincial Secretary? The apportionment of the Hon. D. A. R. wharf as a cabinet minister and his reappearance as a highly paid servant of the people without their desire or consent? Or did all these things together cause Mr. Purdy, and Mr. Lantulum, and Mr. Skinner, to put on the whole armor of righteousness and become government candidates? Mr. Sears, we know, was moved by none of these considerations. Anything the Ottawa government may do for him will be incidental, and is in no way to be associated with his candidature. His is a special case.

Mr. McKewen is willing to do the talking for the government's city ticket, whose members are not good at defence or explanation, but he would not take the risk of running in this constituency. The valiant Attorney-General knows a thing or two about the chances. But before long he will be called away to look after his estate that he will have more than his hands full there. Messrs. Mosher and Clark are making admirable headway in the parishes. The government's city ticket will soon have to defend itself. Mr. McKewen will be very busy elsewhere.

A hurried glance at the verses printed herewith almost convinced one that they were written by a well known local poet whose mode of late has been choked by politics. Further examination, of course, showed that a correspondent had forwarded that old time favorite "The Nation's Prayer," by Josiah Gilbert Holland: God give us men! A time like this demands Strong minds, great hearts, true faith, and ready hands. And soon his treacherous flatteries Men whom the lust of office does not kill; Men whom the spoils of office cannot buy; Men who possess opinions and a will; Men who have honor, and who will not lie; Men who can stand before a denagogue And scorn his treacherous flatteries without winking. Tall men, sun-embowed, who live above the fog. In public duty and in private thinking!



Make the manure bring you \$4 a ton

Thousands of Successful Farmers Are Doing It

There is no charm or secret about it. You simply spread it with a machine, and thus make it go twice as far, get twice as much good from it as the old way, and save half the time and labor of handing. Measure is generally estimated to be worth \$2.00 a ton handled by the old way. There is no doubt that it is worth twice as much to the farmer who spreads with a machine as to the one who spreads by hand.

Two of the most practical and valuable machines manufactured for farm use today are the **St. John** and **Clow** manure spreaders. They are each made in a number of sizes.

These machines offer something in construction and operation that both are right working and of great durability. They are proven machines. They embody the best mechanical ideas, the materials used in construction are the best for the purpose, they are made as simple as possible, and they handle manure in all climates and in all seasons of the year. Proof of all this is to be found in the record of each machine made in the field.

It is not to your interest to own and use one of these spreaders on your farm? Figure out for yourself and you must agree that it will be a paying investment, even if you have over twenty days' work, the easy handling, the light draft and the substantial machine which will last you an enormous amount of trouble and repairs.

Can't get out to the superior quality of the manure spreaders? Write for a catalogue, color map, or other information.

The nearest branch house will supply you with any further information desired.

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INTERNATIONAL HARVESTER COMPANY OF AMERICA
Chicago, U. S.

NO STORM LIKE IT SINCE THE SAXBY GALE

Monday, Feb. 3.
From early Saturday evening until after midnight St. John and a large portion of New Brunswick experienced a storm which has not been equaled since the Saxby gale, which has become the standard by which all heavy "blows" are measured here. Nova Scotia and Maine had it too. The wind reached sixty miles an hour here about midnight and kept up that velocity for fifteen minutes but at Lepreau this was far outside for eighty-four miles an hour was recorded there.

All along the Bay of Fundy coast great damage has been done. At least one light-house has been wrecked, several wharves have been demolished, breakwaters have been smashed, and several boats have been smashed. No serious shipping catastrophe has been reported in provincial waters, though Halifax reports a quarantine schooner missing and probably sunk. The schooner Abana was wrecked on the Maine coast but no lives lost.

In St. John wharves were wrecked, the steamer Empress of Ireland broke from her moorings, a fish warehouse was blown off Navy Island into the harbor and carried up towards the falls. Carleton county suffered in buildings demolished, the heaviest loss being the destruction of A. C. Smith & Co.'s fine produce warehouse at East Florenceville.

Pilots and other men of the sea say that the fury of the gale has not been equaled since the Saxby gale of the sixties. It was at its worst at high tide and this made matters worse along the water front. At times it reached the wharves at a rate of eighty-four. Not since the Saxby gale has the wind been so violent. Considerable damage was done.

Mr. Belding says the wind had such force that he was obliged to crawl on his hands and knees from his house to the lighthouse in order to tend his light as he could not stand before the fury of the wind. The house stands on a brow overlooking the bay and so great was the force of the gale that several hophouses near the house were filled with salt water which was carried up by the wind.

Mr. Belding said he had heard a report from Dipper Harbor and that the schooner Alice May had run against the breakwater there and had her stern damaged, also two wharves were destroyed. The schooner Ruby parted her chain but managed to hold fast.

At Chatham Harbor, wharves were broken up and four fishing boats on the beach were smashed. Two of these belonged to David Tiner and two to Winslow Belding. Some fishing gear which was in the boats was blown up into a barn in the vicinity. About 100 feet of the breakwater is reported carried away.

Mr. Belding reports a barkentine passing inwards at 5 o'clock Sunday afternoon and also a steamer, probably the Tahome, passing out at 2:30 o'clock.

84 MILES AN HOUR AT POINT LEPREAUX

At Point Lepreau the like of the gale had not been experienced for many years. Robert Belding, the lighthouse keeper, reports that the wind tore along at the rate of seventy miles an hour and that at one time it reached the wharves at a rate of eighty-four. Not since the Saxby gale has the wind been so violent. Considerable damage was done.

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ST. MARTIN'S LIGHTHOUSE DESTROYED BY STORM

A telephone message from St. Martin's yesterday brought word that the lighthouse and seventy feet of the eastern breakwater were washed away during the height of the gale. The lighthouse stood thirty feet high and 20 feet square was erected 21 years ago and rebuilt last summer. It was completely destroyed and fragments of the building and breakwater were to be seen yesterday washed up along the beach. E. F. Hatfield, John Boyer and William Walsh, three St. Martin's men who ventured out on the breakwater yesterday, narrowly escaped drowning. A wave caught them unawares and swept over them carrying Mr. Hatfield into the sea. He was rescued with difficulty. No wrecks have so far been reported. The gale has done considerable damage in the surrounding country.

SMITH'S BIG PRODUCE WAREHOUSE DESTROYED

Harland, Carleton Co., Feb. 2.—(Special)—Last night a wind storm accompanied by snow and sleet set in from the south-east blowing into midnight with terrific force. At East Florenceville, A. C. Smith & Co.'s big warehouse collapsed and is a total loss. This building was 63x210 feet, the largest produce house in the province. It was built four years ago of wood covered with sheet metal. The loss is fully \$5,000 with no insurance. The contents, hay and oats, can be saved.

B. F. Smith, M. P., who manages the company's business in Carleton county, says the loss will cause much inconvenience at this season but that tomorrow he will put on a crew to clear the wreckage while for the remainder of the season he will secure storage room elsewhere in the neighborhood. Rebuilding will not be begun until the spring.

From all points in the county reports of buildings destroyed are coming in but no persons have been injured.

The railway was blocked, but a plough train has gone through this evening. The highways are in very bad condition though men have been working all day to open them.

This gale was the worst since this date six years ago when a storm demolished eighty barns in Carleton county.

After working for two hours, the longshoremen on the steamers at Sand Point were ordered to put on the hatches Saturday.