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SUN PRINTING COMPANY,  
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Manager.

## THE SEMI-WEEKLY SUN

ST. JOHN, N. B., DECEMBER 14, 1898

## PREVIOUS SURRENDER AND ITS RESULTS.

It is known that a committee of the United States commissioners has prepared a schedule of articles which may be made the subject of negotiations for reciprocal trade. The despatches do not give the exact details, but they all seem to agree that the United States commissioners have put down live animals and agricultural products, including barley, coal and certain ores, as articles on which the United States duties might be reduced in return for reduction of the Canadian duty on United States manufactures. We presume that the United States commissioners expect that Canada shall also make the same concessions in agricultural products, minerals and cattle, as are made by the United States.

It will strike the average Canadian as an odd thing that the United States commissioners should require concessions in duties on manufactured goods in addition to mutual concessions on coal, live animals and agricultural products, seeing that Canada buys more coal and more farm produce from the United States than the United States buys from Canada. We sell to the United States less than three million dollars' worth of coal a year. We buy from the United States nearly nine million dollars' worth. It would seem then that Canada has at least as much as her neighbor to offer in the way of abatement of coal duties.

In the exchange of grain, we buy from the United States about twice as much as we sell to that country. The principal trade in grain is the sale of Canadian barley in the States and the sale of American corn to Canada. Last year Canada sent \$1,230,000 to the United States for corn and shipped barley across the line to the value of only \$371,000. It is known at Washington that Canada would like to export barley free into the United States, and no doubt it is worth while for the western states to have a Canadian market for corn. Free barley for free corn would be an agreement quite in favor of the United States. But the American commissioners want something better. They do not propose free barley, but only lower duties, and they want a concession on manufactured goods besides. Why do they ask so much? For the simple reason that Sir Wilfrid has already given them free corn. He did that last year on the eve of this conference and has gone to Washington with nothing to offer in exchange for free barley.

In the whole range of agricultural products, not including hogs and their products, nor cotton, nor tobacco, Canada's sale to the United States last year hardly two and a half million dollars' worth of goods. In the same year we bought from the United States goods of this class to the value of more than three millions. Here again the market we offer is better than the one offered us. It is only in live animals that Canada ships across the line more than she imports, and the excess is only a million dollars, or far less than the excess of Canadian imports in the other classes. The United States commissioners would make a good bargain if they could give and take free coal, live animals and agricultural products. But since this kindly Canadian government has given the United States a free market for the best item in the lot, and a reduction in the others, as a sort of preliminary surrender, the United States commissioners feel free to demand as part of the price a better market for their manufactures.

## TRANSPORTATION ROUTES.

It will be remembered that when the Drummond railway contract was before parliament Mr. Blair gave a glowing account of the prospects of collecting freight in Ontario along the line of the Grand Trunk. He said that the Grand Trunk company would give cheerful co-operation to the government railway in gathering up freight to deliver to the Intercolonial at Montreal to be forwarded to St. John and Halifax. Last October the minister of railways was still sanguine on this point. He was bantered here at that time, and expounded his railway policy somewhat fully. It was then part of his programme to make extensive use of the

Grand Trunk as a freight provider. For instance, in the St. John speech Mr. Blair said: "We can go up to any part of western Canada drained by the Grand Trunk, and we can invite people to ship freight over the I. C. R. to this port. We can make contracts to ship via the G. T. R. as far as Montreal and then be dropped off and be carried by the I. C. R. We have western Canada to draw from. When we send our freight soldiers... we are going to be able to get some freight along the line of the Grand Trunk, and I am not sure that we may not be able to give the port of Portland a little active competition."

The minister of railways is no longer sanguine about this source of supply. Speaking at the luncheon on board the Parisian the other day he pointed out that the Canadian Pacific had its own line and its own terminus. He remarked also that the Grand Trunk was interested in its own terminus and its own steamship connections at Portland, and candidly stated that the company could not be expected to hand over to the Intercolonial the freight collected in Grand Trunk territory. In view of these untoward circumstances the minister of railways turned the attention of the company to a new connection which he has now in view. This is the Canada Atlantic leading to Parry Sound. In admitting that the Grand Trunk will do all it possibly can to divert trade to Portland, instead of assisting the Intercolonial to take it from Portland, Mr. Blair is simply accepting the arguments made by Mr. Foster and other opposition members, who saw last year that there was no ground for Mr. Blair's confident trust in the generosity of the Grand Trunk. It is a tardy admission, but it is logical and is supported by experience.

We shall hear more of this Parry Sound connection in the future. The scheme of a further extension of the Intercolonial westward has been put forward by Mr. Tarte at all times and seasons during the last two years. Mr. Blair has become impressed with the scheme, as he usually is with Mr. Tarte's projects, and presently we shall hear that the acquisition of another three hundred and fifty miles of railway is absolutely necessary to the success of the Drummond railway extension.

Parry Sound is one of many points on the lakes where grain from the Canadian and United States Northwest may be stored in the summer for delivery by rail to the seaboard. It is said that grain is carried from Parry Sound to New York for shipment at a freight rate of ten cents per hundred pounds. If this is so ten cents is the rate which the Intercolonial would have to make to St. John or Halifax in order to get the trade. Between Parry Sound and the Intercolonial terminus there are water transfers and elevator charges which are said to aggregate a little over three cents per hundred pounds. This leaves hardly seven cents for the Canada Atlantic and the Intercolonial. The haul by the Canada Atlantic is 330 miles, and that by the Intercolonial to St. John is 740 miles. Now seven cents per 100 pounds, or \$1.40 per ton, for a haul of 1,070 miles is less than 3-20 of a cent per ton per mile. The mere cost of hauling is, more than double that rate.

Seven years ago there was a lively discussion in the house of commons over the Intercolonial deficit caused by hauling coal at a loss from the Springfield mines to Chaudiere. The rate which was then condemned and which was finally abandoned was 3-10 of a cent per ton per mile, or double the price at which Mr. Blair will have to carry grain from Parry Sound, if our information is correct. In the coal argument it was asserted that no railway could do business without loss at a less rate of freight than half a cent per ton per mile. The railway companies still figure out their business with this as a minimum rate, and we believe that neither the Grand Trunk nor the Canadian Pacific do business for much less. On that basis the Intercolonial and Canada Atlantic will need to have \$5.30 per ton or 23-1-2 cents per 100 pounds on grain from Parry Sound to St. John. We may at least assume that the Canada Atlantic will not do business at a loss.

All discussions of the question of the winter export of heavy grain lead up to one conclusion. To get even a share of the trade for Canadian ports the price must be cut in our favor either by the land or water transportation companies. By the nearest route to St. John the distance to be effected is from 100 to 200 miles, which is represented by one and a half to three cents per bushel on grain. With this disadvantage the Canadian port nearest the source of supply will be able to capture a fair share of the business, provided the traffic takes the shortest route. But when it comes to a deliberate addition of 300 miles by a longer route, or another hundred miles still to a more distant port, the handicap will be so much greater.

However, Mr. Blair is trying the experiment, and has declared his intention of giving close competition to both the trunk lines. The result will be watched with interest. Whether it succeeds or fails, the new wharves and elevator to be built on the east side will have their work to do. It is no farther from Montreal to Long Wharf

than from Montreal to Sand Point. We hope to see business enough to test the capacity of both the east and west side wharves, but we expect to see it take the more direct route.

## ANOTHER ALL CANADIAN ROUTE

The Canadian Steamship Company which is opening a regular service between Milford Haven and Pasphebec has attracted more attention in commercial and shipping circles in England than in Canada. The London Mail has published several long articles of a laudatory nature, and what is more to the purpose the Atlantic and Lake Superior Railway Company, whose chief man is also the chief man in the steamship company, is said to have had fair success in the British money market. The pioneer steamship, which is now on her westward trip, is not a new boat, and of the two that have been bought from the North German Lloyd Steamship Company one is sixteen years of age and the other older. But these two are ships of over 5,000 tons, and are credited with a speed of 17 knots, so that Mr. C. N. Armstrong will probably claim for them the rank of the Parisian, whether he has a right to do it or not.

A Montreal newspaper has been interviewing a number of seafaring men and shippers, who seem to have doubts about the safety and convenience of the port of Pasphebec, which some at least say is not as well sheltered as a winter port ought to be. At present the ships are to come to New Carlisle and not to Pasphebec, because the contractor who was building the Pasphebec pier has not yet finished his work.

The Atlantic and Lake Superior railway system as projected is an ambitious combination of roads. From Pasphebec to the Intercolonial the Bale des Chateaux road is taken over. Thence westward the Intercolonial is to be used in part but not all the way to Quebec. From a point near Quebec to one near Montreal the company is to have the line, of which some portions are under construction, along the south shore of the St. Lawrence. This road forms another competing line with the Intercolonial extension. Part of the line between Quebec and Montreal goes through a well settled country and has the promise of a subsidy from Sir Wilfrid Laurier.

Mr. Tarte in a recent by-election added his more valuable undertaking to that of his leader. West of Montreal Mr. Armstrong's company expects to make some combinations with existing lines. From Montreal to Pasphebec by the Drummond road, the Intercolonial and the Bale des Chateaux the distance is some 550 miles. We have it on government authority that the South Shore road is longer than the Drummond, and though Mr. Armstrong may cut off some corners farther east it seems unlikely that he will be able to get a shorter route to the Bale des Chateaux than the C. P. R. route to the Bay of Fundy.

The by-election at Bagot is calling forth some fine appeals to French Canadian spirit. Mr. Lemieux, M. P. for Gaspe, one of Sir Wilfrid's leaders, and a prospective cabinet minister, appealed on nomination to the audience, asking them if they wanted a Protestant like Tupper for their premier instead of Sir Wilfrid Laurier, a French-Canadian. Mr. Bergeron, who followed on the other side, remarked that he did not think Mr. Lemieux would repeat his remarks in the maritime provinces.

General Garcia lived to see Cuba free from Spain. He was disappointed of his fond hope to see Cuba free from foreign domination.

## SICK AT DEER ISLAND.

The Sun's St. Andrews correspondent writes: Pendleton's tug made a special trip from Deer Island to St. Andrews to secure Dr. Harry Gove to attend Dangerously Ill. On arrival at Mr. Stewart's home the doctor found a very sick man, who had not been able for some time past to keep any food on his stomach. Dr. Gove did what he could to relieve the sufferer, and on his return to town Sunday morning had prescriptions filled at Druggist T. R. Wren's, to send on the return trip of the steamer.

## HOW THE MONEY WENT.

(Gaspé Herald.)  
A will case has been in litigation in the San Francisco courts for fourteen years. It was discontinued the other day because the amount involved, \$75,000, was exhausted in paying legal fees. The only wonder is that the amount lasted as long as it did.

## TYPEWRITING BY TOUCH.

Without looking at the keyboard, the same as in piano playing, and using all the fingers, is the system now taught in this college.  
By the new method greatly increased speed, ease and efficiency are secured; and injury to the eyes caused by constant change of focus in glancing from machine to manuscript, as in the common method, is avoided.  
SHORTLAND: The Isaac Pitman.  
BUSINESS: The latest and only up-to-date system, and we are the only ones who can use it in this locality.  
Send for catalogue.  
Oddy-Pellows' Hall. S. KEER & SON.

## BOSTON LETTER.

Drove a Nova Scotia Girl to Her Death.

She Was Brutally Treated and Falsely Accused of Theft at the Worcester Insane Hospital.

Will Keep Up the Duty on Spruce—Laurier Getting Pointers—Portland Steamship Company's Recent Bad Luck—The Lumber and Fish Markets.

(From Our Own Correspondent.)

BOSTON, Dec. 10.—The annual holiday trade is quite active, and business at the big stores is almost at its best. The cold weather is helping the clothing trade and deep snow throughout New England is aiding other branches of business.

Canada and the Canadians have received much attention this week from American public men and the American press. Lyman Gage, secretary of the treasury in the cabinet, in his annual address paid notable tribute to the banking system of Canada, which he candidly admitted is much superior to the one he is obliged to superintend. He had no hesitation in stating that many features of the Canadian system might be adopted by the United States. He pointed out the fact that branches of large banks such as the Bank of Montreal, established in small towns throughout Canada, allowed the farmers to borrow money on practically as low a rate of interest as the city business man, whereas in this country the banks in small places charge high rates of interest, and many of the country people had lost their all through failure of small institutions. The latter statement is true, especially in such states as New Hampshire.

In that state at the present time forty banks are in the hands of receivers or assignees, and the record of losses to depositors is figured in the millions. No state in the union has such a disastrous banking record as the granite state.

The sessions of the trade commission at Washington are of course drawing attention towards the relations with Canada. The question of lowering the lumber duty to 10 per cent is a difficult one. The latest reports from the capital say that the Americans are willing to grant a reduction in the duty on the highest class of lumber, and one or two of the commissioners favor cutting the duty on spruce to 10 per cent. The spruce of New England have set up such a howl that it seems impossible that any reduction in the spruce rate will be made. The Canadians are hampered in their trade policy by the West Indian scare. They realize that if the American government apply the duties in force here to Cuba and Porto Rico, Canada will lose most of its trade with those islands unless an understanding is reached on this question. In other words, Cuba and Porto Rico are additional cards in the hands of Messrs. Dingley and his fellow commissioners.

Sir Wilfrid Laurier and other Canadians at Washington were entertained by Congressman Dingley on Thursday. It is said that the premier has been making a systematic inspection of the attractions at the capital, and may utilize some of his newly acquired information when he puts into practice his policy of making the Canadian capital the Washington of the north.

On Sunday last a man was found dead in the Cambridge almshouse. Papers in his pockets lead to his identity as Wilfrid Laurier. He came from Quebec a few years ago, and was said to be a relative of the Canadian premier.

The police of Manchester, N. H., are anxious to find the relatives of a man named Robert Dobson or Dodson, who died suddenly in a hotel there last Tuesday night. The man was supposed to belong somewhere in the maritime provinces. He was about 40 years old, had a beard, was stoutly built and was poorly dressed. He was in Lawrence, Mass., a short time, but no one there has been found who knows his relatives, except that they live somewhere in the provinces.

John Mackay of St. John is still in jail here.

The management of the Portland Steamship company continues to be the subject of criticism here, as the outcome of the Portland disaster. Much of the criticism, however, is unjust, and in some cases nonsensical. An investigation will probably be held. Manager John F. Liscombe, successor to the late John B. Coyle, has been very unfortunate since he assumed the position a few weeks ago. Mr. Liscombe, for whom much sympathy is felt, attended the funeral of a brother-in-law on the day the Portland made her last trip from Boston. In the wreck of the steamer he lost a second brother-in-law, but giving up relative, Capt. Ingraham of the missing steamer Pentagost, formerly of the New York-St. John route, was also a distant relative. A few days after the loss of the Portland, the Tremont of the same line was slightly damaged by fire, and a day later another boat of the company was damaged in the storm that came quickly on the heels of the great blow of Nov. 26-27.

Capt. Blanchard of the lost steamer was once well known in St. John, to which city he ran as pilot on the International line steamer New Brunswick, which is now at East Boston. The Dominion Coal Co. of that city, although it felt obliged to cut the wages of Cape Breton miners recently, has notified preferred stockholders that it will pay a semi-annual dividend of four per cent. on Jan. 2, making the dividend for the year 8 per cent.

Sir James D. Edgar, speaker of the Canadian house of commons, and Lady Edgar have arrived at Lakeview, N. J., to spend several weeks. This is the resort where Dr. Borden

**MANCHESTER'S TONIC Condition Powder.**  
A Preparation put up by qualified Veterinary Surgeons and compounded from the finest drugs and herbs. It is intended to be obtained in the form of a powder, and is not only a powerful tonic, but also a powerful cathartic. It cures Constipation, Swollen Lungs, Kidney, Bladder, Stomach, Bile and Worms. It is a powerful remedy for all the above complaints, and is a powerful tonic for the system. It is a powerful remedy for all the above complaints, and is a powerful tonic for the system. It is a powerful remedy for all the above complaints, and is a powerful tonic for the system.

## HALIFAX

To Start a Branch of Bank of N. S. in Boston.

The Dominion Government Responsible for the Turret Chief Being Taken to New York for Repairs.

(Special to the Sun.)  
HALIFAX, Dec. 12.—General Manager McLeod of the Bank of Nova Scotia is in Boston making arrangements for opening a branch of the bank in that city. It will be opened early in February. Who the local manager will be has not yet been announced. The Bank of Nova Scotia has now twenty-six branches, two of which are in the United States. When a branch in Winnipeg, soon to be opened, is instituted, the total will be 28 branches.

In connection with the decision to repair the steamer Turret Chief at New York instead of at Halifax, Mayor Stephen tells an interesting story. He says he had an interview with Capt. Tait of the firm of Peterson & Tait, representative owners of the Turret Chief. The mayor says Captain Tait intimated to him that he had no intention of having the steamer repaired at Halifax. Mayor Stephen tried to dissuade him and was told the dock charges would be no higher here than in New York, and that the work could be equally well done here, but Mr. Tait positively declined to have the job done in this city. He stated that the dominion government had acted unfairly towards the firm Capt. Tait represented as regards the contract for the fast line of steamers, and it was the intention of the firm not to spend a cent in Canada unless absolutely compelled to do so. For this reason the Turret Chief was taken away. The mayor remarked to Capt. Tait that Halifax should not be made to suffer for any unfair deal that might have been committed by the dominion government, but Capt. Tait positively declined to favorably entertain any proposition.

Mr. Burdette, United States commissioner of immigration, left today for New Carlisle, where he will examine the immigrants coming out on the steamer Gaspesia of the new Canadian steamship company. Although the I. C. R. refused to supply vessels with freight at this port, the new company has been promised freights for their large steamers with New Carlisle as the terminus.

## YARMOUTH.

Samuel Brown Found Drowned in William Killam's Dock.

YARMOUTH, N. S., Dec. 12.—Samuel Brown, son of the late Deacon Brown, was this morning found drowned in William Killam's dock. In his hand were his false teeth, as though he had been taken sick and lost his balance while leaning over the side of the wharf.

## ENGLISH MARKETS.

(Cable to Trade Bulletin.)  
LONDON, Dec. 8.—The expected break in prices of butter after the recent steep advance, which made the situation seem dangerously high, has not yet come; but on the other hand, prices for finest goods are up another shilling. At present phenomenally steep values, buyers are extremely cautious, fearing a sudden fall. Finest Canadian creamery 103s to 108s; good to fine, 96s to 98s.  
LONDON, Dec. 8.—Although we have had liberal receipts of cheese from Canada, the market is firmer, and fully is higher, and as stocks are lighter than was expected a short time ago, buyers appear to be getting somewhat anxious, and are more inclined to anticipate their wants. Orders have been filled on your side at 48s to 48s 6d for 1st London, and quotations range from 48s 6d to 48s.

LIVERPOOL, Dec. 8.—There is a much firmer feeling, and prices of cheese have gone up fully 1s 6d on the week, with a better enquiry, and sales of finest Canadian have been reported at 47s 6d to 48s 6d. Imports of Canadian pretty large.

GLASGOW, Dec. 8.—There is a good demand for pickles and a further advance of 6d per 10 dozen, and at the advance there is a good demand. Canadian fresh in Liverpool and London 3s to 3s 6d, and pickled 3s 6d to 3s 8d.  
LONDON, Dec. 8.—A drop of 1s per cwt has taken place in haddock since my last cable, but at the decline there has been more doing, and the market is now firm, with holders conservative in their offerings, as stocks are light. Canadian haddock is quoted at 44s to 45s for No. 1, and 39s to 41s for fat and stout sides.

## HERBERT FULLER TRAGEDY.

Bram to Be Tried for Killing the Second Mate and the Captain's Wife.

BOSTON, Dec. 9.—It is announced that Assistant Attorney General Boyd has instructed District Attorney Jones of this district to proceed with the other trials growing out of the barkentine Herbert Fuller tragedy at his earliest convenience. These cases are the indictment of Thomas M. Bram for killing the second mate, and the indictment not pressed at the first trial for the killing of the captain's wife.

## WOODSTOCK.

WOODSTOCK, Dec. 11.—John Fisher, head of the Small & Fisher company, died this morning after a brief illness. The news was a great shock to the community, who hardly knew of Mr. Fisher's illness. Mr. Fisher was born in England, but came here when quite a young man. He was engaged in business here ever since, and was most successful. At different times he served in the town and county councils. In politics he was a consistent Liberal, and he was organized in the Free Baptist church. He was a widower and one daughter, grown up, a brother, William, Fisher, town treasurer, and two sisters. He was a most estimable citizen, and in his death the town sustains a severe loss. He had been a victim of asthma, which probably caused his death.

## P. E. ISLAND APPLIES.

(Charlottetown Examiner.)  
Our first attempt at the shipment of apples to the mother country has resulted in a distinct success. Great credit is due Lieutenant Governor Howland, Mr. Bayfield, Father Burke, Senator Ferguson, Mr. Robertson, Mr. Sharpe and all others who may have been instrumental in bringing about this result. Our apples have been placed upon the British market and have been pronounced good. The merchants in Liverpool who disposed of them—men who sell fruit from all fruit-producing parts of the world—say that our apples are of the best quality, and we wish it properly. The best evidence in the world of the sincerity and truth of this remark is found in their return of the net amount of \$110 for each barrel sold by them. The experience of our fruit growers and the success of the trial shipment may not warrant the giving up of large areas of land to horticulture. But confident as we certainly have learned to trust in our fruit, we are not as yet an orchard some part of his land and giving to the orchard intelligent and careful attention. If this be done, we shall, even in the off years, have good fruit for home consumption, and in other years we shall have apples and other fruit to ship to British and other markets.

## NOVA SCOTIAN DROPS DEAD.

WINNIPEG, Dec. 12.—Andrew Walsh, who came west from Fairmount, Antigonish, N. S., dropped dead in a boarding house at Rat Portage yesterday.

## Recent

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