SEMI-WEBKLY SUN, ST. JOHN, N. B. APRIL M, 1900

PARLIAMENT.

McAllister's Efforts to Protect Gaspe Railway Creditors.

satisfactory.

Colonels Prior. Tistale and Tyrwhitt

The question of venicity between

Staff

officer.

both

gives

Polemical Discussions on Beet Sugar pointed by General Hutton to take a **Bounties and Canals Versus** Railways.

Senate Adjourns Till After Easter- Governor General Assents to Two Important Bills-Rural Mounted Infantry.

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sole grounds that Col. White was past OTTAWA, April 2 .- This was prithe age on the retired list, and maimed. Today it was disclosed that White lost the missing fingers when vate members' day. The first private bill taken up was one to incorporate the Gaspe Short Line Railway Co. he was sixteen years old and has Mr. Lemieux, the promoter, was abserved without them ever since, and is sent, and Mr. McAllister of Restia great shot and good horseman. Also, gouche asked that the bill stand over that among the men whose appointments were not cancelled was one till he came back to explain. He rewho had been on the retired list for ferred to the resolutions passed by the months, and that Col. White was not Gaspe board of trade against the bill. on the retired list at all, his time hav-The proposed railway will run from Causapscal, on the Intercolonial, to ing been extended. Gaspe, running for part of the dis-tance close to the Bale des Chaleurs spoke highly of Col. White's efficiency and it was shown that Gen. Hutton line. Mr. McAllister pointed out the chose him after personal observation objections raised and asked for time for persons concerned to be heard. of his work. The bill provides that the incorporat-Hutton and Borden had not 'been ing company acquire the Baie des cleared up at six o'clock, the minis-Chaleurs railway as extended to Paster adhering to his statement that pebiac, and the rights of the Atlantic Col. Foster, prompted by Gen. Hutand Lake Superior Co. in the railway. ton, had given a false reason for the Mr. McAllister, who was supported by Mr. Foster and other members, minister's action. He was disposed put in a ploa for the unpaid laborers, to be lenient with Col. Foster, because Gen. Hutton had so terrorized the men under him that they dared not contractors and other creditors of the Baie des Chaleurs. Mr. McAllister act independently. Hon. Mr. Borden said that many persons in his county stated that Gen. Hutton had ordered and Bonaventure had claims for labor and supplies which they would lose if his subordinates, Aylmer and Foster, this transfer took place. He moved in not to communicate with the minisamendment to the purchase clause ter without first obtaining permission that the company acquiring the pro- from him, and always to report to him afterwards what had transpired; perty would become liable for th'e claims of these creditors. also not to send papers to the minis-Laurier, Sutherland and Blair supters without first consulting him.

ported the bill as it stood, while Mr. Bergeron suggested that the bill would have the effect of allowing some of the Baie des Chaleurs people to come in under another name and purchase their own road without its obligations. After recess, Mr. Lemieux, who had

charge of the Gaspe bill, was present. He suggested that the bill be reported and the minister move an amendment on the third reading, if it were found necessary. It was, however, decided that the

committee report progress.

The premier and Mr. Blair appeared to be much annoyed over the failure of the bill to get through in its present shape.

The next order was for the committee stage of Mr. McAllister's bill respecting the Restigouche and Western railway, giving power to build a bridge across the St. John river.

When it was called, Sir Wilfrid Laurier, after consulting with Mr. Blair, Borden accepted was on the retired called out: "Let it stand with other." So McAllister's was "held up" as a sont of hostage for the Gaspe

the day, Hon. Mr. McDougall of Cape Breton brought to the attention of Mr. Blair the necessity of better train accommodation in Eastern Nova Sco-tia. The minister said the matter was under consideration and he had no doubt everything would be made satisfactory gan had given a bounty for beet sugar, but the development had been so rapid that if the bounty had been continued to new factories the state continued to new factories the state would have been bankrupt. The industry, however, continued to expand. Mr. Charkton computed that the manufacturers would make a net profit of \$3 per ton. No industry in this country was so profitable as this would be, therefore a bounty was unecessary.

Dr. Sproule held that beet sugar tified and ordered to report for service, the minister cancelled the aphad almost entirely crowded the propointment. The story has already been told of the notification from duct of the cane out of the country. We get most of our sugar from Ger-Officer Foster to Col. White many. There was no sign that inthat the minister cancelled the apvestors would come to Canada and make sugar without a bounty, when line, and control it himself. ointment because of White's activity they build their factory across the in politics on the opposition side, and how the minister afterwards declared border and get one cent per pound that he never authorized this letter, bounty. and had ordered the retirement on the

Mr. McNeill, in whose county of Bruce a best root industry is estab-lished, strongly advocated the bounty. In the hour for private bills, the Gaspe Short Line railway was called on and the house went into commit-

Mr. McAllister's amendment to provide that persons who had claims for, labor and supplies for the Baie des Chaleurs railway should be protected in case of transfer of its line to the Gaspe company, was opposed on the government side. After some discuss sion, Mr. Lemieux offered to go half way to meet Mr. McAllister, and of-fered this substitute to his amend ment: "The company upon its ac-quiring the railway (The Baie des Chaleur) shall forthwith become liable to pay and satisfy the claims of all persons who have heretofore performed, furnished or supplied labor, goods or material to the Baie des Ohaleurs railway in connection with the working of its railway."

McAllister, Casgrain and Foster objected that this ruled out persons "ho had contributed to the construction of the railway, whose claims were as good as that of those who operated the road. Finally Mr. McAllister secured the addition of the words, "construction "and" before "working." The matter was in this form when the hour expired. The house then took up Mr. Ben-

has been before the house at odd times Col. Tyrwhitt accounts for this by for a month. After Bennett, and suggesting that Gen. Hutton soon Charlton had spoken, Mr. Ellis said learned that Dr. Borden did not know enough to communicate with and mad gained no light from it. The the military branch through the chief tics and local interests that nothing After dinner, Mr. Foster said it was was arrived at. He would point out peculiar that two officers not acquainthat the speakers had not paid much ted with Canadian party politics should have invented the reason of attention to the fact that St. John had become a considerable wheat shipping party politics for the removal of Cols.

White and Vince. These officers were port. Mr. Powell expressed the opinion fresh from the British military organthat canal transportation was becomization and it was remarkable that ing a tradition, and that railways they should have hit upon this false reason and that it should fit in with the fact that White and Vince were conservatives. The minister road beds and of equipment. The the reason that White and Vince were over age, and that in Britain 35 years was the limit, but the men whom the minister approved were over 35, while one was older companies and providing at the same that country. than Vince. One of the officers Dr.

was personally to blame for the exist-Hoh. Mr. Blair contended that the train arrangements of which Gillies complained was much the same as under the late government. Why did not Mr. Gillies find fault then ? It was true that business had developed in Cape Breton, and Mr. Blair hoped the opposition members would not find fault with liberal expenditure to neet the necessities of the case.

Mr. Ingram (conservative) thought most of the matters could be rectified without expense. Mr. Bourassa suggested that Blair's

roubles grow out of the fact that he did not diamiss the tory officers on the Sir Charles Tupper seemed to be pleased to learn that Mr. Bourassa vas still a supporter of Mr. Blair. He thought it a poor excuse for Mr. Blair that the train arrangements were the same as before the change of government. This was an admission that he had made no provision for traffic that he ought to have known would grow out of the construction of the steel works at Sydney. Sir Charles had him self last year urged Mr. Blair to make provision for this business. The house had voted all the money Blair asked, but he was thinking too much about

his Drummond deals and matters that kind, and not enough of his proper busin Dr. MoLelian rebuked Mr. Gillies for trying to side-track North Sydney in the interest of the town in which he happened to live. He commended Mr. Blair's intention of preparing better facilities for crossing the Strait of

Canso. Mr. Edwards (government) said no railways in America were able to furnish the cars required. .

When this discussion closed, Colonel Tyrwhitt asked for an explanation why the militia order respecting imperial commissions to Canadians had been withdrawn.

Hon. Dr. Borden says that it was issued under a misunderstanding as to the offer of the war office. The matter was now under negotiations, and it was not now convenient to discuss it.

Clarke Wallace's speech today on the budget was a masterly investiganett's transportation motion, which tion of the incidence of the Fielding tariff and of its effect on trade. Mr Wallace showed that while the price that he had heard the whole discussion of iron and steel goods were now nearly double the price of two years ago, speeches were so mixed up with poil- and while the price of other imported goods has largely increased, there has been no increase in the price of farm products. The increased value of trade meant higher prices of imports, more than it meant an increase in the quantity of goods handled.

Taking up preferential trade, Mr. Wallace explained how the British system could be so adjusted as to give would be the grain routes of the fu- a preference to the colonies without ture. Land transportation grew cheap- ; taxing the poorest consumer on his er all the time by the perfection of fcod more than he pays now. The amount paid on tea alone would give problem of the future was to provide a good preference on grain. The imthe best land routes, to cut down the port taxes of Great Britain were larger cost by preventing duplication and set; than most people thought, and it was curing this consolidation of railway absurd to say that food was free in

time a protection against monopoly ex- ! Mr. Charlton followed, devoting his actions. These consolidations of syst attention to preferential trade. He

BOSTON LETTER. Banking Record of New **Hampshire a Gigantic** Scandal,

Death of Former Provincialists-An Outspoken Bishop-Lent Observed More Than Usual-The Lumber and Fish Markets.

(From cur Own Correspondent.)

Sunday. The trout fishing season in

Lent seems to have been observed.

more than usual this year. The social

world has been at a standstill, and

the theatres have not been nearly as

well attended as usual, while the et

from that financial scourge, the bank

wrecker. Every few weeks the same

this state also opened April 1st.

the churches has been good.

000.

country.

sections of Maune.

BCSTON, April 5 .- The bicycle season in this city and vicinity practically begun this week. The weather was fine and warm, and theusands of new wheels were out for the first time on

An Unassuming Citizen Who

Was Every Inch a Hero

He Saved More Than & Score of Persons tendance at the week day services in New England has not been freed

at Various Times from Drowning in St. John Harbor.

old story of dishonest cashiers and The death occurred on Friday at the General Public Hospital of Thomas negligent directors appears. In some cases it is the bank president, but gen-W. Sloven, for many years night enally the cashier is the one directly watchman of the ferry steamers. Mr. responsible. Many of the banks of New Sloven was taken ill over a fortnight Hampshire have been wrecked in the ago with spinal trouble, which pro-duced paralysis, and was taken to the past seven years and several have sufmed a similar fate in this state, inhospital for treatment. He leaves one cluding one in this city within four son, who arrived home on Friday.

months. The latest disaster occurred Thomas Sloven had a wonderful re last week in Rutland, Vt., where the cord as a life saver. He was born at Merchant's National Bank was looted Easenwood, York, England, in 1837. by the cashier. The bank is almost a When a boy he became a noted swimtotal wreck and the scoundrel responsmer, and his skill enabled him in afible, who, by the way, was a prominent ter years to save more than a score of church member, is in Jail. His steallives. He followed the sea for some ings reached the modest sum of \$145,time. In 1855 he saved in mid-ocean The entire banking system of the the mate of his vessel, who had fallen United States, with its careless method overboard. In 1861 he rescued a woman of investing the funds of the public in Gravesend harbor. In 1869 he savand of examining is defective. In some ed the captain of a schooner at Cienof the states the public does not feel fuegos. Leaped from a schooner and like depositing money except in the saved a drowning woman in New York larger towns and cities. In New harbor. Mr. Sloven's first rescue in Hampshire there are forty financial in-St. John harbor was of a boy named stitutions closed, quite a number of Driscoll. In 1861 he rescued the mate of the ship Prince of Wales, who had them taving been deliberately plundered by the rascally officials, while failen overboard in this harbor; and others have failed through careless. in the same year saved Walter Dickwild-cat investments in the western son, who had fallen off a scow. In states. The banking record of that 1868 he saved a boy named Monaghan, state stands out as a gigantic scandal, in Robertson's slip, and for this was and has seldon been equalled in this presented with a sum of money and shortly after extended the freedom of Several of the recent sermons of the the city. In the very next month he

new Episcopal Bishop of Maine, Rt. rescued a woman named Nellie White, Rev. Robert Codman, Jr., of this city, who, however, was so exhausted that have stirred up some of the quiet vilshe died the next day. Not long after leges in that state. The bishop has a this he saved Samuel Dunlop, sr., who wey of speaking plainly, and some of was upset from a boat in the harbor. his audiences were not over-pleased In 1872 he was badly hunt on a vessel because he told them that the cause and went to the hospital, and on the of religion was on the decline in some day after he came out he rescued a drowning boy. In the darkness of one

The following deaths of former provnight in 1873 he plunged off the wharf inclalists are announced: In East to save a Mr. Mosher of St. Martins, Boston Narch 30, William J. Crowley out could not find him. The

ordar shingles, best brands, \$3 to 3.15; clear, \$2.65 to 2.70; second clear, \$2.10 to 2.25; clear white, \$2; extra No. 1, \$1.60; extra o e fine clapboards, \$40 to 45; clear, \$35 to 40; second clear, \$30 to The dry and pickled fish trade is quiet. Some of the mackerel vessels are fitting up for the southern fishing

grounds. Codfish continue quiet at unchanged prices. Large dry bank are wrath \$5.50; large pickled bank; \$5.12 1-2 and large shore and Georges, \$5.50 to 6. Pickled herring are in small supply, with the market firm. Nova Scotia split are worth \$6 to 6.50 for large; medium, \$5 to 5.50, and fancy Scatterie, \$7 to 8.

Canned lobsters continue as scarce and high as ever. Flats are now held at \$3.25 to 3.40, and uprights at \$3 Live lobsters are somewhat lower; but are suil high. They are worth 18 to 2Cc. and boiled; 20 to 22c.

THOMAS SLOVEN

By the way, Hon. Dr. Wm. Pugsley, M. P. P., is described as solicitor for the Gaspe company.

After dinner, replying to a question, Hon. Mr. Blair stated that \$2,400,000 had been spent on the Trent canal and \$5,000,000 would be needed to finish The government intended to push it to completion.

Sir Wilfrid Laurier stated that Governor McInnes' report as to the dismissal of the Semlin government had not yet been received, but the governor telegraphed that he had prepared it. He has been asked for a prompt statement.

Laurier stated that the government had settled the Manitoba school case in the only way it could be settled, by removing it from federal politics.

The premier stated that Col. Otter's official report of the 19th ult., giving names of killed and wounded at Paardeburg, was never received.

The premier informed Mr. Gillies that no successor had been appointed to succeed Railway Mail Superintendent Browne. The government was waiting for a recommendation from the inspector.

Monk of Jacques Cartier Mr. brough up the question of the Ville Marie Bank. He pointed out the great suffering caused by the collapse of that rotten concern and showed that the depositors were mostly poor people. He put in a plea for relief from the government. The disaster was worse than many calamities which had called out a vote of parliament. Mr. Chauvin supported the proposition.

Hon. Mr. Fielding said that if an appeal were made to the sympathies of parliament he would not discuss it now, but he took strong exception to the view that because the government demanded returns from the banks therefore it in some way guaranteed the obligations to depositors. He could not admit that the government, either in Foster's time or his own, had been guilty of neglect in the matter. Mr. Courtney's recommendation to Mr. Foster that the affair ought to be "closed up," did not mean that Mr. Foster ought to close up the bank, which the finance minister had not the power or right to do. It meant that he should close out the government's account at the bank. Mr. Foster had thereupon ordered that the account should be reduced, and this order was carried out from time to time, so that when the smash took place the government had litle or no money there. Mr. Fielding could not see how Mr. Foster could have done more than he did, and he did not believe that he himself had done less than his duty. He intended in his amendments to the banking act to take some further means to provide against such events as that which had taken place. NOTES

Mrs. Kingsmill, wife of Roden Kingsmill, Ottawa correspondent of the Toronto Globe, died very suddenly at an early hour this morning. She feared an attack of grippe, and rising in the night to take a preparation of quinine, she drank methylated spirits by mistake. She died a few hours later.

while White was not. was no more capable and enthusiastic military man in Canada than Vince. Gen. Hutton knew this and selected him on his merits. After saying that there was no politics, Dr. Borden had gone on to say that Vince had been dismissed from the position of postmaster for partisanship, which Foster said was not true. Mr. Foster charged that Dr. Borden was plunging the department further into the party patronage and spoil system than ever before. The minister had disclosed a state of facts which showed that a gulf had been opened between him and Gen. Hutton, in which the minister was shown to have communicated with Gen. Hutton's subordinates over the head of the commander-in-chief. Mr. Foster wanted to know how Dr. Borden would like it if the premier should hold communication with the militia de-

partment, not through the minister, but some subordinate. Sir Louis Davies contended that

Gen. Hutton was under the minister and had no right to do anything except as ordered by the ministers. This was now understood for the first time.

After further remarks by Davies and MoNeill, Hon. Mr. Sutherland, acting minister of the interior, said that he would stand by the statement made by him before, that Gen. Hutton had caused the false messages to be sent for the express purpose of injuring the minister. Dr. Borden could not be responsible for Gen. Hutton if he acted without orders. All he could do was what he did, to turn him out. That was his proper punishment. After further discussion, the sub-

ject was dropped and Clarke Wallace resumed the budget debate. He began by criticizing Hon. Mr. Paterson's claim that settlers were rapidly coming into this country, by showing that there were five hundred immigration agents, including "Hug the Ma chine" Preston, and the average value of settlers' effects imported was less in the last three years than in the three last years of tory rule. He then passed on to demolish Paterson's percentage trade statistics.

Mr. Wallace, after speaking till near midnight, moved the adjournment of the debate.

Hon. Mr. Fisher moved the second reading of the San Jose Act, which provides greater facility for importing nursery stock from the United States. The measure proposes that stock may be imported at particular points where fumigation establishments will be treated with hydrocyanic acid gas.

The bill went through committee and the house adjourned at midnight. NOTES.

A militia order announces that the order of the 28th ult. as to assignment of imperial commissions is cancelled.

OTTAWA, April 4 .- Dr. Montague, in moving for correspondence concerning beet bugar bounties, said he fav ored the establishment of this industry in Oanada, which, he said, would have a great future. As to the need of a bounty, Dr. Montague quoted the minister of agriculture, who last year said that beet sugar was not made in any country in the world without a bounty.

OTTIAWA, April 3 .- On orders of I Mr. Charlton said the state of Michi- Sydney. He charged that Mr. Blair

There tems into the rands of great corpora- began with the declaration that if tions had greatly reduced the cost of believed the opposition could secure a take steps to restrain monopolies.

Mr. Bell of Pictou did not agree with Mr. Powell as to water carrying. He! therght an inland waterway such as to say it was not used as much as it cught to be. The interest charge on would the country support them if they the canal system was over two million, or seven cents on every bushel of grain shipped last year from Montreal. The trouble was that the St. Lawrence route below Montreal was not in good shape and that facilities were wanted at Montreal. The bottle was thus corked, and nothing done for improvements in the lake routes could provide an cutlet for western produce.

The discussion was continued by Mr. Davin, after which Bennett's motion. which was only intended to elicit an expression of opinion, was withdrawn and the house adjourned.

NOTES.

The senate has adjourned till after Esster.

During the afternoon the governor general came down to the senate and assented to the Transvaal contingent bill and the San Jose scale bill. The minister of militia met today a local delegation by which he was asked to organize a corps of mounted infantry. Hon. Dr. Borden said there was no equiropriation, and that it was more likely some of the rural corps would be converted into mounted infantry.

OTTAWA, April 5 .- When the order of the day was called, Mr. Powell brought to the attention of Mr. Blair letters received from New Brunswick and Nova Scotia, which complained that they cannot get freight cars for their business. They said that cars were moved so slowly and delayed so long at one end or the other that an ex team would give better despatch. Hon. Mr. Blair admitted the shortage of cars. He had himself received many complaints. He had endeavored to make provision for increasing business. He had asked for an appropriation, but might have to secure a supplementary vote. There were always complaints and the minister could not believe that the cars were unduly

detained. Mr. McDougall of Cape Breton said there was no question about the delay, both in returning cars after they were them discharged and in forwarding when they were ready to send. The minister was aware many months ago of the prospective development at Sydney and made no adequate provision for it. The Sydney station and other accommodation were entirely and notoriously insufficient, and business was largely paralyzed for want

of means of transport. Mr. Gillies explained that the town council of Sydney had labored with Mr. Blair to get him to rise to the occasion, but he had shown great negligence and unconcern over the matter. The member for Richmond dwelt upon the inconvenience to Sydney assengers, growing out of the custom of sending the train to North Sydney and back on the way to and from

transportation, but made it necessary preference for Canada in the British for governments and legislatures to markets he would cross the house and join that party at once. Mr. Mills (Annapolis)--I don't be-

lieve a word of it. Mr. Charlton maintained that a muthe St. Lawrence system, with 14 feet tual preferential tariff was impossible charnel, was a most effective route except on the condition of free trade for beavy traffic, though he regretted within the empire, and these terms the opposition would not accept nor

> cid. NOTES. The railway committee room this

morning was crowded with members and visitors to assist in or witness the struggle over the Kettle River charter. Mr. Shaughnessy of the C. P. R. was present and explained the position of his company. Walter Borwick, the eminent counsel from Toronto was there in behalf of the Kettle River Co., which appeared this year as a Canadian concern, Mr. Corbin having disappeared from sight, though some think that he is as much interested as ever. Messrs. Blair, Bostock and Ross Robertson spoke in favor of the bill. Sir Charles Tupper remarked that the C. P. R. had kept the promise made two years ago to

build into the mining district, and h thought at should have a chance to the get some business there. When vote was taken the bill was lost by a vote of 39 to 83. Hon. Messrs. Blair and Fitzpatrick voted for the bill. Hon. Mr. Dobell against it. The other ministers kept out of the way. This government has been ruling less

than 20,000 people in the Yukon at cost of \$100 per head.

OTTAWA, April 6 .- After the reading of Col. Otter's report of the battle of Plaardeberg (see page 7 of this isue) Dr. Montague resumed the budget debate. He paid a good deal of tiention to Charlton, and kept the nouse in roars of laughter by contrasting his commercial union speeches with that delivered yesterday. He was afraid that Mr. Charlton's advocacy of the Fielding tariff would create the suspicion in Ontario that the tariff was more American than British, as Charlton was never known to take the his Michigan constituency. The doctor assed on to Cartwright, and criticized without mercy but with great good nature the 55 column speech of that good man. Hon. Mr. Paterson and Hon. Mr. Fisher were then discussed. Dr. Montague showed that the minister of agriculture had nothing better than to follow out the programme of his pre-

decresor in office, without adding a single new departure. After dinner the Gaspe Short Line railway went through committee with he amendment chtained by Mr. Mc-Alister, and the Restigouche and Western bill followed suit. A large number of private bills were advanced a stage. Dr. Montague resumed the budget

debate. He made a powerful sprech, and was followed by Hon. Mr. Dobell, who discussed fast line ships. Dr. Roche followed Dobell and Mr. Heyd moved the adjournment of the debate.

TO CURE A COLD IN ONE DAY Take Levative Bromo Quinine, Tablets. All druggists refund the money if it fails to cure. Zoc. E. W. Grove's signature is on such boz. 1204

aged 21 years, formerly of St. John; in East Cambridge, March 27, Miss Ann O'Neill, daughter of the late Rose and James O'Neill, of St. John; in Chelsea, March 24, Mrs. Robert Stlewart, aged 66 years, formerly of St. John; in this city, March 25, Mrs. J. Donovan, formerly of St. John; in Roxbury district, March 27, Mrs. Alladah F. Alwerd, widow of John Berry, aged 74 years, formerly of Moncton; in Somerville, March 22, Albert Harrison, aged 23 years, formerly of Moncton; in Dorchester, March 29, Mrs. Hannah Gerow, widew of Lewis Carvell, and daughter of the late Joseph Mercer, of St. John, eged 71 years; in Jamaica Plain, West Roxbury district, March 29, Margaret Aitken, aged 60 years, formerly of P. E. I.; at West Somerville, March 30, Mrs. Flora McCaulder, aged 77 years, formerly of P. E. I.; in Exeter, N. H., March 30, Mrs. Celia Purdy, fermerly of Digby, N. S. (She loaves three children, James G. Purdy, of N. S., Solon Furdy, of Cleveland, O., and Mrs. A. M. Vroom, of Exeter.) The trial of George E. Litchfield. formerly of Truro, one of the gang of alleged counterfeiters arrested here for meking spurious Canadian money, is in progress. Litchfield was supposed to have been one of the engravers. In taking the stand in his own behalf he sold that while he had been approached by Davis and Chisholm, the latter the leader of the gang and an inmate of the Derchester penitentiary, he had taken no part in the counterfeiting nor had be ever had any of the bad money in his possession. Litchfield is a relative of the publisher of a Boston daily paper, and the publisher testified in defendant's favor, as to good char-

son of Jeremiah end Mary Crowley,

acter, etc. Two of the counterfeiters are in the state prison here. The British South African Patrioti fund of this city has reached \$15,000. Two dcinations of one thousand pounds each have been sent to the Mansion House fund in London. Edward Hanlan, the well-known Canadian oarsman, has arrived in Boston, end will be instructor for the Union Boat club.

The spruce lumber trade in this city is rather quiet just now. Building curred in 1878, were heavy blows to orders are very scarce, due, the dealside of Britain against the interest of ers claim, to the high prices the millmen insist on charging. Cedar shingles have taken a rise, on the strength of a combination of provincial and Main manufacturers, but the trade is quiet The scarrity of hemlock lumber is a feature of the market, and hemlock is very firm. Laths are in fair request and steady. Large spruce timber, 10 to 12 inches, is selling for more than agreement prices, owing to the scarcity, v.hile randoms and s lumber are holding close to the millmen's rates. The latter are as follows: Spruce-Frames, nine inches and under, \$17: 10 and 12 inch dimensions. \$19; 10 and 12 inch raadoms, 10 feet and up, \$18.59; 2x3 ard 2x4, 2x5, 2x6, 2x7 and Sx4, ten feet and up, \$15; other randoms, \$16.50; merchantiable boards, \$17; cut boards, \$14; spruce flooring, \$20 to 23; furring, \$13.50 to 15; Extra chap boards, \$29 tto 30; clear, \$27 to 28; second clear, \$23 to 25; lathis, 1 5-8 in., \$3 to \$3.10; lathis, 1 1-2 in., \$2.80 to 2.90.

Hemlock-Eastern dimensions hem ock \$15 to 16, with the usual advertice for over 16 feet; eastern boards, \$18 to 19; No. 1, \$15.50 to 16.50; planed one side and matched. \$19 to 21: extra

body was never recovered. This was Sloven's only failure in all his efforts to save life. On Christmas Eve, 1874, he had to plunge into the icy waters to save his own 14 year old son, who fell between a vessel and the wharf. The boy was saved, but had been so chilled that cold developed into consumption and caused his death two year later. Two years later Mr. Sloven saved another lad, who had fallen through a wharf. On the day the great fire broke out, June 20th, 1877, Mr. Sloven saved a boy and girl who were cut off by the flames, boldly plunging in and swimming first with one and then with the other to a place of safety. The boy he saved by swimming from Robertson's wharf to the rear of Kirk & Daniel's mill, and the girl later in the day by swimming with her from Reed's Point to the Ballast wharf. The boy's name was Hurley, and the girl's Sweeney. On Dec. 1st, 1977, he saved a man named day at the Ballast wharf. In 1878 he narrowly escaped drowning himself, falling off a scow and coming up under the keels of some schooners. By great presence of mind he got out. In June of that year he saved a child four years old that had fallen into the water. A month later he rescued a man who was just sinking. In Sept., 1878, he saved a sallor named Jacob Hanson at Reed's Point; in October, in the evening, saved a boy named Burke, who had fallen off North wharf; in August, 1879, saved a drunken man who had fallen off the same wharf; in September, same year, he saved Miss Sarah Newcombe of Carleton, who had fallen between the ferry floats and the boat. Later that year he rescued a lady named Mrs. Christopher. This brings the record down to the

close of 1879, and these facts are taken from the Daily Sun of Nov. 17th, 1879, in which a full account of his exploits was given. In the twenty years since Mr. Sloven saved other lives, and his record in that respect is perhaps without a parallel. He was a modest and unassuming man, who cared little about fame, and sought no reward. The death of his son, already referred to, and of his wife, which ochim, and another child died since 1879. He was a man of thrifty habits, and at the time of his death had \$200 deposited in one of the banks. In 1876 the late Dr. Elder collected a sum of money for Mr. Sloven, in recognition of his great services in rescuing so many persons from drowning.

CHICAGO, April 8.—Fire today partially destroyed the piano and organ factory of M Schulz Co. Loss \$50,0%: covered by insur-

SARATOGA, N. Y., April 8.—The Sans Souci Opera house block and the Schaeffer brilding at Ballston Springs were burned today. Loss \$150,000. imm'grants, probably Galicians, from Hamburg to Halifax.



