SHIP NEWS

PORT OF ST. JOHN.

March 11—Str Taymouth Castle, 1172, Forbes, from West Indies, Schofield and Co, mails, mase and pass.
Sch Carrie C Ware, 155, Bagley, from Jonesport, J H Scammell and Co, bal.
Coastwise—Schs Louisa, 15, Hargrave, from Point Lepresux; Lennie and Edna, 30, Hains, from Presport; Harry Morris, 98, McLean, from Quaco.
March 12.—Sch Stephen Bennett, Glass, from New York, wire.
Coastwise—Schs Trader, 72, Benjamin, from Parreboro; Lida Gretta, 67, Ells, from Quaco; Evelyn, 62, McDonough, from do; Rex, 65, Sweet, from Quaco; Magic, 26, Thompson, from westport; Dora, 63, Canning, from Parreboro; Satellite, 5, Poland, from West Isles; Annie Blanche, 68, Randall, from Parreboro; Helena M., 55, George, from do. Arrived. ch 13.—Sch Tra D Sturgies, Kerrigan

Portland, bal. Charles J Willard, York, from Bosderived the control of the control o King, bal. Sch Advance, 99, Stevens, from Quaco to

11th-Sch Genesta, Priest, for Vineyard Haven, f o.

Sch E H Foster, Wilcox, for Boston.
Coestwise—Schs Maniba, Margarvey, for Annapolis; Susie Prescott, Gough, for Quaco; Willie D, Ogilvie, for Parrsboro.
March 12.—Sch Hunter, Kelson, for City March 12.—Sch Hunter, news.

March 12.—Sch Hunter, news.

Island f o.,

Sch Mollie Rhodes, Dobbin, for New

Hargrave, for York.
Coastwise—Sohs Louisa, Hargrave, for Point Lepreaux; Evelyn, McDonough, for Quaco; Lennie and Edna, Hains, for Freeport; Yarmouth Packet, Shaw, for Yarmouth; Essie C, Whelpley, for Quaco; Restless, Graham, for Sandy Cove; Friendship, Seely, for Quaco; Havelock, James, for Campobello.

March 14.—Str Dunmore Head, for Dublin Str Glen Head, Kennedy, for Belfast via Sch Hattie Muriel, Wasson, for Salem f Sch Roger Drury, Dixon, for New York, Sch Three Sisters, Price, for New York.

CANADIAN PORTS.

Arrived. At Yarmouth, March 11, s s Prince Edward, from Boston; s s Evangeline, from Parrisboro; sch W A Louis, from fishing; sch Vexta Pearl, from fishing.

HALIFAX, N. S., March 13.—Ard, stnir Halifax, Pys, from Boston; brigt Lee, Matson, from St Johns, PR.

Cleared. At Yarmouth, March 11, sch Grace Rice, for Baltimore; s s Prince Edward, for Boston; s s Letour, for Barrington; s s Wilfrod C, for Barrington; s s Warreline, for Bar-

From Yarmouth, March 9, sch Opal, Foote,

BRITISH PORTS Arrived

At Turk's Island, Feb 19, schs Tacoma, Hatch, from Macoris for New York (repaired pumps and sailed 27th); 20th, Rosemeath, Thomas, from Porto Rico (and sailed 21st for Shelburne); March 1, Circassian, Carty, from Trinided (and sailed 3rd for Yarmouth). At Barbados, Feb 19, brig Edward D, Mc-Lean, from Arroyo, to load for United States port north of Hatteras; 26th, bark Hornet, Holt, from St. Johns, P. R., and Delaware Breakwater. Breakwater,
From Ardrossan, March 14, stmr Teelin
Head, for St John.
LIVERPOOL, Match 13.—Ard, strs Numidian, from Portland via Halifax; Ulunda,
from Halifax via St Johns, N.F.

bourne, Jan 28, bark Star of the Bast, Rogers, for Bostom or New York.
BELFAST, March 12.—Sailed, str Teelin
Head, for St John, N B.
MOYILLE, Murch 12.—Sailed, str Lake
Ontario (from Liverpool), for Halifax and St
John, N B.
ARDROSSAN, March 12.—Sailer, str Teelin Head, for St John.

FOREIGN PORTS.

Arrived eiro, March 8, ship Ruby, Rob-At Porto Rico, March 7, previously, sch Rrances A. Rice, Marshell, from Dominica (to load for Halifax or Boston.) At New York, March 12, strs New York, from Southampton; Efruria, from Liverpool; St. Louis, from Newport News; Scotis, from Hamburg. St. Louis, from Newport News; Scotia, from Hamburg.

At Mantia, March 12, bark Mary A Troop, Batcer, from Newcastle.

At St. Thomas, Feb 13, schs Josie, Duffy, from Barbados; 20th, Pearline, Berry, from St Vincent (and sailed 26th for Ponce to load for N. of Hatteras); Bartholdi, Gratton, from Go, 25th, Vamoore, Growell, from Tragani (and sailed 17th for Glouoster).

At Pascagouia, March 10, schr Gladstone, Read, from Mobile.

At Salem, March 9, sch Alfaretta S Snare, from St John, NB, for New York.

At Bahia Blanca, March 7, stmr Kelvingrove, Ryder, from Montevideo.

BOSTON, March 13, Ard, stre Boston, from Yarmouth, N S, Prince Edward, from Yarmouth, N S, VINEYARD HAVEN, March 13, Ard, sch Tay, from New York for St. John.

Passed, sch Vamoose, from Trapani, Dec 12, for Gloucester.

At Brunswick, Ga., March 10, bark Thos Faulkner, Faulkner, from Montevideo.

At New York, March 11, brigt Clyde, Strum, from Humacoa; sch Edna, Donovan, from St. Johns, PR; 12th, barks Strathern, Fleming, from Manila; Strathisla, Urquhart, from Manila, Africa, Davidson, from Rosario; Osberga, Morris, from Rio Janeiro (and ordered to Boston); Unanima, Rabidan, from Barbadoe; Douglas, Crosby, from Savanna La Mar; Edith Sheraton, Mitchell, from San Domingo; schs Exception, Barteaux, from Buenos Ayres; Newburgh, Marsters, from Macoris; Patonac, Hemeon, from San Blas.

At Mobile, March 11, sch Harold Borden,

Mobile, March 11, sch Herold Borden.

At Mobile, March 11, sch Harold Borden, Barkhouse, from Rustan.

At Delaware Breakwater, March 11, stmr Sterling, from Boston, towing barge Ring-leader, for Philadelphia (and steamer sailed for Baltimore); ships Walter H Wilson, Dcty, from Samarang; Armida, Oraig, from Scubrays

Dcty, from Samerang; Armida, Oraig, from Scubraya.

At Para, March 11, str Grangense, Spèdding, from New York, etc, for Mansos; bark Siddartha, Gerard, from Liverpool.

At Philadelphia, March 12, bark Iodine, Moore, from Exmouth.

At Perth Amboy, March 12, sch Cathle C Berry, Dayton, from New York.

MACHIAS, Me, March 14.—Ard, schs Genesta, from St John for Vineyard Haven; E H Foster, from St John for Boston.

Sailed, sch Hortensia, for Sand River, NS. PORTLAND, Me, March 14.—Ard, schr Jeannette Dixoa, from Porte Rico for St. John, N B (put in for provisions and proceeded). seded).
Sailed, str Cape Breton, for Louisburg.
BOSTON, March 14.—Ard, str Tyrian, from

Inyti.
Cleared, bark Stranger, for Buenos Ayres.
Sailed, str. Prince Edward, for Yarmouth;
chs Muriel, for Lunenburg; Komeo, for St
John; Valdare; for do; Annie M Allen, for
lo; Une, for Halifax; Cymbeline, for Bridgewater, N.S.

VINEYARD HAVEN, Mass, March 14—
Ard, sch Arona, from Buenos Ayres via Barbados—71 days for Boston.
Salled, sch Tay,
Passed, sch Clayola, from Hoboken for St
John

Cleared.

At New York, March 9, achs Atrato, Watt, for Colon; Blanca, Lambert, for St Croix.

At Mobile, March 10, barks Linwood, Douglass, and Northern Empire, Ellis, for Buenos Ayres.

At Ship Island, March 10, ship W H Corsar, Slocomb, for Belfast.

NEW YORK, March 14.—Cld, schs Eric, for St John; Mary, for do.

Cleared, schs Clayola, for Halifax; Avalon, for St John, NB.

At New York, March 10, bark Emma R

Smith, Smith, for Santos; sch Shenandoah Gibson, for Santo Domingo. At New York, March 12, bark Glenrosa Gard, for Bahia.

Salled From Pensacola, March 9, sch Blomidon, Lockhart, for St Pierre.
From Perth Amboy, March 9, sch E V Glover, for Portsmouth.
From Macoris, Feb. 27, sch Newburg, Marsters, for New York.
Frong St. Thomas, Feb. 17, schs Edna, Donovan, for St. Johna, P.R.; 26th, Canaria, Brown, from Naguabo to load for North of Hatterss. From Manila, Feb 22, bark Highlands, wen, for Port Blakely, to load for Buenos Owen, for Port Blakely, to load for Buenos Ayres.

BOSTON, March 12.—Cld, stre Prussian, for Glasgow; sch Muriel, for Lunenburg and Shelburne, N S.

Sailed, str Halifax, for Halifax.

From Macoris, about March 6, brig Venturer, Kemp, for New York.

From Point-a-Pitre, March 5, schr John S Parker, Gesner, for Macoris to load for New York.

From Hayti, March 7, str Tyrian, Angrove, for Boston and Halifax.

From St Lucia, bark Alkaline, Houghton, for Trinidad, Cuba, to load for Delaware Breakwater for orders.

From Buenos Ayres, Jan 21, barks Hillside, Morrell, and Strathome, Dougall, for the Roads (both for orders).

NEW YORK, March 12.—Sailed, strs Lucanis, for Liverpool. canie, for Liverpool.

EASTPORT, Me, March 14.—Sailed, schr
Mary F. Pike, for New York.

LISBON, March 10.—Sailed, bark Pados,
for Halifax. for Halifax.

BOOTHBAY, Me., March 14.—Salled, schs
Ruth Robinson, for New York; Charles L
Jeffrey, for do.

MEMORANDA.

In port at Bermuda, March 7, sch Syan-ara, from Jacksonville for Monte Christi, discharging lumber. In port at Macoris, Feb 23, brig Venturer, Kemp, from San Domingo City, arrived 16th, to sail for New York about March 15; sch Lewanika, Crane, for New York about March 10. March 10.

In port at Rio Grand do Sul, Jan 31, bark Glenafton, Mundy, for New York; brig Osburgha, Cook, from Cadiz.

In port at Barbados, Feb 28, sch Minnie Fortier, for Boston, idg.

ROCHE'S POINT, March 12.—Passed, str Ulunda, from Halifax via St Johns, NF., for Liverpool. Ulunda, from Halifax via St Johns, NF., for Liverpool.

BASTPORT, Me., March 13.—Passed, sch Clifford I White, from Calais for Shulee, NS. PORTLAND BILL, March 14.—Passed, str Cervona, from Portland for London.

CITY ISLAND, N Y, Merch 14.—Passed east, bark Robert Ewing, from Carteret for St Andrews, N B.

Ship Avon, Brady, from Ship Island for Queensborough, Feb 27, lat. 41, lon. 49.
Ship Anaurus, Davidson, from San Francisco for Queenstown, March 6, lat. 46 N., lon. 20 W.
Bark Valora, Murray, from Dariem for Liverpool, March 5, lat. 34.03, lon. 71.
Schr Alert, Burns, from New York for Macoris, Feb. 28, lat. 27.58, lon. 65.52 (with chromometer broken).

REPORTS.

CHATHAM, Mass., March 13.—The three-masted sohr. Arona of Windsor, N S, with a cargo of hides from Buenos Ayres to Boston, went ashore on Handkerchief Shoal this morning, but was floated later in the day, with the help of the Monomoy Saving crew. The tug Herald towed her back to Vineyard Haven, as she was leaking. She will repair and proceed to Boston when the gale moderates. ale moderates. SOUTHAMPTON, March 13.—The Ameri

SOUTHAMPTON, March 13.—The American liner Paris, from New York, March 2, and was due here Mar. 9, arrived this morning reports her delay due to the breaking of the starboard shaft March 4, when 375 miles from Sandy Hook. The steamer was stopped for three hours to secure the disabled propellor, after which she proceeded with the disabled propeller. All on board are well.

NOTICE TO SUBSCRIBERS.

ring in the familles of subs be published FREE in THE SUN. In all cases, however, the name of the sender must accompany the notice.

BIRTHS.

NEALE—At Chatham, N. B., on Manch 9th, the wife of F. E. Neale, of a daughter.

QUICK—At Oakland, Carleton Co., March 1st, to the wife of Henry H. Quick, a daughter.

MARRIAGES.

ALEXANDER—MILLER — At the Hall, Fredericton Junction, on Wednesday, March 9th, 1898, by the Rev. Horace E. Dibblee, M. A., rector of Burton, etc., Sterling Lauderdale Alexander and Amanda Fitzallen, daughter of I. Henry Miller, both of the parish of Gladstone.

BELYEA-MacDONALD.—At the home of the bride, MacDonald's Point, on the 9th March, by Rev. A. B. MacDonald, William A. C. Belyea and Bessie J. MacDonald, second daughter of the late Nehemiah MacDonald, all of Wickham, Q. C.

BROWN-COLWELL—At the Free Baptist parsonage, Victoria street, on March 9th, by Rev. David Long, Herbert E. Brown to Edith M. Colwell, both of St. John. ALEXANDER-MILLER - At

DEATHS.

CARR.—At his residence, in Compton, P. Q., March 7th, in the 90th year of his age, Albert Carr, father of the late Rev. J. Frederic Carr, Kingsclear, New Brunswick, FAIRWEATHER—At Rothesay, March 10th, Florence S., second daughter of Dr. W. A. and the late Elizabeth Fairweather, aged 20 years.

NTGOMERY.—On March 14th., at the sidence of his son, at Hammond River, homas Montgomery, in the 72nd year of

ARGENT.—In this city, on March 12th, of paralysis of the brain, Edward Sargent, in the 72nd year of his age, leaving a widow, two daughters, one son and a large circle of relatives and friends to mourn their sad

GRAND MANAN.

GRAN MANAN, March 11.-The Reormed Baptist are holding revival eetings at North Head and Seal cove. Their methods of revival work peculiar in many ways as that of the Salvation Army. They continue their meetings to very late hours in the night in their extreme anxiety to reclaim sinners. Rev. Aaron Hart, the singing evangelist, has arrived. From all reports they are doing a good work. The Free Baptists at White work. The Free Baptists at White Head are carrying on a revival and have added many converts to their church thereby. Hev. W. H. Perry has commenced a series of meetings at Grand Harbor.

Webster Morse of White Head dropped dead in church at White Head a few days ago. Mr. Morse was a young man, but had been troubled with hearts disease for a long time.

with hearts disease for a long time. The weather is very soft with us; the snow is leaving very fast and the roads are in a very bad state, there being neither sleighing or waggoning. A number of new weirs are to be built around the island this spring. Some of the local fish merchants are contemplating sending vessels to the

OTTAWA LETTER.

Powell of Westmorland Repeatedly Inturrupted by Cheers.

lamilton Smith Working on a Road Into the Yukon, While Mackenzie and Mann's Tramway is Not Yet Started.

Line Could be Established from Edmonton at Less Cost to the Country Than is Involved in the Government's Plan to Run to a Canadian Seaport on the Pacific.

OTTAWA, March 10 -- You will be appy to hear that we are now drawnear the end of the Yukon debate. The interest, however, continues by reason of the new developments that are constantly coming in, and though it would seem that almost everything might have been said on the subject that is worth saying, occasionally a clever man comes in who presents the case with freshness and originality. Such, for instance, was the address of Powell of Westmorland last evening. It was quite late in the evening when he got the floor, after a somewhat unctuous speech by the Rev. Mr. Maxwell of British Columbia. Mr. Maxwell has abandoned the clerical profession, but he has not yet got clear of the habit of exhortation, and he usually falls to lecturing the house as though he were still in the pulpit. On this occasion he was exceedingly pat-riotic and remarkably hortatory even

Mr. Powell made a passing refernce to this feature of Mr. Maxwell's address, recalling Pitt's dying advice to Canning, as Let forth in Landor's Imaginary Conversations. "Above all things, when you are in difficulties with your measures be patriotic, and if that fails, be plous," was the substance of this advice. Mr. Powell began by observing that the discussion had been to him a series of surprises First, it was astonishing to observe the extraordinary wealth of ignorance displayed by Mr. Blair, who, after supporting this important measure chiefly on the grounds that the government knew nothing about it, turned from the matter in hand to discuss the manners which Mr. Foster dis-played when he was a boy. Mr. Tarte had tried to show that Mr. Blair was responsible with the rest of them for this contract, but Mr. Powell observed that he had too long known the minister of railways as a lawyer to accept for a moment the idea that he had anything to do with drafting so unworkmanlike an agreement. There ently knighted minister of marine came before the house trying to prove a state of facts by reading extracts garbled out of a speech, the whole of which directly contradicted statements that Davies was making. Again it was a surprise when Sir Richard Cartwright, whose ability all recognized, and who had been considered a man of strong convictions, came before the parliament with nothing to support a measure like this but stale wittiefsms, which were when the country was young.

In one thing Mr. Powell agreed with some of the ministers. This was, a turning point in the history of the country. The great gold discovery in the Yukon was an event of national importance. Australia was changed from a convict settlement to a gree nation by the discovery of gold fornia became the centre of attraction when gold was discovered there. If the gold discoveries in British Cotambia, a lifetime ago, had not produced so striking a result it was because geography was against that province. Shut in by the barricade of mountains and a long stretch of plain from the rest of British America, the country became tributary commercially to the Pacific States.

But the present circumstances are different. The gold fields, now the attraction of the world, are shut in from the coast by mountain ranges and lie contiguous to the great pro ducing part of the Dominion of Canada. Nature placed this great wealth and this growing trade within the Canadian sphere of commercial influence. Here is a trade which may be worth ten million dollars this year and twenty millions next year. Five millions of this will be agricultural roduce. Who will get this trade? shall it go to Canadian farmers or to Oregon and the other States? This is the question, with all its far-reachin nces, that the house has t determine. If we open the road to the Pacific Coast we make it easier for the United States business men, who have already stolen nine-tenths of the trade, to hold what they have and capture the rest. If, on the contrary, we open up a course on the Canadian side of the Rocky Mountains and connect the Yukon, with its natural source of supply, we gain this trade to Canada. Nature has placed this coast range as a barrier to our rivals and a protection to ourselves. It is like the river that surrounded Baby-lon and kept the city safe. Cyrus turned the course of the river and captured the city, but our government is itself taking away the barrier by cutting a road through it to let the enemy in. Such was the argument of Mr. Powell

After arguing that it would be impossible for the food products of Can-ada to reach the Yukon by the proposed route, and that of the manufactured goods all the heavier class must

ible. But he is so arranging things that he must carry his goods across the mountains and back again in order to get them to the market he is after. Put your road straight from your great farming and pastoral country to the place where your market is, and no foreign power will ever be able to take it away from you."

Mr. Powell was not so seriously im pressed with the question of urgency. He maintains that it is better to get the road in the right place than to have it this year. The gold that is there now, if it is not taken out, will not rot, or sink. It will be there when we get to it. But if we let the market go, by leaving a barricade between us and the Yukon while we open a highway for others, we will lose an advantage that can never be got back.

Moreover, Mr. Powell is convinced that the new road can not be made available for carrying this year the supplies for next winter. It is only to be finished one month before the close of navigation, and therefore, as more than a week is required between the terminus of the road and Dawson City, three weeks will be left to transport the fifty thousand tons or one hundred thousand tons which it is proposed to deliver into the Yukon. Mr. Powell computes that it would recuire about twenty trains a day to do this work, and that several hundred vessels on the Stikine and Yukon would be needed to complete the

As to the lands, he pointed out that there was a great deception in the ministers statements. Their own engineer told them that 175 miles would be the length of the trail between the two terminal points. A railway in this country, with the curvatures allowed, would probably be 200 miles Yet the ministers talk as if they were only granting 3,750,000 acres at 25,000 acres a mile, instead of five millions which is the right quantity. this five million the contractors had not only all the gold but all the timber and all the coal, and they would be very poorly advised if by the pri-vilege of choice given them they could not pick out about all the gold and coal and timber in the district

Mr. Powell closed one of the finest speeches in the debate by declaring that this house should never sanction the proposition which took away from Canada a market which naturally be onged to it, and which proposed to pay for this bad service four times as much as it could be done for by another contractor. After describing the oppressions and annoyances that yould be caused in the Yukon by the stablishment of this monopoly, he closed by declaring that the most horrible thing about it was the thought that the people of Canada would be bound by this contract to throw the aegis of law around this oppressive creation and protect the monopolists in their villany.

Mr. Powell was repeatedly interrupted by cheers from the members, who had filled the opposition side of the chamber while he was speaking and was heard with attention from the government benches. The only interruptions that occurred was one at the beginning of his speech, when Mr. Gibson, one of the government managers, induced half a dozen or so of the liberal members to leave the chamber as a sort of demonstration. and a little later, when Mr. McMullen offered a remark. Mr. Powell paid no attention to the first uncivil proceed-ing, and to Mr. McMullen he made a laughing remark that he (Mc-M.) had shared the labor of the con-nict, but had been forgotten in the division of the spoils.

The ministers are angry with Mr. Morrison, the young Nova Scotian member for New Westminster. Mr. Merrison made an attack upon Mr. Oliver of the same side. This resulted in a second speech from Mr. Oliver, who took a great deal stronger ground against the government this time than he did before. Other speakers were Mr. Quinn, the eloquent Irish member from Montreal, Mr. Maxwell, mentioned above, and Mr. Clancy, a new member to whom the senate is inbedted for the presence of its leader, the Hon. David Mills. Mr. Mills had represented Bothwell for many terms, and as a commoner had taken many opportunities to sneer at the senate He has been persuaded by Mr. Clancy and the electors of Bothwell to change chambers, and it is only because the senate has not been "reformed" that Mr. Mills is in parliament at all.

The last speaker was Mr. Edwards, the popular liberal member for Ruswho makes great quantities of lumber and a small quantity of speeches. Mr. Edwards is quite sure that the land granted to the contractors is not worth much, and says he would rather have a few acres of good lumber land in Quebec than the whole of it. He does not make it quite clear why a railway should be built into a country for the sake of the gold when the pick of the gold lands have no gold in them. In closing, he declared that no member on the opposition side could be found today to take the con-tract off the hands of Mackenzie and Mann. A movement on the part of Mr. Osler and a chorus from the other side convinced Mr. Edwards that this was a dangerous proposition. So he instantly changed it by demanding: "Is there a man across the house who is worth a million dollars that will take this centract off their hands?" Mr. Osler subsided. He is probably not worth a million dollars. In fact no nember to the speaker's left would own up to that wealth. So the limit. ing clause of Mr. Edwards' offer shut the conservatives out of a chance to make money. If he had stood at his first offer, somebody might have made a clear three million acres by taking the job and transferring it to Hamil-

Concerning Hamilton Smith it may be remarked that he has been ill, but is getting better, and intends coming back to Ottawa. While the government is talking of building a railway tured goods all the heavier class must tome from the United States, Mr. Powell said: "Some one has called the premier 'a Napoleon of strategy.' At all events he is not a Napoleon of commercial strategy. If he were he would endeavor to get his base of sup-

plies as near the scene of action as Dyea. So far as American territory goes, he has the right to build, but on Canadian soil it is said that his charter may require legislation. There is a charter, but it probably does not serve his purpose. The statement is now made that Hamilton Smith will push his Dalton trail road through, if he gets the right to do it, with subsidy. And so far as is now known this road will be not much more under American control than Mr. Sifton's all Canadian highway.

This at least is clear, that the government while making professions of security, does not feel secure. Sir Wilfrid Laurier declared the government policy when he said that the intention was to push on as far as possible to a Canadian sea port near Simpson. This means 400 miles of railway construction and probably a cash grant of a few millions in addition to these lands. Mr. Powell declared that a road from Edmonton to the Yukon could be built for less money than this 400 miles.

Meanwhile the ministers and their supporters are amusing themselves by saying that Hamilton Smith is working up the hostile legislation of Washington. The poor man is in bed at New York and is therefore not work-ing up anything. And while Dr. Landerkin suggests the opposition leaders are the "paid agents of the United States," it turns out that the man who gave Senator Hansborough the evidence which he used was Edward Farrer, whose last public mone: was earned no longer ago than last year as assistant to the costly penitentiary investigation committee appointed by the Laurier government

Mr. McMullen proposes a drastic law. Under his bill, introduced yesterday, no alien until until he has lived a year in Canada, can own mining property or belong to a company that owns it. This is a milder law than exists in the United States, and so far as the Yukon is concerned there can be no proper objection to it. The Yukon mines are under the control of the dominion government. But I should imagine that in British Columbia and Nova Scotia the local legislatures might have something to say about this matter.

Official announcement is now made about the dredging leases in the bed of the Yukon rivers. The list of names is a long one, because a number are put in to cover one lease and meet the terms of the regulation. For instance the Mercier leases are in the name of about twelve members of the Mercler family. But the properties have gone to the same persons and on the same terms as was stated long ago in the columns of your paper through this correspondence. All the contradictions made at the time, however they may have been authorized, were temporary concealments of the facts.

S. D. S. HOT SHOT FOR BLAIR.

W. A. Weir, M. L. A., Calls Him a Traitor to the Liberal Party. MONTREAL, March 6 .- "You are a traitor to the liberal party, and I will denounce you as such on the hustings the first opportunity that presents itself," was the language used some time ago in a letter written by W. A. Weir, M.L.A. for Argenteuil, to the Hon. Andrew G. Blair, minister of railways and canals. This is a pretty stiff compliment for a prominent member of the liberal party to address to one of his leaders, all will admit, yet it took place, all right enough, for being askd yesterday if the above were the exact words he had penned, Mr. Weir replied in the affirmative. It appears that the member for Argenteuil had nad a good deal of correspondence with the minister of railways and anals, and he considered the latter's conduct so terribly unsatisfactory from a party point of view that the letter in question was the result. It appears that the famous epistle

created a panic in the ranks of the government, and that Hon. Messrs.

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Tarte and Fisher were moved, for they realized that Mr. Weir was one of the most prominent English members of the Quebec legisature, and a faithful party man as well. Before sending the famous letter to Hon. Mr. Blair Mr. Weir showed it to Sir Wilfrid Laurier, who asked what good he expected to accomplish.

"Well," replied the member for Argenteuil, "this letter will in the first place please my constituents, and, secondly, it will afford me a great deal of mental satisfaction."

MARINE MATTERS.

MARINE MATTERS.

The following charters are reported: Str. H. M. Pollock, Mobille to p. p. U. K., grain, 3s. 6d., berth terms—March; barks Emma R. Smith, New York to Santos, gen. cargo, 71 cents per bbl.; Veronica, Savannah to Santos, lumber, \$14; Glenrosa, New York to Bahla, gen. cargo, 65c. per bbl.; Abyssinia, New York to Buenos Ayres, lumber, \$8; Misteletoe, Buenos Ayres, lumber, \$8; Misteletoe, Buenos Ayres, to Delaware Breakwater, f. o., bomes, \$3.75; Athlon, London to New York chalk, 4s. 6d. Angara, New York to Santos, case oil, 22c., and lumber, \$11; schs. Shenandoah, New York to San Domingo, gen. cargo, and back, sugar, \$4.75 for the round and port charges; L. A. Plummer, York River, Va., to New York, piling, \$1,000 and loaded; Elwood Burton, Baltimore to Boston, 55c. and b. m.; Nugget, New York to Yarmouth, N. S., corn, 2½c. per bush; Sierra, New York to St. John, Sorap fron, \$1.25; Tay, same; Georgia, same; Avalon, New York to St. John, wire, \$1; E. V. Glover, Perth Amboy to Portsmouth, coal, 75c. A letter from Rio Janeiro gives the situation there as very bad from yellow fever. The master of a Baltimore vessel, writing to his owners, says that one of the crew of the bark Baltimore dropped dead on deck from the disease. One of the crew of the barkentine Glad Tidings was in the hospital, and it looked as though other members of the crew from both vessels would have to be sent there. The Baltimore Ealled from Rio Janeiro Feb. 6, the Glad Tidings Feb. 12, and the Priscilla Feb. 20, all bound to Baltimore—Boston Advertiser.

Brig Alice Bradshaw, Capt. Lauro, from Cadiz for Rio Grande do Sul, has put into Montevideo with sundry losses and damages, sustained in heavy weather.

Capt. Geo. A. Morris of Advocate, has sold his sch. Corinto to J. Kinnie of Hopewell. She is a schooner of 98 tons burden and was built in 1896.

Isaac Filmore and C. Edward Corbett of Five Ielands, N. S., have purchased from

Base Filmore and C. Edward Corbett of Five Islands, N. S., have purchased from Paul Wood of Parrisboro the sch. Wood

Paul Wood of Parrisboro the sch. Wood Bros.
Sch. Herbert Rice, from Weymouth for Barbados, recently sahore at Sandy Cove, is nearly ready for see, having received considerable retair work, and will leave for destination in about a week.
Ship Andora, Capt. Passmore, which arrived at Dunkirk Feb. 12 from Junin, after having been stranded for some time near the entrance to former port, as before reported, is now in a dry dock and a survey is being made.

made.

The cargo saved from the wrecked brigt. Louil, lately lost at Burin, was sold at St. Johns, Nfid., March 2. Good prices were realized. Whitewood sold for four cents a foot, walnut for sixteen cents and a quantity of marble considerably stained and damaged went for \$130.

Capt. G. E. Bentley of Port Greville, has purchased from E. Churchill & Sons of Hantsport, the brigt, Lily, and he is now at that place converting her into a three-masted schooner. He will put her into the placter trade between Windsor and New York.

Sch. Tacoma, Capt. Hatch, from Maconia.

York.

Sch. Tacoma, Capt. Hatch, from Macoris for New York, with sugar, which put into Turk's Island on Feb. 19, leaking, was urveyed on the 21st and recommended that a portion of her cargo be discharged. In accordance therewith 490 bags were landed. Some slight repairs were made to the pumps and the schooner sailed for New York on Feb. 27. A new schooner, recently built by John A.

McGowan, was successfully launched at Shelburne, N. S., the other day, and named Phyllis D. She is about 130 tons register, so feet long on keel, 24 feet beam, and is now being rigged. She has been ordered by Halifax parties for a trip to West Indies. Capt. George Thorbourn will command her. Sch. F. A. Pike, sunk last November by steamer Menemsha in Boston harbor, has been sold as she lies on the flats at Governor's Island, and will probably be converted into a lighter.

Bark White Wings, at Baltimore from Rio Janeiro, reports on Thursday passed a lot of wreckage of hull, rigging and cargo of lumber in Gulf Stream; among flotsam was a quarter board with name "Simpson," which was the last name. The board was marked with first name and an initial, which could not be made out.

A Halifax despatch of the 10th says: Definite information concerning the shaft for French steamer Champagne is not yet known, but it is thought steamer Lake Winnipeg will bring it out. Steamer Turanian, it is expected, will leave here 11th, with Champagne's cargo, for New York.

NOVA SCOTIA. The Lobster Catch at Digby Light-Parisbore News,

PARRSBORO, N. S., March 11.—A large number of people went from here to New-ville yesterday to witness the trotting races on Halfway Lake. The whole countryside was represented, but the lee was in bad condition, owing to the water upon it. There were only three starters in the free-for-all, which was won by Jos. Younghart, owned by M. Walsh of Parrsboro, with Northpert Chief second and Kate Derrick third. The 2.50 class was won by the Springhill horse Motto, with Monutt's horse, also from Springhill, second, and Almont M. of Parrsboro, third.

The sohr Lattie McKay, which was on the rocks below Quaco, arrived here yesterday,

springhill, second, and Almont M. of Parraborr, third.

The schr. Lattle McKay, which was on the rocks below Quaco, arrived here yesterday, and discharged her cargo. The greater part of the goods was badly damaged, and some articles were totally destroyed. The vessel will be repaired here.

The steamer Evangeline arrived here from Kingsport on Tuesday, bringing the rotary mill, orew and teams of Bigelow & Walker, who have been operating at Blomidon during the winter. The Evangeline sailed for Yarmouth on Wednesday, and will be employed along the south shore about, a mouth collecting freight for s. s. Prince Edward, after which she will go on the route between Kingsport and Parrsboro.

Dr. J. C. McDonald went to Truro yesterday. He has purchased the eye, ear and throat business of Dr. M. G. Atkinson of that town.

F. R. Eaten, who for a number of years terday. He has purchased the ere ear and throat business of Dr. M. G. Atkinson of that town.

F. R. Eaten, who for a number of years has carried on lumbering and shipbuilding on this shore, has sold his residence here to S. W. McCurdy. Mr. Eaton will leave shortly for New York, where he will enter the firm of McKay & Dix, who are engaged in importing cryolite from Greenland.

Schr. Phoenix is ready for sea with a cargo of laths, shipped by Huntley & Epps, and schr. Laketa is loading laths, for the Nowville Lumber Co. Three large schooners are loading piling at Port Greville.

DIGBY, N. S., March 12.—D. D. Grand Master Dunham and thirty-five members of Digby lodge, f. O. O. F., went to Weymouth yesterday to take part in organizing a lodge. H. Tupper Warne, general merchant of Hillgrove, was married this week in Digby to Miss Alice Wilcon of the same place. The ceremony was performed by the Rev. W. L. Parker, assisted by Rev. B. H. Thomas, The happy couple left for St. John by the Prince Rupert on their wedding trip.

William Oliver and Heber Bishoo, two young men of this town, left on Thursday for Regina, where they have appointments on the Mounted Police force.

The catch of losseers about Digby has been very light so far this season. Twenty-four barrels and crates, shipped to Boston on Wedneeday, brought the shippers \$470, and advices say the price is on the increase, owing to the scarcity.

Bishop Jaggar returned today from his trip to the United States.

There were 5,078 packages of lobsters shipped from Yarmouth to Bos-ton, during the months of January and February, the value of which nounted to \$60,868. For the same onths last year there were 4,774 packages shipped, the value of whith

Latest news in THE WEEKLY SUN.

VOL:

NEW BL -AND

NEW CO We Have O e very large rai Dress Goods, and for spring in Br and Zig-zag Des These goods ar and perfect in have ever handle is given to these

ing vigoreaux ya of silk. Prices: 28c.

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plains Heelf: Will pass through Monday. Will be given tion, also any of your any of your friends desire me to see.

freight rates, as our columns last Lounsbury, W. Manny, D. Morris A. McCurdy, P. H C. Gates boarded car 'Montreal' a day and journey Harris treated all a manner which was courteous, made concessions men aver will be this community. I first to state his traffic manager a the assurance giv would not be't gard to his freigh and the New En Manny, in a bus manner, wanted t ernment would li-ment which he ha and Mr. Harris could not say a year, Mr. Mann but what is right

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