SEMI-WEEKLY SUN, ST JOHN, N. B., APRIL, 18 1900.

but the committee seemed

the story was worth telling.

witnesses to testify.

midnight.

and

if the largest ships were in use to asked him about those other barrels, lay betwe cheaper than they were a year ago. The advance in prices has, therefore cest would have to pass far north of Ressland, winding among the moun-tein ranges and valleys, which run innot been of as much benefit to the farner as it has done an injury. variably Lirth and south, and whose

From grocerles the committee pass Mr. Wallace is a strong advocate preferential trade and is not in the unfriendly to the British Empire, for

served as a full private after resignof instructive addresses. They are not much alike, these two men, except ing the command of his company at home. Especially he does not fear that they ere both industrious and enterprising inquirers who bring to a dewhen the charge comes from the anbate the proofs of their own investiexationists and commercial unionists of ten years ago, or even from the gation and not a second-hand story. Mr. Wallace began his speech on Tues gentleman from Nova Scotia whose day and finished last evening. Mr.

resclution in favor of short speeches spur it cut for two hours towards

confederation.

Although the budget has been pretwell discussed, it is worth while to repeat a few things which Mr. Wal kice brought to light. To begin with with. he is not impressed with the claim of the minister that the present era has been prclific of good immigration. He admite the Doukhchors and the Galicians and takes notice of the fact that to say that England ought not in her 500 agents have been employed by this own interests to give us this prefergovernment, yet he says that the value suce. Britain might be injured in of settlers' effects brought in during competition with the other nations by the last three years is less by \$184,000 taking this step. Yet it would apthen in the three years before the pear that Mr. Charlton would cross change of government. the ficers to accomplish this injurious

As to the claim of reduced scale of purcee. duties, Mr. Wallace refuses altogether to accept percentage on corn which is not imported at all, but piecely sent through the country in trarsit for expert. After he figures this cut, he concludes that the average of taxation in 1895 and 1896 was startling calculations in this connec-17.63, while in 1899 it was 17.36, the difference being \$2.75 on an importation claimed that cur imports from of \$1,000. Yet Mr. Patterson has been United States had grown larger begoing about telling the people of their relief from taxation.

Mr. Paterson cleims to have added a great number of articles to the free list, and in support of the claim read over a long schedule of free articles, every one of which, as Mr. Wallace howed, were free under the late tariff of Mr. Foster. Mr. Patterson's own free list includes binder twine and corn and 17 other articles. Among the seventeen are such important arlion ticles of consumption as "life-boats," "artificial limbs," "canvas for bicycle "steel for surgical trusses," tyres." "steel for augurs and knives," "steel spirals for railways," "fashion plates," 'rape seed and mushroom spawn,' "furniture castors," and "trimmings for bedsteads." As against this seventeen Mr. Wallace gives a list of 189 erticles made free by Mr. Foster in

over to advertising, and set to rk to find out by what process the fontreal Herald figured up a charge impressed with the argument of \$700 for a one-page advertise of the wild west. The Herald's that the British people will never tax their provisions in the interest of cclcodal commerce. He finds that they vertising rate appears to be such that tax their provisions already, and he oharge would naturally be about cannot see that it will hurt the Eng-\$100, and the 1,000 papers supplied to the department would be \$10 more. The lish workmen any more to pay a halftenny duty on six loaves of bread mmittee is endeavoring to find out than it does to pay six pence or more why the Herald should have got the a pound on ten. Nor does it worry him to be accused of disloyalty. Mr. extra \$500 or \$600, and is summ S. D. S. Wallace is not likely to be considered OTTAWA, April 6.-Clarke Wallace

and Mr. Charlton took up the budget which his sen is now fighting in parable yesterday and delivered a pair ranks of the first contingent, where he dearest hope in 1886 was to smash the Chariten, in uiter disregard of his own

to report that he had kept his pledge. Che hundred miles of railways had Mr. Charlton began his speech been constructed west of the Columstating that the preferential trade istia at a cost of over \$42,500 per mile, on sue was the principal one before the four end a quarter million dollars house. He admits that it would be a Branch lines have been run to every great thing to have a preference in mining camp along the route, not at the British market, and declared that the expense of the mines, as had been if he thought the conservatives or their policy could obtain it, he would cross done by other railways, but at a cost of half a million dollars to the comthe house at once and join them. Mr. pany. Mr. Shaughnessy says that Mr. Mills observed that he did not believe a word of it, and Mr. Charlton justifled his incredulity when he proceeded

the

charce.

Corbin would undoubtedly have gone into that country at a mere fraction of that expense, but the country would not have been any better served, and Canadian interests would not have been as well protected. Now Mr. Shaughnessy asks that his company shall have the first chance to do business. He says that if Mr. Corbin's road is pushed up through that districi by the route selected, which parallels his cwn, there will be no compe-The interesting port of Mr. Charithich that will belp the producer. Unton's sprech was that in which he dedoubtedly the two railways would do counced the "illiberal and selfish" as it has always been done. They

commercial policy of the United States would agree to a set of rates that in relation to Canada. He made some would give them both a working profit. The people would therefore have tion. . The minister of finance had to pay profits for two lines instead of the one. cause we get more raw material there. Mr. Shaushnessy says that his com-But Mr. Wallace has shown that in pany has more interest than anyone agricultural implements alone we inelse in developing this district, in getcreased our purchase from \$400,300 to ting out as many tons of ore as can finishing stroke on Mr. Fielding's ar-

\$1,600,000, and Mr. Charlton puts the be got, in hauling in as much supplies as can be marketed, and in developsument when he states that we im- in to the fullest extent every property ported last year forty-eight million in that district. His interest would be dollars worth of manufactures from to have the ores smelted in Canada, the United States more than we oband not carted over to Mr. Corbin's tained of all kinds of goods from smelters in the United States, in which Great Britain. We hought twelve milestablishments no Canadian is allowacilars more of manufactures ed to work.

m. The only route from the

parses are far between. But when Mr.

Curbin asked that this traffic be de-

livered over to him, Sir William Van Horne and Mr. Shaughnessy came to

the committee and said that if they

were given a chance they would push the read straight through this whole

region. Their Crow's Nest road would be carried to Nelson and to the Col-

umbia river. On the west side of the

river they would start at Robson and presh flrergh to Greenwood, Grand Forks and Midway, and finally to the Okanagon Lake. The members of

parliament then felt that if this were

done it would make a great difference to Eastern Canada. It would make

this rich region a market for the pro-

duce of the Canadian prairies and the

Canadian factories, instead of these on

the American side. So after that de-

bate Mr. Shaughnessy was given a

Yesterday Mr. Shaughnessy was able

from the United States than we sold On the other hand, Mr. Bostock, who to that country of all kinds of goods. We bought from England sixty-two represents the district, asked for competing lines, and Mr. Barwick, the elomillions less than we sold to that country. We bought from the United quent counsel of the company, plead-States fifty-six millions more than we ed earnestly that the C. P. R. should sold to the United States. That coun- not be allowed to own the whole try only allowed us to sell them six country. Ross Robertson and Mr. million deliars worth of products of Kloepfer put in the usual plea against cur farm and they sold us four times monopoly. But the opinion of the comthat value of agricultural products. mittee favored the idea that, since the C. P. R. had carried out its undertaking so far, it should be allowed are Mr. Charlton's state-These ments. They show how our tariff has to show what it can do in the future. It will always be possible to get Mr. encouraged trade with England as Corbin if he is needed, and so by a against the United States. It is a vote of 83 to 39 the Kettle River charremarkable circumstance that of the 24 millions of farm produce which Mr. ter was dropped. Mr. Blair, who is usually on hand when the interests of Chlarlton complains of, one-third is corn, which his government has put the Grand Trunk and its western conon the free list. Even if we exclude nections are concerned, was earnest and even passionate in his appeal. But the corn afterwards shipped, we imhe could not persuade more than half port for our own use more than the value of all the grain, roots, hay and his own friends. S. D. S. other products except live stock, which REV. ROBERT MCNAIR IN EGYPT. Advices have been received from Dr. Mr. Charlton says that we are re-Orenhyatekha, supreme chief ranger, announcing that the Independent Order of Foresters has been licensed to do business in Australia, and that a vigorous campaign for the establishment of the order throughout that diswho tant colony has been inaugurated. Letor ters received from France, where the order has been recently licensed. incicate large accessions to the membership from that territory in the near future, and Supreme Organizer P. N. how Ereton is actively pushing the work there. The head office was in receipt on Thursday of letters from Egypt, which show that upon the foundation laid a short time age by the S. C. R. a substantial superstructure is being erected by the Rev. Robert McNair, ed. who has charge of the organizing work in the land of the Pharaohs .-Rev. Mr. McNair married a daughter of the late Rebert Cruikshank of St.

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P. E. ISLAND.

CHARLOTTETOWN, April 6 .- At the ias CHARLOTTETOWN, April 6.—At the inst meeting of the Woman's Council Mrs. C. C. Gardiner, Mrs. B. Rogers and Mrs. Edward Bayfield were appointed delegates to the meeting of the National Council to be held in Victoria, B. C., in July. The remains of the late Margaret Aitken, who died in Boston on the 25th uk, were brought to her former home at Rollo Bay for interment. The deceased was 60 years of age.

of age.

of age. The contract for building the new Cath-olic church at Souris has been let to James McEachern. The church is to be built of solid Island sandstone. The contract price is in the vicinity of \$20,000. The telephone is to be extended from Souris to East Point this summer. This will be a great convenience to captains of fiching vessels and others.

This ing vessels and others. Neil Robinson of Brackley Point was se-verely injured Saturday. He was engaged in threshing when the fly wheel went to pieces, a part of it striking him violently of

the forehead. Ethel Tanion of Charlottetown left this week on a few months' visit to Boston and New York. W. W. Clark of Charlottetown, agent of the Plant line, and Mrs. Clark have returned from a trip to Tampa, Florid where they were the guests of the Hani line, Dr. Houston of New Glasgow has re-moved to Souris, where he has opened of-fices. Previous to his departure from New Glasgow his brother Foresters present the doctor with an address and an appr presented priate gift. Rev. J. J. Teasdale is now able to take

walk in the open air nearly every day. Mr. Teasdale has had a prolonged and severe at-The remains of the late Mrs. John O'Brien, who died in Boston recently, were interred in Pictou on Tuesday. The deceased was a sister of Pilot Smith of the Stanley and

Vinto Jenkins & Son, who suffered severely from a recent fire in Charlottstown, have re-cienced in the building formerly occupied by W. D. McKay as a clothing store. The Mc-Kay Woollen Mills have been purchased by Messrs. McIntosh, Grey and McPhee of Ox-ford N S

Messre. Mechanics of the spent mechanic of the ford, N. S. Charles Stewart, who spent the winter in Malpeque, returned this week to his home in Campbellton, N. B. At a meeting held in New Glasgow on April 2nd a resolution was unanimously adopted urgently requesting the government to subsidize a steamer suitable for the trans-tor the firth state and produce to the British port of cattle and produce to the British market to call at Charlottetown on or about

May 1st, 1900. Mrs. Kennedy, wife of Captain A. E. Ken-nedy of Summerside, died Tuesday after two years' illness of cancer. Frank Simpson and Lizzie Mountain, both

of Hamilton, were married a few days ago by Rev. J. M. Fisher. Mrs. Dunn, wife of Captain Matthew Dunn of Summerside, fell yesterday and broke one of her legs near the ankle. A large four story brick or stone block is to be erected next season on the corner of Queen and Grafton streets. George E. Hughes, who now occupies the corner store, is to remove his business this fall to another is to remove his business this fall to another store in the same block. Grand Deputy McIsaac organized a branch of the C. M. B. A. at Vernon River this week. The following are the officers: Spiritual adviser, Rev. Dr. Doyle; president, Daniel A. McEachern; 2nd vice-president, John James McGilvray; recording secretary, Vernor the McKerwice construct corrections Herbert A. McKenzie; T. Augustine Brothers; William G. McDonald; assistant secretary financial secretary treasurer, Roderic Peter J. Jackman V. McInnis; marshal, F guard, Alfred D. Dunphy. The exodus from this province to Sydney The exodus from this province to Sydney continues. Scarcely a day passes but on-or more leave to seek employment in that the Alexander Morrison and Mrs. Merrison of Tyron left this morning for Sydney

OTTAWA LETTER.

Hon, Clarke Wallace's Searching Criticism of the

Budget.

Mr. Charlton's Present and Former Attitude Form an Instructive Contrast

Mr. Blair Once More Prevented from Handing Over Canadian Interests to

American Capitalists.

OTTAWA, April 5.-About six weeks ego Mr. Bennett of Simcoe moved a resolution declaring that some definite plan of action should be taken about transportation routes between the great lakes and the scaboard. This order has been a sort of residuary legatee on private member's day ever since. Nearly all the Ontario members have made a speech or two, and Mr. Blair discussed the matter during the evening of more than three whole hours. It is a melancholy fact that Mr. Ellis, who is an ardent lictener, confessed that after bearing the whole discussion he knew no more about the question of transportation than he did before. This was not a very enthusiastic Kribute to Mr. Blair's exposition, as the minister was the man who spoke the longest and who was charged

with the chief responsibility in the matter.

One trouble is Mr. Tarte, and another is Mr. Eleir himself. During the last year or two there have been byelections and provincial elections in the districts affected by the rival routes. There was never an election in which a minister did not crop up with encouragement to the hope that the place where he was speaking would be on the main line of traffic. There was a Goorgian Bay canal purpose. scheme. There was the Parry Sound railway. There was the Trent canai ecross country. There was a railway project from Toronto across country to

Collingwood; and there was the origical capal scheme with vast possibilities of terbers, breakwaters and various operations at Port Colborne and other places. Naturally these became rival routes, and naturally one place became alarmed at the promises made to sancher. Mr. Bennett's motion brought up the claim of all the places. And Mr. Eennett, when all was over. and the minister had spoken, was not able to see that Mr. Tarte's promises in the by-elections or Mr. Mulock's assurraces on such cocasions were likely to be realized. The minister spoke vaguely. The one thing that he stuck to was that the policy of the late gov- it would be just the same, and even ernment in completing a system of without the bounty there is millions canals from the St. Lawrence to Lake in it. The farmers will sell beets at Superior was justifiable and would be \$4 a ton, and the men in the factory partied cut. As to the new projects, can turn out refined sugar at \$6 net

later they got a reduction to 22, agrin in three years to 19. This was in 1893, and another cut was due in 1896, with still another in 1895, as the previous reduction had taken place at intervals of three years. In the six years from 1887 to 1893 the rate was cut down 11 cents, and another reduction was due in 1856. In the seven years from 1893 to 1900 the reduction has been only three conts, though the traffic Led been doubled and the profits enormously increased. Even for this slight reduction the country

paid muldens of dollars in Crow's Nest subsidies, whereas twice that much cught to have been got, and got sooner, without any subsidy. The question of beets comes up once

me to Quebec.

At the end Mr. Davin threw an in

oresting light on the transportation

as friends, with the minister of rail-

ways, had been beasting that the

Crow's Nest railway contract carried

with it a reduction in transportation

from the prairies to the east of three cents per hundred pounds. Taking the Brandon rate, the freight will be re-

duced from 19 cents to 171-2 cents the

first year, and 16 cents the second year;

but Mr. Davin showed that this is only

a part of a reduction that was going

In 1887: the rate was 30 cents. Mr.

Devin and the western conservative

members made a strong case and the

C. P. R. cut it down to 24. Three years

on in the course of events.

blem in the west. Mr. Sifton and

a year. Dr. Sproule had become the chief advocate of the bounty. This year, however, Dr. Montague raised the question on a motion for papers. Dr. Sproule was among those who

spoke later. The minister of agriculture last year was not sure about beets. He explained that the manufacture was only at an experimental stage in this country, and that it was difficult to get people to invest in it. In the first place we did not know how to manufacture the sugar, and if we did the farmers had not learned all about the growing of beets for this He was rather inclined to think that even the temptation of a

bounty of one cent a pound would not promote the industry at this time. But Mr. Charlton this year threw a

For Dr. Sproule,

on

grown

new bomb into the beet bounty camp. He says the whole thing is so dead easy that no bounty is 'needed. They gave a bounty a few years ago in his constituency of Michigan state,

and before long there were so many factories that 'the treasury could hardly meet the obligations. The bounty was dropped except as it applied to the factories already existing, and still people are going on building. According to Mr. Charlton's view, Michigan would appear to be a great sugar state of the future. In Canada

who

every

the

each of them had much to commend after paying for beets and everything. it, but the minister's reserve when At present prices he will get \$9 per speaking in the house was in marked ton for sugar and have a lot of procontrast to the promises held out in duct left around his promises. is a great profit and it would be a the election campaigns. crime to add another dollar to the

Mr. Ellis' observations about the ton of Michigan is against the bounty, growing trade of St. John did not meet the particular question, which was con- and all that Dr. Sproule can say does not bring him to the age of consent. cerned with the means by which the grain of the west would reach Montreal or some other point from which exactly how much it could be shipped by the St. Lawbeen rence in summer or by the winter sown in Canada, exactly how ports at other seasons.

beet, how much it costs to turn that Mr. Powell, who has been giving a into sugar, and what the remaining great deal of study to transportation pulp is worth to feed out to cows, questions, is strongly of the opinion does not agree with Mr. Charlton. that the railway is the transportation Neither does he agree with Mr. Fisher route of the future. The Erie canal, but thinks that the truth lies between as he shows, has practically gone out them. He is of the opinion that it of business. The freight rates by rail will require a bounty to induce capihave been cut down to a fraction of talists to build factories, and some what they were when the canal system was useful. The process of develencouragement to cause the farmers in opment is still going on. Given a road any one reighborhood to go unanimously into beet growing. But he bed without heavy grades or sharp agrees with Mr. Charlton that curves, and Mr. Powell thinks that in business will soon become profitable, time it will be cheaper than any canal and that in a few years the bounty system. If this development could have been foreseen, Mr. Powell thinks could be dropped. Mr. Fielding says he has an open mind, and Mr. Fisher the canals would never have been conclaims to have another. Mr. McNeill, structed on commercial grounds. It strikes him that the great problem of in whose county some start has been made in the enterprise, gives the the future is to reduce land transporfinance minister a certificate of good tation to the most economical system. character to the extend of saying that While some of the western members are protesting against the consolidawhen a Wiarton delegation came down to talk sugar to the minister, the tion of railway interests, and the eslatter was sweet enough to produce at tablishment of monopolies, Mr. Powell holds that transportation from the least 80 per cent of saccharine matter west at low rates has been made posas tested by the political polariscope. sible by just such monopolies. It is expensive and unprofiable to keep up Mr. McAlister is good natured over parallel railways. or to break up a the results of his contention in the through route into different organizmatter of the Gaspe short line railway. The Canadian Pacific is a He has at least secured for the men attions. who worked on the Baie des Chaleur

combination of 20 or 30 lines, and so is the Grand Trunk. The more lines they absorb the cheaper they can do business. In Mr. Powell's opinion the great business for parliament now is not to prevent the consolidation of railways, but to prevent abuse from such organizations. Whether this shall be done by government ownership or by the establishment of the railway commission with power to fix rates, or by some other method, it must be done in the future, and then. Mr. Powell thinks, we shall not have much more use for canals.

and the first part of the -second day Mr. Bell (Pictou) does not share this almost to the last extremity. view. He thinks the last word has not been said yet in favor of canals The public accounts committee has and attributes the failure of the St now fairly got down to business, Lawrence system to the condition of though D. C. Fraser has not shed a the Montreal and of the St. Lawrence large amount of perspiration in arriving at this point in the third month river below that port. Of course the canal system has not been an absoof the session. Mr. Taylor was not lute failure, but it has brought to the very fortunate in his attempts to dis-Caradian ports a mere fraction of the cover why it costs \$8 a case to buy grain which naturally belonged to condensed milk in St. John and Yarthem, and is certainly not doing onemouth for the government cruisers fifth part of the business that is cut when the same brand (Reindeer) see out for it. It is rather a startling to be sold lower to other customers showing Mr. Bell made when he said Neither did Mr. Owens, the accountent, make it altogether clear why \$7 that the interest charge alone on the canals was 7 cents for every bushel of a barrel should be paid for flour for grain cerried by them to be shipped at 'the marine and fisheries department Montreal. This is twice as much as it. when the wayfaring man, though a cost to haul the grain from the wesfool, could buy it for \$4 or \$5. Sir tern lakes by any other route to the Louis Davles asked Mr. Owen if it seaboard, so that if there were no othwere not true that the \$7 price only er charge but the interest, the canals applied to one barrel of flour, but the would not be half paying. But Mr. occuntant explained that eight or Bell thinks that a better state of aften other barrels, which Sir Louis had fairs would come about if Montreal not notloed, were in the same predicawere properly equipped and the St. were properly equipped and the St. ment. Sir Louis rather angrity in-ed; oats are higher, pork for export Lawrence river were made safer, and formed the witness that he had not rules about the same, and cattle are

his tariff of 1894, though they had been previously taxed.

This Binder twine has been made free, and Mr. Wallace shows what else happened. The price has doubled to margin of the capital. So Mr. Charlthe farmer, while the price of raw matertial used has at the most increased only one cent a pound. The farmer who was paying from five cents four or five years ago, has had recently to pay as knows high as 14. Mr. Wallace shows how beets have this was brought about. In the first acre place the free admission of twine much closed down the larger Canadian insaocharine matter belongs to every dustries. The manufacture went on in the provincial prisons of Ontario and in the penitentiary at Kingston. with one or two Canadian factories. The rest was imported,

> A combine was formed in Canada which was merely a branch of the combination in the United States. The government joined this combine to the extent of holding up the prices and shutting out competition. The Ontario government and the Canadian government sold their product at low rates and small profits to the combine, which was under the charge of Hobbs Bros., London, assisted by Bate & Sons in this city, who stand in well with the government. The result of t all was that the government sold heir product at about the old prices, while the monopolists got them into the hands of the farmer at 14 cents, making a clear 100 per cent profit, which the farmer paid. The ministers say that the doubling up of the price to the farmer is the result of the high price of raw materials. But in spite of the war the penitentiary goods were sold cheap enough to the intermediary to allow the farmer to get his twine

at about half what the government's friends made him pay. An amusing insult is added to the injury when the road, or who supplied the material, farmer is congratulated because bindthat they will have a chance to get er twine is free.

some money out of the impending The Fielding tariff took one cent off deal. With the help of Mr. Foster, the oil duty, but oil, as Mr. Wallace Mr. Casgrain, and a few other memshows, has been held in Canada three bers, he fought the case out with Mr. cents higher than before the Standard Lemieux, the promoter of the bill, who Oil Co. acquired the control in Canada. was backed by the premier, the min-This government seems to have been ister of railways, the solicitor general, as fortunate in establishing an oil moand apparently the whole government nopoly as in building up a twine momachine. The bill still stands, but nopoly. We used to have competition the promoters have agreed to accept. between the Canadian producer and Mr. McAllister's amendment to that the United States exporter. Now they extent, after resisting it the first day are all one. They have captured the government. They have obtained con-

trol of the railway system: The result is that the people of Canada are paying \$600,000 a year more than they would have paid under competition. Mr. Wallace also figures out that we are paying \$700,000 more on sugar than under the old tariff.

An interesting investigation made by Mr. Wallace shows that the increased imports of Canada consist mainly in increased prices for the same quantity of imports. He shows that in one year the price of Bessemer iron of one quality has increased from \$10 to \$20 per ton, and of another from \$7 to \$15; steel, from 95 cents to \$2 a cwt.; steel billets, from \$14 to \$33 per ton, and rails from \$17.50 to \$30 per ton. Of course other imported goods have not increased in the same proportion as iron and steel, but copper has gone up from \$11 to \$18. And there is a general advance. At the same time the price of wheat has scarcely changed; oats are higher, pork for export

we sell across the border.

ceiving most "selfish, narrow, illiberal treatment" from our neighbors. Dr. Montague asked across the floor when this selfish policy began, but Mr. Charlton declined to deal with that. While he spoke the members were in parliament ten years ago, seven years ago, or five years ago, remembered how Mr. Charlton used to tell how our whole existence was bound up with the United States, how that was our natural market. these were our natural customers, how Canada had shown an unfriendly disposition towards her neighbors, how we ought to give absolute free trade to that country, and allow Washington to frame our tariff, as well as her wn. They were greatly amused over this new creed of the member for Michigan. It is all very wonderful, and proves once more how great a victory it was for Canada and the John. empire when Charlton and his commercial union gung were kept out of power in 1887, and in 1891.

Perhaps a hundred members is about the largest audience which a budget speech can expect to obtain after the first day, but 122 members of the railway committee voted in the morning on the Kettle River bill. The Kettle River charter has become an old story. Mr. Corbin has spent a part of two sessions here, and this year he gave over the lobby to another set of men. The other set have not succeeded any better than the enterprising capitalist from the western states. The Kettle River bill is knocked out once more. Your readers remember the story

The Kettle River runs southward and astward from the boundary country to the border and then zig-zags back and forth through the boundary line astward, till finally turning south it is discharged into the Columbia and through Washington state into the Pacific. Mr. Corbin, and the Northern Pacific railway men want access to this boundary district, and nature has provided them with an easy route along the Kettle River valley. The Grand Trunk, which has close relations with the Northern Pacific, and which would get a share of the boundary business in case of such railway construction, is also interested. Mr. Wainwright, with Mr. Corbin and Mr. Hill's men, were prominent in the lobby in other years. This year the Grand Trunk has kept out of sight.

Two years ago, when Mr. Corbin came here first, there was no other immediate prospect of opening up the boundary district. The Crow's Nest Pass road was only begun. There was no Considen railway nearer than Ressland, and impassable mountains

REV. E. J. GRANT RESIGNS.

(Summerside Journal.)

We regret very much having to chriticle the resignation of Rev. E. J. Grant as paster of the Baptist churhes of Summerside and Lot. 16. The rev. gentleman, during his residence in Summerside, has made many friends in this town and the surrounding country, and he will be much missed here. He is an able and fearless preacher, a popular platform speaker, especially on temperance subjects, in which cause he has always taken a pregressive citizen, and when he of his own congregation, but of the community at large. His resignation took effect on the 1st inst., but it is probable that he will occupy the pulpits of the above churches during the present month, leaving here about the first of Mey.

A meeting of the liberal conservatives was held at the court house, Digby, on Thursday to select a candilate for the coming election. Dr. J. E. Jones was unanimously elected to fill that important position. The meeting was well attended and considerable enthusiasm manifested .- Digby Courier.

Cook's Cotton Root Compoun Is successfully used monthly by over 10,000 Ladies. Sate, effectual. Ladies ast your druggist for Ceek's Cettes Reed Can imitations are dangerous. Friee, No. 1, 41 per box; No. 2, 10 degrees stronger, 55 per box. No. 1 or 3, mailed en receipt of price and two s-cent stamps. The Cook Company Windsor, Ont. INT Nos. 1 and 7 sold and recommended by all responsible Druggists in Canada. Druggists in Canada. No. 1 and No. 2 sold in St. John by all Wholesale and Retail Druggists.

CHATHAM CIVIC ELECTIONS.

CHATHAM, N. B., April 13.-This nomination day for the town elections Mayor Winsk.w retired and Hon. L. Tweedle and W. S. Loggie were nom rated for the mayoralty. Thirteen men were non-inated for the eight aldermaric scats. As a large sum of mone is to be expended by the town f waterworks and sewerage, the conte for the mayoralty is one of extraordin ary interest. The requisition to M Tweedie, signed by a large number influential citizens, was telegraphed him today, and his acceptance re-



CANADIAN MILITARY RIFLE LEAGUE.

The following dates have been in. by the council for the league matches, season 1900, namely: June 2nd, Jul 9th, July 7th and July 21st.

The series will be the same as year, viz., 1st: Martini or Lee-Enfield rifles (ranges 200, 500 and 600 yards) 2nd or cavalry series: First section Lee-Metford or Lee-Enfield carbines deep and practical interest, and a (ranges 200, 500 and 600 yards). Second section, Snider or Winchester carcaves Summerside he will carry with bines (ranges 200, 300 and 400 yards) him the respect and esteem not only provided that there are at least th entries in each series or section.

Teams shall consist of ten men. trance fee \$10 per team. When mon than one team from the same organ.zation enters, the fee will be \$10 for the first team and \$5 for each addition

eam. Entries accompanied by fee mus be made to Lieut. W. L. Ross, treasurer C. M. R. L., Hamilton, Ont., not later than Saturday, 12th May, stating which series such entry is for Prizes, as well as championship badges, will be given by the league; also first and second class marksman certificates (suitable for framing)

hose who make the necessary percentage of marks in the four competitions. These certificates are isued by authority of the department of militia and defence, are signed by the minister of militia and the majorgeneral commanding, as well as the the president and secretary of league. Score sheets and all necessary information for conducting the matches will be sent on receipt of entries. The department of militia and defence will issue ammunition these matches free of charge.

Reverting keeping the difficulty of several brid a separate each bridge be seen at been done, had to wast out those 1 we get at t Take the Pond bridge on the star ant of the he could no this, that to Mr. Rud bridge-that it appeared pound for constructed Mr. Winslo asked if an the erection he was u Ruddock o it was simp shop at Cha any of the then asked to get us t cost of the went by an subject was mier, when to give an written from sum of \$70 Copp, but i details of t substructur structure. were prom to as-and

