

COMPLETE VINDICATION

Of Sir Charles Tupper in re Liquor Traffic. The Montreal Witness Editorial Expresses Pleasure and Satisfaction at the Stand Taken by the Leader of the Opposition.

(To Editor Montreal Witness.) Sir—My attention has been called to two articles in your paper of Sept. 16 and 18 in regard to the sale of liquors in the Yukon district. It is the first information I have received of any intention on the part of Mr. Dewdney to bring an action against Major Walsh, and I can therefore say nothing upon that subject; but I am quite sure I can satisfy you that you have done me a great injustice in relation to the sale of liquors in the Klondike, and have no doubt, with the facts before you, you will do all in your power to counteract the effect of the statement you made in regard to myself.

I was not in London when the Klondike Mining, Trading and Transport Corporation was formed, but I consented to accept the position of chairman. Mr. Dewdney and two other gentlemen in Victoria, with Mr. Ashworth, one of the directors of the corporation, were appointed by the board to act as managers in Canada. The moment I learned that there was any intention on the part of the board to accept a consignment of intoxicating liquors, I cabled the secretary on Feb. 2, 1898, as follows:

"As stated in the outset I strongly object to any traffic in intoxicating liquors."

On Feb. 21, 1898, I wrote the secretary as follows: "Dear Mr. Dewdney—In reply to your letter of the 2nd instant, I beg to remind the directors that shortly after the formation of the Klondike Corporation I called the attention of the board to the surplus with which it had possessed a provision made on the board the prospectus for the sale of intoxicating liquors, and I objected to this in the strongest terms. I do not remember the letter from Moses Risk & Sons, to which you refer, but I do remember that when the subject came before the board, I drew attention to the fact that under the act passed by myself, when I was minister of customs, the sale of intoxicating liquors was prohibited in the Northwest Territories, and that I presumed that the same regulations were still in force. You were instructed to cable to Mr. Blount, 'What is government regulations sale of liquors, Klondike?'" This was on Dec. 8th, and the answer received from Mr. Blount on Dec. 7 was: 'Importation has been prohibited at present. Walsh proposes to issue government regulations sometime in near future,' and that, I supposed, had concluded the matter. I do not remember the meeting at which you were engaged in the importation or sale of intoxicating liquors in the Klondike, as I believe it will have a most demoralizing effect upon the population, and is very injurious to all legitimate commercial operations. I have already sent you a copy of a statement circulated in the press for the purpose of damaging myself and the corporation with which I am associated, and the reply which I have made to it in the House of Commons, and I hope, under these circumstances, my colleagues will see the absolute necessity of our not being charged with engaging in this demoralizing traffic."

Yours faithfully,  
(Signed) CHARLES TUPPER.

W. A. Stearns, Esq., Secretary Klondike M. T. Corporation, 23 Leadenhall street, London, E. C.

On March 2, 1898, the secretary of the corporation wrote Mr. Ashworth, a copy of which was sent me, as follows:

I enclose duplicate bill of lading for 250 cases whiskey, per Manauensis, and 250 cases whiskey, and 30 packages miners' tools, per s. s. Athenian. I also enclose copy of agreement which has been entered into between this corporation and Messrs. Moses Risk & Sons, Limited, with regard to the sale of their Scotch whiskey in the Northwest Territories and British Columbia.

Immediately upon the receipt of this copy of a letter addressed to Mr. Ashworth, I cabled the board as follows:

"In reference to your letter dated 2nd, C. Ashworth, sale of whiskey, I then in reply to my letter dated Oct. 21, I must ask board accept my resignation, Chairman, Klondike Mining, Trading & Transport Corporation."

"On the same day I received the following reply: 'In reference to our letter dated Feb. 2, further shipments suspended.'"

"On March 16, the secretary of the board wrote me as follows: 'We duly received your telegram as per copy herewith. If you wish to refer to our letter of the 2nd ult., you will see that prior to the receipt of your telegram of Feb. 1, we had made all arrangements with Messrs. Moses Risk & Sons, Limited, for the shipment of 500 cases of whiskey, and the goods were in fact then in transit, the delay in shipment being caused by the goods being put out of the steamer for which they were intended. The bills of lading, which were enclosed to Mr. Ashworth, in our letter of March 1, only referred to these 500 cases and I do not intend to make any further shipments.'"

The secretary, in a letter to Mr. Ash-

A NOVEL CEREMONY.

Granddaughter of General Grant Married to Count Cautaucusene. The Wedding in Accordance With the Rites of the Russian Orthodox Church.

NEWPORT, R. I., Sept. 24.—In accordance with the rites of the Russian orthodox church, Miss Julia Dent Grant, daughter of Brigadier General and Mrs. Frederick D. Grant, and granddaughter of one of America's greatest military leaders, General Ulysses S. Grant, tonight became the bride of Prince Cautaucusene, Count Speranskij of Russia. The simple but impressive ceremony was witnessed by a large number of the Russian church, Newport, R. I.

The American natives are yet to be conformed to before the distinguished couple can go forth into the world as husband and wife, and it is that ceremony, in All Saints Episcopal church, tomorrow noon, to which the summer colony here, as well as numerous friends, diplomatic, military and civil, are looking forward with eager expectancy.

Unfamiliar service this evening in the parlor at Beauclieu, the summer residence of Mr. and Mrs. Potter Palmer, uncle and aunt of the bride, had charms which did not fail to impress the few who witnessed it, as it was entirely in keeping with the somewhat novel marriage of an American girl to a foreign nobleman.

A special altar had been raised in the parlor by Father Holovsky and his assistants. After the room had been formally consecrated, at half-past eight, the bride appeared at the head of the grand staircase, leaning on the arm of her brother, Ulysses S. Grant, 3rd, while at the altar, before which stood the Russian altar, waited Prince Cautaucusene, clad in the full uniform of the Chevalier Garde. The bride's dress was severely cut and was a simple gown of the richest white satin, with sweeping train, and veil of tulle. She carried a bouquet of stephanthus and lilies of the valley, and wore the gifts of the bridegroom, a corsage ornament of diamonds and enamel and rope of pearls.

In accordance with the Russian custom, Miss Grant had two garcon de chambre, her brother, Ulysses S. Grant, 3rd, and her uncle, Adrian. Honore, those of Prince Cautaucusene being Honore Palmer and Potter Palmer, Jr., while the attendants of the bride were Duke Vladimir and Mrs. Potter Palmer. Mr. Grant conducted his sister to the altar in the absence of Gen. Fred. D. Grant, now serving with the army in the Philippines.

Besides the immediate family there were present: Mrs. Ulysses S. Grant, grandmother of the bride; H. H. Honore, Mrs. Honore, the maternal grandmother, being unable to be present because of illness; Edwin C. Honore, Mr. and Mrs. Wesley Honore, Jr., Mrs. Sartoris, wife of Capt. Sartoris; Major Gen. Harry A. Merritt and Major Mot of his staff; Adj. Gen. Corbin, Col. and Mrs. Hein and Bishop Potter. The picturesque ritual, interspersed as it was with frequent mutters by a choir of children, was probably the most sacred of the betrothal marriage being especially interesting and impressive.

The services closed with the singing of the Russian national hymn, after which the couple received congratulations, while the orchestra discoursed sweet music. The ceremony consumed fully an hour, and it was nearly midnight before the guests finally departed.

NEWFOUNDLAND.

ST. JOHNS, Nfld., Sept. 22.—The wreck of an unidentified schooner was discovered today in a cove near the Flens, on the southern part of the peninsula of Avalon. The crew are supposed to have perished during last week's gale. As seven dories were found near the wreck, it is assumed that she was a fishing vessel, probably from the Grand Banks, with a crew of at least twelve men.

Two boats, with four men each, are missing from Bonavista Bay, on the east coast.

THE WINTER ARRANGEMENTS.

The Canadian Pacific railway and the steamship people are now making their plans and arrangements for this winter's business at Sand Point. The grain crop this year has been unusually heavy one, and as arrangements for the winter provide for the London service, in addition to those of last winter, the season should be a busy one. All the lines that were here last year will be on hand again. Already the Donaldson and H. E. Lines have signed their contracts. The Furness line is ready to sign for the London service, the Manchester line has a contract and the Allan and Dominion lines are ready to sign. Last year the Dominion line had three steamers and the Allan's two on the Liverpool service. This winter the conditions will be reversed, the Allan's will furnish three and the Dominion line two boats. The steamers selected for the route have not yet been named, and it may be that the contract will call for some of the new steamers, so that an even better service will be provided than last winter. The Donaldson, H. E. and Manchester lines will have the same steamers as last winter—Globe.

KINGS CO. INSTITUTE.

The following is the programme of the Kings County Teachers' Institute, to meet at Hampton, September 22-29, 1899: Thursday, September 22.—1st Session—Enrollment. Schoolroom Devices. Five Minute Papers by Miss Edith Darling and Miss Harvey. Discussion opened by Miss Lizzie Somerville, followed by Miss Annie Burns.

2nd Session—Nature Work, a paper by J. A. Cassidy, Director of Lesson, the Nature Work by Miss Comden. Field Excursion, conducted by G. U. Hay.

Public Evening Session—Writing, a paper by Miss Laura Horman. Short addresses by J. R. Inch, chief superintendent of education, Inspector Steves, G. U. Hay etc.

3rd Session—Local history papers (five minutes each), by Miss Maggie Smith, Greenwell; E. J. Puddington, Miss Louisa Peterson, Miss M. B. Kinn; Miss Lizzie Howard, Weldon Pickle, Hammond; Miss Laura Elice, Waterford; G. U. Hay; Mrs. C. B. Cowell; Mrs. W. W. S. P. Starns; Havelock; W. N. Biggar, Howard Sailer, Simsbury; J. Vernon, Kinsland; Springfield; Helen Raymond, Norton; Hattie N. Smith, Hampton; J. A. Allen, B. A. Miles Adeline Motary, Sussex; Miss W. T. Kars, Primary Nature Lesson, by Miss Theobald, Rosemont to Grade IV. Topic: Flowers and their Uses.

4th Session—Remarks on School Texts (five minutes)—J. A. Allen, J. A. Miles, Algebrat; R. C. Hubby, Canadian History; Geo. K. McLaughlin, B. M., arithmetic; Jas. Stone, book-keeping. Election of officers.

THERE ARE EXCEPTIONS.

"I notice," said the foreigner, "that you always nominate vice, vice the men for your lieutenant governors." "Oh," replied the other, "I am sure it's correct to say always. Sometimes the head of the ticket is decent and isn't nominated because he has money, in such cases we don't pay much attention to the Lieutenant governor."

SCARCITY OF FINE WOOLS.

"There is an interesting story in connection with the advance in fine wools," said Joseph Allison, of Manchester, Robertson & Allison, to the Sun on Saturday. Mr. Allison said that he had asked a manufacturer why it was that the finer grades of wool had advanced so very much more than coarse grades. The reply was that fine wools were getting scarcer, and coarse wools could not be utilized for making the fine yarns and for the other purposes to which fine wool is applied. But why should fine wools be so scarce? And here comes in the story. Formerly the Australian and Cape ranches raised sheep for their wool, and paid attention to the breeds producing the finest quality, which brought the highest prices. With the coming of quick steamship communication and cold storage, the trade in mutton began to develop, and it has come about that now sheep are raised to produce mutton, and the breeds producing fine wool are raised in smaller number, and with the scarcity has come a steady and marked rise in the value of fine wools. The answer, therefore, has every indication of permanency.

THE APPLE TRADE.

The Rata from Halifax and St. John to London, and the Rate from Montreal and Boston—The Business is Now Active.

When the Maritime Board of Trade was in session here some weeks ago, the question of freight rates on apples from Nova Scotia to London was very fully discussed. S. Schofield stated then that he believed an arrangement would be made under which each shipper would pay his own rate on the D. A. R. to Halifax and the Furness line would fix their own rate to London independent of the railway.

This has been done, and the rate on apples, either from Halifax or St. John to London, is from 2s. 6d. to 3s. The very large shippers get a closer rate, those having only small lots to send. Mr. Schofield observed to the Sun yesterday that this was inevitable, on the same principle that the man who buys any class of goods wholesale gets them at a lower price than the one who purchases but a small quantity. He argued that the farmer need not necessarily suffer, for competition among apple buyers is keen, and the shipper who gets the lower rate can pay more to the grower for his fruit. In his opinion the middlemen or large shippers, are of advantage rather than the reverse to the grower, who runs no risk when he sells the fruit on the trees, and who is reasonably assured of a fair price among the buyers.

Regarding the much debated question of relative rates from St. John and Halifax, as compared with Boston, Mr. Schofield pointed out that the rate is bound to be lower from Boston, where 50,000 tons of freight is required weekly to load steamers, than at points like ours. Even Montreal cannot compete with Boston. The rate on apples from Montreal to London now is 2s. 6d. to Bristol and Glasgow, 3s.; to Liverpool, 2s. During the past eight months steamers were scheduled to sail from Montreal to Liverpool, and thirteen to London. St. John and Halifax cannot compare with that; nor is Montreal's position to be compared with Boston. The Hon. Mr. Fisher pointed this out to the fruit growers' association last year, and remarked that the only cause for surprise was that anyone should expect rates to be the same from all these ports.

If it is argued that the subsidy should make up the difference, Mr. Schofield observes that the subsidy is not large enough for that, and no steamship company would accept present subsidies and agree to make the same rate as via Boston. Speaking especially of the Furness boats, he points out that they must of necessity be small sized, expensive and relatively far more expensive than the larger carriers out of Boston, or even out of Montreal.

SEVERE EARTHQUAKES.

VICTORIA, B. C., Sept. 24.—The British ship Langdale, which left London on the 2nd of April and was considerably overdue, arrived last night. The seismograph in operation in the meteorological station here indicated severe shocks of earthquakes yesterday. On the occasion of the recent disturbances at Skagway, the instrument indicated it. Yesterday's was much severer than formerly, and the officials regarded Alaska as the probable scene of another earthquake.

VIOLENT STORM.

TOLEDO, O., Sept. 24.—Lake Erie this afternoon witnessed the worst storm of the season, the wind blowing at the rate of 70 miles an hour. The blow came up about 4 o'clock and continued for an hour. Four yachts were capsized near the Meade Bay and the crews were rescued with difficulty. Another yacht containing three young ladies was reported lost, and the shore of the lake was patrolled till nearly 9 o'clock, when they were found.

MARCONI IN NEW YORK.

He Will Test the Practicability of Wireless Telegraphy in the Great Yacht Races Between the Shamrock and the Defender.

Distance of Eighty Miles Successfully Traversed from Ship to Ship in Recent British Naval Manoeuvres. (New York Herald, Sept. 22.)

Signor Marconi, who comes to this country for the first time, by arrangement with the Herald and Evening Telegram, to demonstrate by actual working, the practicability of wireless telegraphy, arrived on the Cunard line steamer Aurania, yesterday morning. As has been stated, this marvellous system of communication without the aid of visible connecting agents, will be employed in reporting the races for the America's cup.

When the passengers began filing down the gangway from the Aurania, a few of the many passengers who were on the pier recognized in the youthful, almost boyish looking man, the bearer of a name that has become distinguished in electrical circles, Signor Marconi. He looks the student all over and possesses the peculiar semi-abstracted air that characterizes men who devote their days to study and scientific experiment. He was accompanied by William Goodbody, one of the London directors of the Wireless Telegraph company, and by Charles E. Rickard, W. W. Bradford and William Densham, skilled operators who have been engaged in the experiments in the English Channel, and who will watch and chain from Frank D. Horn, and send the messages to the Herald during the yacht races. On the Aurania also came the apparatus which will be used, transmitters, receivers, batteries, etc., all the appliances of a telegraph outfit, with the exception of wire.

To a Herald correspondent, who met him on the steamer, Signor Marconi chatted very freely about what had been done in the development of wireless telegraphy and what he hoped to accomplish in the future. He was very enthusiastic over the idea of reporting the yacht races and his confidence in the success of the work was firm.

THE SARAH F.

The following is clipped from Monday's Express: "The Paris harbor schooner Sarah F., which was saved by the Wanda from dragging on to the Hen and Chickens recently, as reported in the Times, was not destined to escape disaster. She towed out to sea today, in the forenoon, Tuesday night, and the latter tried to get away, but was caught and the missing watch and chain found on him. Sitting Magistrate Henderson tried the case and sent the prisoner up for trial."

MOOSE AND CARIBOU.

Sporting Season Has Opened in Earnest—List of Americans Who Have Arrived. (Newcastle Advocate.) The shooting season has opened in earnest. Nearly every train carries an American or more who are prepared to go into the wilds of the Miramichi in search of moose or caribou, to hunt for some time generally. Whitney Smith and C. J. McLean, Jr., of Philadelphia, arrived here on Thursday, left on the following day for Monctony, with George McKay as guide.

Frederic B. Boyden, the sportsman of Boston went north on Tuesday, with Arthur Single and Dingle as guides. They are looking for moose along the north branch of the Savoie and Bald Mountains. They will remain there three weeks.

Edward W. Green, McLean and Grew, prominent builders of Boston, and Edward Allen Pesus arrived here this week. They went to the northwest Miramichi, accompanied by Edward Way and Edward Mendall. Mr. W. Norton and daughter of St. Louis arrived here on Friday, and left on Saturday for Cain's River. Thomas Weaver is their guide.

S. C. Stanley of Lawrence, Mass., the guest of the Fish and Feather club, will leave for the Dunagron in a few days, with James Manderville as guide.

Henry Hinton, the sportsman, will arrive here on Wednesday. He goes to the Bonavista district, with Hiram Manderville as guide.

Theodore Hoague of Boston also goes to the Bonavista district on Wednesday. William Crawford of New York and B. H. Armstrong will leave on the 23rd for the Northwest Miramichi. They will remain two weeks.

W. G. Peckham of New York, a member of the Jay Bird of Peckham, Warren & Strong of Wall street, will arrive here this week. Dwight J. Boyden of Boston will arrive here about the 25th.

Many others are arriving daily. Coachman (driving stout old lady on a lonely road) who was asked "Pleas, mum, will you, or will you run after my 'at while I 'old the 'grass'?"

DO YOU WANT MONEY?

GOD SAVE! Can you guess the missing words, marked by dashes — When complete it is the "quotation" used by over 20,000 people now residing in Canada? "If you can supply the correct missing words you may get a present of \$100.00 or more in cash. Contest opens May 6. The fund will be equally divided among those who answer correctly—No capital prize. CONCLUSION—This is a form of contest which does not require you to send any money with your guess, nor does it contain any element of chance. We have a perfect right to give away any part or all of our receipts. This is an honest method of advertising Scott's Stomach and Nerve Food. Address SCOTT'S MEDICINE CO., Kingston.

CHILDREN CRY FOR CASORIA.

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