WEEKLY SUN, ST. JOHN, N. B., MARCH 2, 1898. SECOND PART

# SHIP NEWS.

16

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### PORT OF ST. JOHN. Arrived.

Feb 25 Str St Orotz, 1064, Allan, from Bos-ton, C E Laschler, mdse and passengers. Sch Advance, 39, Stevens, from Boston, F Tufts, bal.

Turts, bel. Coastwise-Schs West Wind, 25, Main, from Digby; Arminta, 6, Guptill, from Grand Harbor; Yarmouth Packet, 76, Shaw, from Yarmouth. Feb 24-Sch Athlete, 197, Knowlton, from New York, J W Smith, scrap iron. Coastwise-Schs Evelyn, 69, McDonough, from Quaco; Rex, 57, Sweet, from Quaco; E M Olivaz, 14, Harkins, from fishing. Feb 27-Str Livonian, 2, 635, Whyte, from Londoa, Wai Thomson and Co, gen cargo. Feb 28-Str. Concordia, 1616, Mitchell, from Glasgow, Schofield and Co, general. Str Flushing, Ingersoll, from Grand Man-an, Merritt Bros and Co, mails, pass and mode.

Yarmouth. BOOTHBAY, Me, Feb 26-Sid, sch Silver Wave, for Quaco, NB; 27th, sch Annie Har-per, for St John, NEW YORK, Feb 26-Sid, strs Peruvian, for Glasgow; Campania, for Liverpool; Furst Bismarck, for Hamburg; Prussia, for Hamburg; Furnessia, for Glasgow. From Fernandina, Feb 24, sch Elma, for Bio Janetro. Sch Rosa Mueller, 241, McLean, from Port-

Sch Rosa Mueller, 241, McLean, from Port-land, master, bal. Sch Roger Drury, 307, Dixon, from Bos-ton, R C Elkin, bal. Sch Carrie Helle, 260, Durwin, from Bos-ton, R C Ellvin, bal. Sch James E Woodhouse, 280, Morris, from Perth Amboy, E C Elkin, coal. Sch Harvard H Havey, 91, Scott, from Provindence, G T King, iron, etc. Sch A Gibson, 26, Rogers, from Boston, F Tufts, general.

general. Emma, 336, Hunter, from Portland, Tufts,

Sch

Son Balling, and master bal. Son Genesta, 37, Priest, from Perth Amboy, J W Smith, coal. Coastwise-Sche Bay Queen, 31, Barry, from Beaver Harbor; Essie C, 72, Whelpley, from Quaco; Joste L Day, 15, Keans, from

#### Cleared.

Feb 25.-Str Lake Winnipeg, Evans, for London via Hallfax. Sch Marion, Releker, for New York. Coastwise-Schs Wanita, Magarver, for Annapolis; Zina M, Newcomb, for Parrs-boro; Virgin Queen, Morse, for Grand Har-bor; Hattle McKay, Durant, for Parrsboro. Feb 26-Str Alcides, Halliday, for Glas-row.

sow. Sch Rebecca W Huddell, Tower, for New

York. Sch Wm Jones, McLean, for New York. Sch Neilie J Crocker, Henderson, for New York.

Coastwise-Schs Victor, Smith, for Quaco velyn, McDonough, for do; Advance Coastwise-Schs victor, Smith, Dr Gutto, velyn, McDonough, for do; Advance, teeves, for do. 28th-Sch Thistle, Williams, for New York. Coastwise-Sch Josie L Day, Keans, for

Digby. Sailed.

## CANADIAN PORTS.

Arrived. HALIFAX, NS, Feb 27-Ard, strs Halifax Pre, from Boston; Carthagenian, France, from Liverpool, and sailed for Portland, Me; La Champagne, Poirot, from Havre for New York, towed in disabled by steamer Roman, Roberts, from Liverpool for Boston. HALIFAX, Feb 28-Ard, str Lake Winni-peg, Eyans, from St John and sailed for Liverpool; brigt Moss Glen, Hire, from Porte Bion

### Cleared HALIFAX, NS, Feb 26-Cld, str Una,

Wolfe, for Boston. Ard, sch. Eureka, Smith, from Boston; str Assyrian, Hughes, from Glasgow and Liver-

# Sailed.

HALIFAX, Feb 25-Sld, strs St John City rom St John), for London; Ulunds, for lverpool via St Johns.

BRITISH PORTS

Arrived

BERMUDA, Feb 24-Ard 21st, str Beta rom Halifax, and cld 22nd on return. Cld, Feb 18th, sch Sainte Marie, for St

MOVILLE, Feb 27-Ard, str Gallia, from St John, NB, via Halifax, for Liverpool, and pr. for St Jo

# Moran, for Wilmington, NC; soh Emma Hunter, for St John. At New York, Beb 24, bark Wolfe, for Ade-OTTAWA LETTERS. At Baltimore, Beb 24, bark Glenatton, Watts, for Coquimbo and Taltal. NEW YORK, Reb 28-Cld, str Ravensdale, Editor Maclean, M. P., is Some-

RESC

Salled.

From Algiers, Feb 8, str Fernfield, Mc-Fee (from Japan and China ports), for New

At Savannah, Feb 23, str Cacayna, Whalen, for Louisburg, CB. From St Kitts, Feb 3, scha Mary, Hare, for Hymacoa; 11th, E Merriam, Merriam, for

Arroyo. From New York, Reb 23, bark Kelverdale, for Rio Janeiro; schs Gypsum King, for St Johns, PR; Turban, for Bermuda; Clifford I White, for Calais; Adelene, for St John; Generation for de la scheme for St John;

Genesta, for do. BOSTON, Feb 25-Sld, str Boston, for

From Yer Marking, Feb 23, sch Genesta, From New York, Feb 23, sch Genesta, Priest, for St John, 24th, bark L W Noc-ton for Surinam, From Malla, Jan 15, Barks Calburga, Dou-glass, for Hoilo; E. A O'Brien, Pratt, for Cabu

Cebu. From Mozambique, Jan 25, bark Merritt, Gilmore, for Delagoa Bay, Sailed. From Salem, Feb 24, sch Clayola, for New York; Sallie E Ludiam, for Mt Desert. From Buenos Ayres, Feb 8, bark Ontario, Lawrence, from Rosario for Boston. From Macoris, Feb 13, sch John Paul, Foss, for New York; 16th, brig Iona, Mosher, do. From New York; Feb 26, brig Curacos, for Curacoa.

From Rio Janeiro, Jan 29, brig Zingara, Le

ueur, for Jersey. From Baltimore, Feb 26, bark Glenafton, Vatts, for Tampico.

MEMORANDA.

In port at Nassau, Feb 19, brig Ora, Sprague, from Macoris for New York. Below Portsmouth, NH, Feb 23, sch Fred-die A Higgins, Ingalis, from Grand Manan for New York. Passed Lizard, Feb 25, str Storm King,

Trasset Intard, F60 25, str Storm King, Crosby, from Baltimore for Antwerp. In port at Macoris, Feb 16, schs Lewanika, Williams, from Canary Islands, arrived 3rd, to sail about March 1 for New York; New-burg, Marsters, from St Croix, arrived 8th, to sail about March 1 for New York.

SPOKEN

Brigt W E Stowe, from Turks Island for N. of Hatteras, Feb 17, lat 34.30, lon 69.05. Bark Osberga, from Rio Janeiro for New York, Feb 16, lat 19.31 N, lon 50 W.

NOTICE TO MARINERS.

SANDY HOOK, NJ, Feb 23-The lights

Gedney Channel are burning tonight. GLOUCESTER, Mass, Feb 22-Harbor buoys at Ten Pound Island, which were moved by the recent storm, have all been re-placed.

Curaco

# thing of a Socialist.

Clarke Wallace Opens Up a Fresh Line of Discussion on the Yukon Job.

Fraser, of Guysboro, and Petersen. of Brant, Give Renewed Evidence of Great Lung

Power-What the Senate Has Done It May Do Again.

OTTAWA, Feb. 21.-The discussion about the Parliament Hill these days turns on contracts that the government might have made and didn't. Maitland Kersey's company had an offer before the government and the papers as now printed make it appear that he would have built the Stikine road for \$6.000 a mile, or about a million dollars in all. He did not ask for a monopoly. If the land in the Yukon nistrict of which Mackenzie and Mann have the choice is worth 25 cents an acre, the other contract would have been better than this, without speak ing of the monopoly at all. But now the government has the offer of Hamilton Smith, on behalf of London men whose financial capacity is not doubted, to take a land subsidy just one quarter of that given to the present contractors. This company does not sk a monopoly. The government says that offers made after the contract was completed are not to be taken seriously. This might be the case if a chance had been given them before the contract was made, but investors had no way of knowing what the plans of the government were in time to make offers. The offer that Hamilton Smith makes now, he says he would have made in good time if he had known that the government was prepared to make a contract at all.

Meanwhile the order paper is filling up with private bills for the incorpor ation of various Yukon and other Brit-Placed. PROVINCETOWN, Mass, Feb 23-Capt Evans of tug Mercury reports that the buoy on SW part of Handkerchief, dragged from its position, but the other buoys in the Sound are in their accustomed places. TOMPKINSVILLE, NY, Feb 24-The Lighthouse Board gives notice that the elec-tric buoys in Gedney Channel, New York Lower Bay, are relighted, repairs having been made. ish Columbia companies. No less than seven British Columbia railway projects have already passed the first stage of incorporation. When the railway committee meets we shall see some fine struggles between rival railway companies. It will be a great opportunity for lobbyists.

Lower Bay, are religned, repairs having been made. HALIFAX, Feb 21—The NW and SW buoys off Yarmouth, NS, which were out of posi-tion, were replaced by government steamer Newfield on Saturday. The buoy off the Old Man was also replaced. PHILADBLPHIA, Feb 25—Notice is given by the Lighthouse Board that the position of the Schooner Ledge (lower) and Schooner Ledge (upper) buoys have been slightly changed, on account of the recent blasting and dredging operations at Schooner Ledge rocks, Delaware River. The bearings, etc., are now as follows: While for the moment attention has been attracted to the far north, there is a good deal of activity in the Koot enay. Ex-Governor MacIntosh, who is at the head of Lord Dufferin's comtany, with a capital of \$10,000,000, has within a few months paid \$1,400,000 for properties in British Columbia. He s now in town on his way to England. His latest purchase is the Columbia

ed debater. Mr. Sifton and Mr. Mc-Inerney ought to join in providing some reward for the member for Halifax.

The second s

Mr. McDougall of Cape Breton is in an inquisitive mood. It is really Mr. Tarte's fault, because last year Mr. Tarte had a good deal to say about the appeal that 45 members and sena-tors of his party had addressed to Rome. The minister gave the public to understand that when the Holy Father should be heard from the bishops would stand rebuked for their attitude on the school question. The Bishop of Rome has given his declar-ation as to the attitude of the bishops

epproving their course. Mr. McDou-gall wants to know whether Mr. Tarte's forty-five guardsmen have got their answer. He asked the premier first, and Sir Wilfrid remarked that he had not heard that an answer had teen given. Next Mr. McDougall filed question asking whether Mr. Tarte had any word. The speaker ruled this out. And now the Cape Breton member is giving notice of a motion for papers on the subject, which will enable him to bring it up for discussion as it could not be done in a question put to ministers. We shall therefore hear what Mr. Tarte has to say as to the present attitude of the Vatican towards the Canadian bishops.

The way money is saved in the railway department is shown by an an wer given the other day by Mr. Blair to a question of Mr. Powell concerning the plumbing of the Moncton station building. The plumbing was originally included in the tender for the building itself. Afterwards, in order to make a job for some friend of the government, the plumbing was withirawn from the contract, which was reduced by a sum between five and six thousand dollars. Then the plumbing contract was let to Mr. Doody of St. John. This contract was subsequently cancelled and a new one made. According to the figures given by Mr. Blair the other day, the plumbing will cost at least twice what in would have been done for under the original building contract. This is not a large matter compared with some others, but five to eight thousand dollers is quite a margin of waste in the plumbing of a station building.

The finance minister is preparing his budget speech. He will have a pleasant hour discussing the increase of Canadian trade during this last year. He will also be able to show that the deficit of last year was less than he anticipated. One ciever dodge of his will assist in that direction. In former years the public accounts for the fiscal year which close June 30 were kept open for two or three months afterwards, in order that all rayments belonging to that year should be charged to it. Many accounts come in long after a year loses, while the revenue of the year s all paid within a week or two after the next year commences. Mr. Fielding, however, promptly closed the account after the revenues were all collected and before the payments had been all made. The result is that and Kootenay mine, for which he had counts of this current year and will paid a quarter of a million, and which he considers contains almost the not have to be made known until the winter of 1899. finest body of ore in any Canadian mine. Mr. MacIntosh has engeged as Mr. Blair and Mr. McMullen his mining expert Mr. Carlyle, lately comrades. They have some of the commissioner of mines for British ame characteristics. The minister the other day quoted words which he attributed to Mr. Haggart, and declared that he had taken them from Hansard. Mr. Haggart had never used them, and although the fact was established clearly enough by the discovery of the words in another man's speech, the minister did not think it proper to withdraw his charge. Mr. Fisher, apparently ashamed of his celleague's unfairness, stated later in the debate that Mr. Blair had made a mistake. The minister had not had the grace to say so himself. Similarly, Mr. McMullen administered a violent rebuke to Mr. McNeill the other day. Mr. McNeill, who is an exceedingly high minded man, punctillous in matters of personal conduct, had quoted Chamberlain's language on preferential trade. MoMullen accused him of reading a part of Chamberlain's speech and omitting sentences which told against his view. He read a part which he said Mr. Mc-Neill had quoted, and another part, which he said immediately followed. Thereupon the government press be-gan to sneer at Mr. McNeill for garbling quotations. But an examination showed that Mr. McMullen was the garbler. The speech of Chamberlain's which he accused Mr. McNetil of garbling had never even been mentioned by him. It was another speech, delivered on another occasion and under entirely different circumstances, which Mr. McNeill had honestly read. Yet Mr. McMullen has not had the decency to withdraw his charges. It is expected that Mr. Blair and Mr. McMullin will hereafter picnic toge-Col. Domville does not like the Yukon bargain. He says the route is a bad one, that the river is shut up almost all the year, and that the whole thing will be a failure. How this view will agree with his vote when the time comes remains to be seen. The colonel has other railway projects for which an appeal will be made to the govern-ment, and it need not surprise anybody if his vote and his opinions on the Stikine contract should be inharmonious. S. D. S. OTTAWA, Feb. 22.-It is still the Yukon. The dish was served up yes-terday by five members, some of whom infused a few new ingredients, gh most of them tollowed the old Mr. McClure of Colichi spoke with his usual fluency, but ofof Mr. McLapenney's a critician of Mr. McLemery's figures as to the quantity of lumber there might be on the land grant. He is, however, a pleasant speaker, and held the atten-tion of the house during the short time he had the form time he had the floor. Mr. Maclean, the editor of the Toronto World, is something of a So-dalist. He objects to C. P. R. mon-opolies. Mackenzie and Mann monpolies, and all monopolites. He was among the first to open fire on this measure through his paper, and he advances the theory that the Yukon deal is a part of a large series of

ransactions involving Ma be and Mann and the Canadian Pacific rail-way on the one side with the dominway on the one slide with the domin-ion government, the Hardy govern-ment of Ontario and Greenway's gov-ernment of Manifoba on the other; to say nothing of various civic govern-ments. Mackenzie has almost a concrolling interest in a number of street ratilways, and according to Mr. Maclean he dis after a big contract for a nailway in the Lake of the Woods flistrict. It is clear enough that Mr. Mackenzie has a fine instinct for dis-

WITCH CHI . MAL

fully grown physically, but the amaeurish method was particularly notilceable yesterday. A sample was his reply to Mr. Maclean, who after de-nouncing the establishment of a land

monopoly in the Yukon, proceeded to read Hamiliton Smith's offer to accept one million acres of land instead of four millions. Mr. Maclean contended that the government in carrying out its policy should have adopted the principle of competition and accepted the lower offer. This Mr. Fraser with amusing impressiveness declared to be inconsistent, because it was just as bad to give away a million acres of not good form to refer to that matter land as four millions, if the principle in the commons, the minister is the was victous in itself. He pounded on original offender. In his case it was this tu quo que with great assumed mnilty as though hit could be seriusly supposed that there would be as much objection to locking up one million acres of land as to locking up four times that quantity. Mr. Maclean objected to either grant, but naturally insisted that if the govern-

ment were to pay in land they should not pay four times as much as was required. Mr. Fraser dwelt upon the gambling features of this investment, and grew almost pathetic as he told of the awful possibilities of the contractors getting mothing out of Then he went on to tell of the still more awful possibilities that in case the road were not built everybody in the country would starve and freeze and die and be shot and stabbed from several other causes

Clark Wallace opened up a fresher to d) so, seeing that each man is reline of discussion. He took up the argument that lands given the combany would be useless unless they explored them. On the contrary he laimed that the owners would get the emefit of some 10,000 explorers who would be in the country next summer. The company paid one per cent. royalty, while on government lands miners pay ten per cent. It would be in the interesits of any miner to be located on the company's lands if they at least one occasion in which every would let him off with one per cent. | liberal senator except those from Nova royalty. The contractors could make an arrangement with prospectors to receive the first information when a mine was found. They would give the feated. How can the senators and miner better terms than the govern- | ment could, and the miner would return the compliment by giving them information which would enable them

thinking that the opposition to the contract is less than it is. To read the despatches to the St. John Telegraph and Halifax Chronicle, one would suppose that Mr. Osler had spoken rather in favor of the deal. Three-quarters of the report is given remark that Mr. Osler comto the mended the government, and one sentence to the intimation that he criticised details. Mr. Osler attacked the contract in principal and in defail, in the most uncompromising manner, declaring it to be an outrageously excovering gold, whether in the soil or travagant and reckless surrender of in the treasury of some state or prov- the public domain, and denouncing it in every particular in stronger terms than ever he has used in the house on Fraser of Guyaboro leaves the im- any other matter. The high standing presision that he is a member of a of Mr. Osler may tempt the press to juvenile debating society. He is quite misrepresent his attitude, but what is to be said of a measure that requires such methods to blind the eyes of the people ?

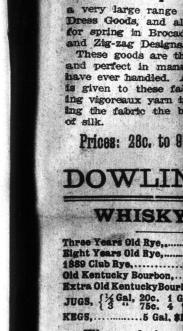
alight the second

There is some curiosity to know what the senate will do if the bill reaches them. Mr. Paterson became a Roanerges, perhaps it would be better to call him the father of thunder while he elevated the roof, declaring that the senate had been insulted by the expression of a hope that they might throw out the bill. It was Mr. Sifton who first mentioned the action of the senate, and if it is worse, for he suggested a threat. But after all there is no harm in saying that the senate has a duty in the matter and that if the members of that chamber believe the bill to be a bad one, they should reject it.

What is the senate for but to act according to its lights on every question that is submitted to that chamber. Nor does it lie in the mouth of government leaders to say that the senate ought not to vote against a measure approved by the commons. Senator Scott, who is now a minister. and was the leader of his party in the senate for many years, has frequent-ly voted to give the six months' hoist to government measures that had passed the other house. If one senttor, or a dozen senators, may vote that way, every senator has a right sponsible for his own vote. The fact that Senator Scott and his party had

not votes enough to throw out the Canadian Pacific Railway bill does not affect the question. They used all the votes they had and tried to induce their comrades to join them. If they had been a majority, they would have voted as they did being a minority; otherwise the whole process of voting is meaningless. Moreover, there was Scotia voted against the government measure for an appropriation of money, which measure was thus deministers who voted to defeat the Harvey-Salisbury Railway bill say

that the senate is acting beyond its rights if it throws out this measure? to take up all the rest of the deposit. It could be shown that on at least a ns the senator In the course of his remarks Mr. Wallace called altention to the thposing the late government voted to throw out measures of this class sence of the responsible ministers. which had passed the other chamber During the greater part of the time by large majorities. that this bill had been before the house the minister of railways had The government has retained Walter Barwick to appear for them the Drummond Railway enquiry. Mr. Tarte has knowledge of Mr. Barwick It was he who conducted the enquiry into the Bale des Chaleurs steal, and It is simply disgraceful that the members of the government should show such contempt for parliament disclosed certain matters in which Mr. and the country as to keep out of the Tarte himself figured unpleasantly. way when a matter of such tremend-Mr. Barwick did his work very cleverly, and the minister may naturally conclude that if he was so clever at catching rogues he may also be expert in defending them. Probably the other Mr. Wallace placed the minister of side, if we assume there are two sides to this investigation, will engage counsel, if there is need of one. But who is to pay him. In the McGreevy en-guiry the Mr. Tarte who appeared as prosecutor, retained Mr. Geoffrion, who is now a minister. The Baie des Chaleur enquiry and other investiga-tions into Quebec boodling, showed that Mr. Geoffrion was paid out of the proceeds of these predatory operations. But in the end the government of that day recommended and parliament adopted a vote for the payment of Mr. Geoffrion by the country, and he actually received a public grant of \$3.000.



VOL. 21.-

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OTTAWA, Ont., Ma resumed business i Sir Louis Davies in oncerning masters a ing to them the same temporary certificate allowed to engineers. Another marine bi wharfingers on govern retain their fees out instead of paying in and getting their sha third bill is the cons ous acts respecting steamboats.

Premier Laurier to form the house of th the kindly disposition acter of the deceased Sir Charles Tupper

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via Halifax At Barbados, Feb 20, sch Evolution, Fitz-patrick, from Demerara, to load for N cf Hatteras; 22nd, barkin Hornet, Nobles, from At Cape Town, Jan 28, bark Angola, Lockhart, from Cardiff. LIVERFOOL, Feb 28—Ard, str Canada, from Boston; str Gallia, from St John via

a, NB,

#### Sailed.

Liverpool, Feb 22, bark J H Mc-Cook, for Rio Janetro. Table Bay, Jan 26, ship Record, for Pensacola. From Getson, for Pensacola. From Cape Town, Jan 28, barks Culdoon, Richter, for Boston; Feb 3, Swanhilda, Fra-zer, for Newcastle, NSW. From Shields, Feb 25, str Miemac, Meikle, for Hampton Roads.

FOREIGN PORTS.

#### Arrived.

At New York, Feb 23, barks Angara, Bodenheiser, from Pernambuco; Salina, Johnson, from Lisbon; sch Shenandoan, Gib-son, from Peone, PR. At St Thomas, Feb 3, sch V T H, Delap. from St Kitta (and sailed 11th for Arroyo); 5th, str Taymouth Castle, Forbes, from Halifax (and sailed 7th for Windward Is-

lands). At Rio Janeiro, Feb 20, barks Robert S Besnard, Andrews, from Pensacola; 21st, Artisan, Purdy, from Cardiff. At Philadelphia, Feb 23, bark Argentina, McQuarrie, from Rosario. VINEYARD HAVEN, Feb 25-Ard, sch A P Emerson, from St John for New York. A few hundred beles of mänlls from skip Asia have been picked up by numerous small craft on Nantuckst shoals and landed here.

are. BOSTON, Feb 27-Ard, strs Boston and rinee Edward, from Yarmouth, NS: Prince Edward, from Yar

At Rio Janeiro, Feb 26; ship Monrovia, Hibbert, from Pensacola, At Boston, Feb 24, sch S H Seeton, Gav-nier, from St John. At New York, Feb 24, sch Nugget, Mail-

man, from Azua.

Man, from Azua. At St Thomas, Feb 24, ship Steinvora, Ritchie, from Mobile for Liverpool. At New Haven, Feb 24, sch Shenandoah, from Ponce, PR. At Mobile, Feb 23, ship Karoo, from Cape

At Vera Cruz, Feb 19, brigt Ohio, Mitchell,

dobile, Feb 25, ship Coringa, Davidson

trom Pensacola. At Turk's Island, Feb 2, brig St Michel, Porter, from Trinidad (and sailed 4th for Tusket Wedge); sch Basil M Geldert, Gel-dert, from Barbados (and sailed 4th for Lu-nenburg, NS): Srd, brig W E Stowe, Smelt-zer, from Porto Rico (and sailed 5th for Lunenburg, NS (since spoken); 17th, schs Springwed, Williams, from Trinidad (and sailed 15th for Lockeport, NS); 19th, Rose-mont, Nickerson, from Barbados (to sail 21st for —).

At Buenos Ayres, Feb 26, barkin F B Ed-gett, Mackay, from Annapolis, 46 days. At Boston, Feb 25, sch Moralis, Hebb, from Salt City, T I; Nevada, Iversen, from Ponce. At Portsmouth, below, Feb 23, sch Fred-die A Higgins, Ingalis, from Grand Manan for New York. At Tampico, Feb 25, ship Euchemia Kin-

tor New York. At Tampico, Feb 25, ship Euphemia, Kin-ney, from Newport News. At Oporto, Portugal, Feb 27, brig Darpa, Bradley, from Brunswick, Ga. At New York, Feb 25, schs Blanca, Lam-bert, from St Croix; E V Glover, Raymond, from Norfolk; 26th, str Farnfield, McFee, from Yokohama, etc; str Sierra, McNally, from Sagua.

from Yokohama, etc; str Sierra, McNally, from Sagua. At Vineyard Haven, Feb 26, sch Mystery, Richards, from Port Spain for orders, with slight damage to spars and vigging. MACHIAS, Me, Feb 28-Ard, sch Lexing-ton, from Beverly for Nova Sootia. Sid, sch Ellen M Mitchell, for Quaco, NB. BOSTON, Fob 23-Ard, schs Valdare, from Quaco; Romeo, from St John; Stephen J Watts, from Bridgetown, NS. PORTLAND, Ma, Feb 28-Ard, strs Car-thagenian, France, from Liverpool.

## Cleared.

At Mobile, Feb 23, sch Helen E Kenney, Mornell, for Havana. At New York, Feb 23, bark L W Norton,

r Surinam. NEW YORK, Feb 25-Cld, stre Car Dispessie for Glassow NEW TORA, FOR 25-Cid, Site Carponic for Laverpool; Furneria, for Glasgow; Furst Bismarck, for Hamburg; Prussia, for do; sch Carrie Easier, for Halifax. PORTLAND, Feb 25-Cid, strs Scotsman, Maddox, for Liverpool; Roseneath, Mc-

are now as follows: Schooner Ledge (lower) Buoy-Schooner Schooner Ledge (lower) Buoy-Schooner Ledge, rear lighthouse, NE by E % E; Illi-nois Rock buoy, NNW % W; depth of water, 26 feet at low water. Schooner Ledge (upper) buoy-Schooner Ledge, rear lighthouse, NE by E % E; out-er end of steel works wharf. South Chester, N by W % W. Depth of water, 28 feet at low water. ow water.

low water. Abreast of these buoys the best water is to the westward of the range. BOOTHBAY, Feb 24—The bell house on Rams Island was washed away during this weak's storm eek's storm.

REPORTS

ST STEPHEN, Feb 26-The cabin of the soh E Waterman, lying at Murchie's wharf, Calais, was considerably damaged by fire last night. Bark Frieda Mahn, from St John for Mel bourne, Feb 2, lat 30, lon 43.

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths occur ing in the families of subscribers will e published FREE in THE SUN. all cases, however, the name of the must accompany the notice.

**BIRTHS** 

McKIEL-In this city, Feb 24, to the wife of St. Clair McKiel, a son.

MARRIAGES.

HENDERSON-JONES-In Boston, Feb. 22, Charles Henderson, late of this city, to Miss Annie Jones, daughter of Bandmaster Jones.

DEATHS.

BOND-On Sunday, Feb. 27th, Annie Bond, aged 86 years. DALLING-In Paterson, New Jersey, on Feb. 14th, James R., son of Robert and Lovica Dalling, formerly of this city, aged 17 years, 5 months and 9 days. MOTT-At Perry's Point, Kings county, on

MOT-At Perry's Point, Kings county, on the atternoon of Feb. 18th, Susan, beloyed wife of John Mott, aged 56 years. SPROUL-At the Private Hospital, St. John, N. B., on Feb. 28th, Mary I. Sproul, wife of Albert J. Sproul, of Hampton, Kings Co.

SUNBURY CO.

BLISSVILLERIS Feb. 25.-The remains of the late Mrs. Melinda Pen-nington, daughter of Ralph Seely of Central Blissville, were laid to rest in the Blissville cemetery on Tuesday. Deceased was fifty-four years of age. The friends of Miss Dora Bailey who has been ill for some time, will be sorry to learn that the doctors give no hopes of her recovery. Mrs. Thos

Alexander of Fredericton Junction is quite il lwith heart trouble. Revs. O. N. Mott and Thomas O. De Witt are holding evening meetings in

the F. C. B. church here.

QUEENS CO.

WHITE'S COVE, Quens Co., Feb 22.—Charles D. Titus, who has run the grist mill here for a number of years, noved to Jemseg today with his wife and family, to take charge of the old homestead. Mr. Titus intends to either sell or rent his farm and mill property. Thomas Kelly and Robert Kelly are

suffering from la grippe. Some person entered John Orchard's barn one night last week and stole a Mc- quantity of beef.

Columbia, who is a relative of the great Thomas. Men of Mr. Carlyle's knowledge of mining and mineralogy are in great demand. He is regarded as one of the best authorities on gold mining in the country, and it is said that the snug salary of \$25,000 a year was offered him by Mackenzie and Mann, who wanted him to take chang of their prospective properties in the Tukon. It is hardly likely that Mr. MacIntosh pays him quite as much but he has his work ready, and the other contractors have not yet acoutred their lands. Yet it is believed that Mr. Carlyle will receive from ten to fifteen thousand dollars a year in his new position. Young Ogilvie whose father has recently become far mous, and who himself has been on the government survey in the Yukon for two or three years, has been retained by Speaker Edgar's company at a salary said to be three or four times as large as the government paid him Another member of the geological survey was recently engaged by a ompany at some three times the salary previously paid him by the government.

The Yukon debate in the house durng the coming week will be largely of an academic character. It may no be of paramount importance in con rection with this contract to know what rights of navigation on the Ale iska rivers belong to Canada under the cld Russian treaty and what rights Canada has now under the Wash on treaty. Still it is worth while to n and out of the Stikine river, beause that is the only way the ter ninus of the railway can be reached The larger question is attractive and

interesting, and since Mr. Sifton took it up, the members feel disposed to uss it somewhat extensively. Mr. Sifton put his foot in it and not only got himself into trouble but ruined the speech of Mr. Russell. Prof. Russell,, as everybody knows is not a rash man, and he was placed in the unfortunate position when he had to evade a lot of questions or support Mr. Sifton. If he evaded the questions, which were very simple ones, he left the impression that he had no knowledge of the general law affecting the subject he professed to discuss. If he expressed his own crinion he was obliged to condemn his minister, who had previously de clared that the rights of Canada were sacrificed by the Washington treaty. Mr. Russell is so good a party man that he flung his own reputation into the gap. He knew-that the mi was wrong and yet refrained from saying so. The member for Kent has

enjoyed a steadily growing reputation as a public parliamentary speaker since he came to Ottawa, and his address on Friday has further advanc ed his position. No doubt Mr. Rus sell, by the unfortunate position in which he was placed did Mr. MacIner ney, a very great service for Mr. Russell had previously maintained a re-

putation as a careful and clear head-

not been there. There is no minister to answer questilons or give information concerning any doubtful matter. ous importance is under consideration.

the interior in an uncomfortable position. The other day Mr. Sifton when haranguing the house over the complaint that the contractors had too good a bargain demanded that the opposition should produce a better ffer. If they want to make money, he said, let them come down with a proposition. Mr. Wallace observed there was now a proposition four times better than the old one. Now what had Mr. Sifton to say about it? Mr. Sifton had nothing to say about it. Neither had he anything to say in response to Mr. Wallace's remarks to the article which appeared in the New York Commercial Adventiser and were read by Mr. Sifton in the house to show with what favor the contract was regarded in New York. Mr.

Wallace showed that the New York paper had the facts all wrong, and accused the ministers of furnishing this wrong statement in order to mislead the financial public abroad. Again Mr. Wallace scored a point in reply to the statement that the urgency of the case required the contract to be made before parliament met. He wanted to know why parking could not have been summoned could not have been summoned early in January, as it often had been, and then the house could deal with the contract before it could be even pretended that it was too late.

Paterson of Brank, the minister of customs, has of late years modified his tone of voice, but last night he broke at Dawson. out again with fearful vociferati It was a thin house, but the minist rolared as if he were address million men at Niagara Fails. H

untiled all the terriors of his tongue and roared out barren commonplace until the people a mile away must have thought that he was saying cmething strong. He gave a glowin account of the immenise develope of trade which would come to the country through this Canadian route, which of course is not Canadian at want of there appears to be a slight want of harmony between these glowing predictions of an enormous trade which is to be developed this viracle which is to be developed this yay, and no other way, and the chastly suggestions that most mem-bers on the government side now make of the prospective described of the whole country and the complete collapse of the enterprise. There is some difficulty in maintaining the

the country is going to pile up wealth through this contract and at the same time to contend that the conactors are liable to lose their little all in dt.

It may be remarked that some one is diligently struggling to mislead a part of the press of the country into food for little Cupid.

Mr. McInerney would have won his tet if his offer of three or four days ago had been accepted. Mr. Sifton had assured the house that Commisioner Walsh was back among the mountain passes, because that was where he was required, and was not at Dawscn, because the government did not want him there. Mr. McInerney informed him that Walsh had been trying to get to Dawson, and remained among the mountains because he had to, but that he was in Dawson by this time in spite of the minister's declaration that he was kept in the back country to help people out and see that they were fed. A bet to that effect was suggested and now it turns out that the ministers have information of Mr. Walsh's probable arrival

GLOUCESTER CO

S. D. S.

GRAND ANCE, Gloucester Co., Feb 25.—The most interesting and instructive social gatherings here this winter are the meetings of the dairy association. One feature is the large attendance of ladies and the deep interest taken by them in the dairy association. The principal subject of debate at the last meeting was the best and cheapest way to improve the barns for milch cows in winter. A big improvement is noticed in the fluency of the inembers who take part in the debates now and a year ago. Several of the ladies also took part in the discus-sions. Delegates Murphy and Duhas gave the meeting a good account of the general association meeting in It is expected J. W. Dumas, will

shortly run a flour mill with all the latest improvements in connection with his potato starch factory. The farmers here owe much to Mr. Dumas, many raising three times as much potatoes now as before his factory was built.

Aroow-root might make appropriate

. WHA The Hens 200% to With Eggs W. H.

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