Around

Recent Eve

Together With

WEEKLY SUN to the NAME of the which the paper that of the office

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Excl

ADVERTISING RATES

SUN PRINTING COMPANY, ALFRED MARKHAM.

THE WEEKLY SUN.

ST. JOHN, N. B., JANUARY 12, 1898 THE TARTE-CHAPLEAU CORRES-

PONDENCE.

Additional extracts from Lieutenant Governor Chapleau's famous letter to Mr. Tarte are furnished today. The genuineness of the extracts previously printed were not questioned by either party to the correspondence. The testimony is the other way for Mr. Tarte complains that some wicked liberal has stolen the letter from his secretary. It now appears that the letter forms part of a continued correspondence between Lieutenant Governor Chapleau and Mr. Tarte, who was then as now minister of public works. Sir Aloiphe Chapleau's advis- the interests of truth must prevail. ors were at that time the Flynn government. The plan between Sir Wilfrid Laurier's minister and the lieutenant governor seems to have contemplated the destruction of that ministry. It is supposed to have been the Gaspereau and Kentville, and the intention to have the majority so small that the parties to the correspondence this way: could control the situation. This was not accomplished. The Flynn government was defeated by a large majority. Another part of the plan was to reduce the influence of the straight liberal element in the Laurier ministry. The extreme liberals, that it those who would not be amenable to the Tarte influence, were the "banditti," whom Mr. Tarte was invited to shoot. The governor of Quebec appears to have been operating for some time previous to the time of writing. He knew at Quebec the disposition of the editors and proprietors of two leading French papers in Montreal. He had an understanding with Mr. Dansereau, the Montreal postmaster. Mr. Dansereau apparently had charge of some of the political arrangements and negotiations. Mr. Tarte and Sir Wilfrid both knew this when they were dismissing other postmasters on the mere charge of having taken an active part in a general election. The beginning of the deal would seem to have been months before the time of writing, for the governor takes credit for a share in pounded by Nick Bradshaw in a conthe defeat of Sir Charles Tupper the versation which is thus reported:

It is not necessary to reflect on the indecency of this whole plot. The thing speaks for itself.

THE SEMBLANCE WANTED.

The Woodstock Sentinel, which claims that it was an advocate of liberal principles before some of the present zealous liberals were born, offers some advice to its juniors:

We have noticed, with regret, that there has been shown lately a dispocition on the part of some or our estee ned contemporaries, to rather cloud their discussions of important political topics or government methods, by the interpolation of personal assault and retort, the language used not being always that of a kind promotive of the happy state of brethren living together in unity! They may possibly by such a course weaken the strength of a stronger argument; they certainly do not strengthen the cause in which they would occupy the role of Apoetles; they amuse the other sale and are not applauded by their friends. Brothers, begin the year with the semblance, at all events, of a more united and more gracious spirit.

Mr. Wattis has been sourcowfully

Mr. Watts has been sorrowfully studying the department of the Sun devoted to "Brethern at Variance." The Woodstock sage hardly hopes for unity and grace. He only asks for the semblance, and, though we observe in his plea a Puritanic desire to lessen the amusement of "the other side," his request shall have the benefit of all the circulation that this pa-

THE INTERCOLONIAL DEFICITS.

year of Mr. Blake's management of the Intercolonial railway has left a deficit of \$59,940. This is the worst showing for five years, or since 1891-92.

But the result of the year's operations was worse than the figures show. While the receipts of the road were as settled. The circular letter asserts \$91,612 less than in the previous year, that the injustice has not been rethe operating expenses were all greater, with the exception of the one service that could be starved, that of the themselves satisfactory they have no The freight receipts fell off more than faithful are instructed not to provoke \$100,000, but the cost of locomotive was increased, and car expenses were schools at their own expense, and to higher by \$48,987 than the previous labor in all legitimate ways to reyear. But while in 1896 the sum of the standard of the road bed and equipment, the expenditure for this political deligations sent by the Leupurpose in 1897 was \$150.101 less. Had the same expenditure been made for maintenance in 1897 as in 1896 the de- legate by Sir Wilfrid and his friends ficit would have been \$210,000 instead have not resulted in a condemnation

conclusion that the Intercolonial finances would be improved if he took over ated it as part of the government sys- could not desire warmer ecomiums

tem. Perhaps he and Mr. Tarte were sted to the conclusion from the fact that a by election campaign was in progress in Bonaventure at the time that the road was taken over. After the government candidate was the experiment, but in the meantime a loss of nearly \$12,000 was incurred. The road earned \$6,725 and the expenses were \$18.679. The financial operation was not a brilliant success, though the political part of it worked out better. The \$12,000 should, how-

ever, be added to Mr. Blair's deficit. The operation of the Prince Edward Island railway also deserves notice. During the year that this line was under the control of Mr. Blair it earned \$6,966 more than it did in the as a fair showing if it did not appear that the cost of operating had increased by \$15,351. Mr. Blair has increased the deficit on the road by a trifle of \$8,384. In this case, as on the Intercolonial, the deficit is the largest

JUSTICE TO NICK BRADSHAW.

It is a pity to take from Mr. Venoit the credit of originating Mr. Emmerson's wheat bonus policy. But Nick Bradshaw is the man and not Mr. Veniot. As yet Mr. Bradshaw is not well known among politicians, but the friends of Sam Slick will remember him. He dwelt somewhere between

Clockmaker describes his premises in

his chimbley outside, to sarve the new part as well as 'he old. He has been too lazy, you see, to remove the bankin', put there the first hall, to keep the frost out o' the cellar, and it has rotted the sills off, and the bouse has fell away from the chimbley, and he has had to prop it up with that great slick of timber to keep it from comin' down on its knees altogether. All the winders are boarded up but one, and that has all the glass broke out. Look at the heavy the stick of timber to keep it from comin' down on its knees altogether. All the winders are boarded up but one, and that has all the glass broke out. Look at the barn!—the roof has fell in in the middle and the two gables stand starin' each other in the face.

Then old geese and vet'ran hems that are so poor the foxes wouldn't steal 'em for fear of hurtin' their teeth—that little yaller, lantern-jawed, lcng legged, rabbit-eared runt of a pig that's so weak it can't hold its tail up—that old frame of a cow a standin' there with its eyes shot-to, a-contemplatin' of its latter eend—and that varmint lookin' horse, with his hocks swelled bigger than his belly, that looks as if he had come to her funeral—is all his stock, I guess.

If you was to get up airly of a

The man himself is thus pictured: Gist look at him: his hat has got no crown The Venoit-Dimmerson policy was ex-

"How's crops". . said Mr. Slick.
"Well just about middlin'," said he; "the seasons haint been very good lately, and some how the land don't bear as it used to, but I'm in great hopes times are goin' to be better now. . . I feel a good deal encouraged myself. They tell me the governor's goin' to appoint a new council. I guess they'll do suthin' for the country. . . . The fact of the matter is the assembly must do suthin' for the country or it will go to the dogs. . . I feel somehow quite encouraged myself. If we had a bounty of about a shilling a bushel for raisin' potatoes, two and sixpence a bushel for wheat, and fifteen pence for bats, I think a body might have a chance to make out to scratch along to live here, and I am told when the council doors are opened we shall get them. I feel quite encouraged myself."

Mr. Slick afterward spoke of Nick as a "good natured, good for nothin" simple toad," and also offered the age remark that "politics are the seed mentioned in scripture that fall by the roadside, and the fowls came and picked them up. They "don't benefit the farmer, but they

leaders." It is not the present purpose to discuss this saying, but only to see that justice is done to Nick Bradshaw. the originator of Mr. Emmerson's agricultural policy.

feed them hungry birds—the party

THE MESSAGE FROM ROME.

The encyclical from Rome expounds the Roman Catholic doctrine in respect to education and applies the teaching to the Manitoba case. The school law of that province is emphatically condemned as unfair to the Roman Catholic population, and as a violation of the confederation compact. It is recognized that some mittgation of the hardships imposed by the original law has been obtained. but it is made clear enough that the church does not regard the question moved by the alterations and that even if the later regulations were in ance of the way and works, guarantee of permanence. While the discord, they are to provide separate cover the privileges which they claim

It will be noticed that the various rier government to Rome, and the representations made to the papal deof the Roman Catholic bishops against Another item should be taken into whom appeal was made. The messthe account. Mr. Blair reached the age again and again applauds the dignitaries of the Canadian church for their action in the matter of the the Bale des Chaleurs line and oper- schools. The Canadian hierarchy

that so far as action at Ottawa is concerned the school question is dead So far as the organized opposition returned the government abandoned party is concerned that must be the position. The liberal conservative government felt compelled by the constitution to follow a certain course of action. The responsibility was thrust upon the ministers to deal with this matter and they acted according to their convictions of duty as constitutional rulers. From the party point of view it may not have been smart practical politics, but at least it was courageous and consistent. broken pledge, no false pretence can be alleged against the late governyear before. This might be regarded ment on the schools question. Whether the late ministers were right or wrong in their decision they carried it out to its conclusion, proclaiming the same policy in Manitoba and western Ontario that they did in Que-

The ministers now in power had no consistent policy on this matter. representing a French constituency, who is not pledged in the most solemn words to support the extreme claim foif the Roman Catholic mimority. There is a member of the government who is solemnly pledged in writing to resign his seat in the house if the Laurier government does not impose uron Munipopa such remedial action as satisfies the bishop of his diocese. At least thirty members of the house of commons are bound by their specific promises to the electors to oppose the Laurier government if the minis try does not take action to bring the school legislation into harmony with the views set forth in the encyclical

from Rome. It must be remembered that the pronouncement of the pope is not the result of an appeal from the liberal conservatives of Canada. The late government never sent a delegate to Rome. The late administration never appealed to the pope to send a delegate to Camada. No liberal conservative sollicitor general personally appeared before the papal council, or the supreme pontiff, with a brief for his government and his party. Neither Sir John A. Macdonald, nor Sir John Abbott, wr Sir John Thompson, nor Sir Mackenzie Bowell, nor Sir Charles Tupper caused the London solicitor of the government to go to the Holy City to appear as counsel for Canada before His Holiness. Until of Canada it was supposed that the sovereign of the British Empire, her ministry and the imperial parliament, were the only authorities to which Canada need appeal. It is the Laurier ministry that has appealed to Caesar. What will it do with Caesar's decree?

Postmaster General Mulock has issued a fourth set of instructions. First he announced a three cent postal rate to Great Britain. Then he announced that the rate would be the same as of old. Then he instructed city postmasthe five cent rate is to be enforced. Has he withdrawn his private instruct tions, of which some fifty printed coples were sent out to post office inspectors and postmasters? Or is there still one rate by public announcement and another by private arrangement?

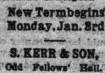
Mr. Fielding has been able to point to one item, in regard to which he and his party stood by their tariff pledges. They promised to make binder twine free, and the law abolishing the duty came into operation one week ago last Saturday. Before that day a number of prominent supporters of the government were in Ottawa advising a return to the policy of the late government in the matter of binder twine. Among the delegation was a leading member of the liberal party

Postmasters in Maine are better paid than those in New Brunswick. Among the new year appointments is a postone at Houlton, Frank Hume, at \$2,000, and one at Camden at \$1,600. The postmaster of Portland has \$3,400.

the invention of a new office on the ling the nine years ending with 1897 Intercolonial. Who but Mr. Blair and 18170,615. Mr. Harris would have thought of an inspector of scales? Now the Times hears that there is to be an assistant

Our New System of **Business Practice**

Is the latest and the best and is working like a charm. It dovetails right into the old system, and makes still more complete what was already the best obtainable in Canada. Send name and address and get our Business and Shorthand Catalogues.



THIRTY-SIX LOST.

Two Gloucester Fishing Vessels Go to the Bottom.

The Crews Hailed from Either Nova Scotia or P. E. Island

Both Vessels Were in Command of Competent Masters With Good Records.

GLOUCESTER, Mass., Jan. 10.-Af ter hoping against hope that the passing days might bring some tidings of the overdue schooners Hustler and John E. McKenzie, their owners have been reluctantly and sorrowfully forced to the conclusion that the vessels have foundered and that their crews of thirty-six hardy and vigorous men have perished. So today became the sad duty of the owners of the two vesels to publish the crew lists

The Hustler was owned by James E. Tarr & Bro., and left here Aug. 28 to engage in the bank cod fishery, under command of Captain Alexander J. MoFadden, a highly capable captain. On the 9th of October the Hustler put into Harbor Maine, N. F., and procured a supply of bait. Captain Mc-Fadden wrote home that he had one nundred and forty tubs of fish on board and would return to the south ern part of the banks to complete his Since leaving Harbor Maine absolutely no tidings of the vessel have been received, and it is thought that she foundered in the great gale which wept the Grand Banks on October 19. and which created such havoc among the fishing fleet. The Hustler was staunch craft of 92.17 tons, built at Essex in 1889, valued at \$7,000, and insured for \$4,471 on the vessel and \$1,700 on the outfits. She carried a crew o eighteen men two of whom were mar ried, and the owners state that they were as fine a set of young men as they ever had in one vessel. The offi-cial and correct crew list furnished by be owners is as follows: Alexen der J. McFadden, captain, 33. single

Alexender J. McFadden, captain, 33, single, Fort Hastings, N. S.
John D. Morrison, cook, 50, widow and nine children, River Inhabitants, C. B., John A. McDonald, single, Souris, F. E. I. Allen McDonald, single, Port Hood, C. B., parents at Port Hood, and leaves two sisers here. Malcolm Matheson, 33, single, Montague, Murphy, 28, single, Newfoundland. Rose, 20, single, Port au Basqu

Andrew Ryan, 22, single, Burin, N. F. Michael B. Mackey, 3, single, Bear

vessel ever returning to port, and gave out the correct crew list. Twelve command of Captain Andrew McKen-zie, and from that day to this not a whereabouts, and as she was intending to fish on grounds directly in the line of ocean steamship travel her thans-Atlantic liner crashed into and sunk her. The McKenzie was one of the finest vessels of the Gloucester fleet. She was 130 tons register, built in Essex in 1893, and owned by Hugh ters to put the additional stamps on Parkhurst and Captain McKenzie was valued at \$10,500, and was inletters with only three cents in stamps sured for \$7,000 on the vessel and \$2,000 on them. Now he declares again that but outfits. Her crew of eighteen men

were as follows: Andrew McKenzie, captain, 42, leaves wife and two children in this city, of which he has lorg been a resident. His native place was East Point, P. B. I.

James Rowe, 35, native of Bay of Bulls, N. F., where ne leaves a wife. Has fished from Gloucester for many years.

Chas. Campbell, 28, single, East Point, P. B. I. Daniel Campbell, 35, single, native of rerind, but has salled from this port for thirty years.

dames Leonard, 48, widower, native of Manidieu, C. B.; has salled from this port for twenty-eight years, part of the time as captain. For several years his home was in Danvers, Mass.

Michael Gallant, 30, Tignish, P. E. I., a leaves a wife and three children in this John E. McDonald, 35, single, Cape North,

Renzie.

Thus. Lynch, 30, single, Harbor Grace, N. F.

With Riley, 35, single, Placentia Bay, N. F.

John Firn, 30, single, Placentia Bay, N. F.

In the list the native place of the men has been given, but most of them had taken up a residence in this city and followed the fisheries for a livelihood. Together they comprised an efceptionally fine crew, for Cantain McKenzie always carried a ploked ed the fisheries uninterruptedly since the age of 17, and with marked success, making several record breaking trips to Iceland for flitched halibut. and also made records in the New foundland frozen herring fishery. Dur

ALL HANDS LOST.

Schooner Vinton Capsized and the Captain and Crew Drowned

NEYMOUTH, N. S. Jan. 10.-The schooner Vinton came ashore on the B-v of Fundy side of Trout Cove, Digby county, today battom up with the masts and sails alongside, and it is believed all hands are lost. The Vinton was owned by Captain Messenger Barton and was chartered by B. Belliveau of Belliveau's Cove with piling for Boston. She sailed from the last seen off Guil Rock, Briar island, on Friday, 24th. A schooner from

" MANCHESTER'S TONIC Condition Powder.

pilling on the Saturday following about | VETERINARY thirty miles off Briar island which load. The names of the crew were Anthur Morton of Barton, captain; Charles Allen of Weymouth, mate: Harvey Brooks, Weymouth: Vagner, Tusket; Frank Gaudet, St. termards, and young Bacon of Bar-on, seaman. The mate was the only one married of the crew, having been married only a month ago. The captain is a brother of Mrs. A. D. Foote

The Vinton was bought from parties in St. John last year. This makes the second vessel Captain Messenger has losit within a year. What seems strange in connection with the aster is that nothing was seen of the wreck from Dec. 24 until it came anhore at Trout Cove today. Nothing has been heard of the crew up to the present time. It is believed that all are lost. It is supposed that the ves-sel upset during the gale of Christmas

DEATH OF J. L. HARRIS.

Moncton Loses One of Its Most Prominent Citizens.

Was Born in Norton, Kings County, but Early in Life Took Up His Residence in Moncton.

MONCTON, Jan. 10.-The communty was profoundly moved today when t learned of the death of John L. Harris, which occurred at his residence about 11 o'clock a. m. Mr. Harris had and what shall I do for it? Patrick Poor, 36, widow and one chind, Strait of Canso, N. S.

Joseph Ryan, brother of Andrew Ryan, 25, affairs of his business, and only did affairs, Burin, N. F.

James Edwards, 22, single, St. Johns, N. F.

Adolphe Petersen, 26, single, Norway.

Warden Eisner, 28, single, Norway.

Warden Eisner, 28, single, Norway.

Warden Eisner, 28, single, Carbonear,

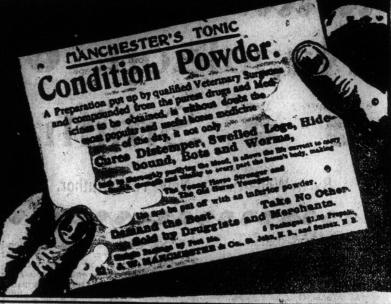
The leg ds werry painful, the horse is sick and feverish, and has been this way for the last two days.

The leg ds werry painful, the horse is sick and feverish, and has been this way for the last two days.

Ans.—Give a purgative, aloes barb. Today Messrs. Hugh Parkhurst & to his house, a good deal of the control of the schooner John E. was regarded as precarious, his demise came as a surprise as well as a mise came as a surprise as well as a surprise as well as a better than usual vesterday, and even potash acetate. Bathe the leg with this morning talking and chatting with visitors. A few moments before expiring he complained of a pain in the region of the heart, and before his medical attendant could reach him he had passed away.

John Leonard Harris was Norton, Kings county, on the 27th of September, 1833, and was consequently in the sixty-fifth year of his age. He was a son of the late Michael Spurr Harris who came to Monoton in 1836. Here John L. received a common school education and in early life became ingaged with the old shipbuilding firm of G. & J. Salter as their bookkeeper and chief business manager. Later, in 1856, the deceased associated with his brother, C. P. Harris, in the shipbuilding and general mercantile business, under the firm name of J. & C. Harris. For many years they were the leading importers of British and the leading importers of British and West India goods in this section, and the firm was well known, not only throughout the provinces but in England. They built ships which they loaded and sent to England for sale. After the decline of shipbuilding they continued their general mercantile business until the seventies, since which time they have devoted their attention chiefly to manufacturing and other enterprises. In 1877-8, they originated the idea of providing the town of Moncton, then recently incorporated, with a water and light system, their wide connection enabling them to enablist cutside capital necessary to carry the enterprise to a successful issue. In 1879-80, after the introduction to enlist cutside capital necessary to carry the enterprise to a successful is-sue. In 1879-80, after the introduction sue. In 1879-80, after the introduction of the national policy, they conceived the idea of building up manufacturing industries here, their first venture being the Moncton Sugar Refining company. In 1882 they organized the Moncton Cotton Manufacturing company. Mr. Harnis' last enterprise was the Moncton Street Railway and of all these companies he was the president and most active business man-

Mr. Harris never aspired to take a part in public life, but he was for two years chairman of the town council, when that officer was elected by the board of councillors, and he also served on the board of school trustees. He was a prominent Free Mason, being a past master of Keith lodge and past first principal of Botsford Royal Arch Chapter, as well as a member of the Knights Templar. In August, 1864, he married Mary, daughter of the late Alexander Cowie, M. D., who survives him. His children living are John H., of the firm of J. H. Harris & Co., and Kate, the wife of E. W. Jarvis, teller of the Bank of Montreal at Toronto. Deceased leaves two brothers, C. P. of Monoton, and Joseph A., barrister, of Boston, and three sisters, Mrs. Cowie, Mrs. R. Cochrane and Mrs. J. A. Humphrey of Moncton, Mr. Harris had large investments in real estate in Moncton, each having a third interest in the Moncton Land company. They also own a large block of land in the Northwest. Deceased also had \$25,000 life insurance.



DEPARTMENT

THE WEEKLY SUN takes pleasure perfected arrangements with J. W. Manchester, V. S., whereby all questions with respect to diseases of the lower animals will be answered by

All enquiries must be addressed VETERINARY DEPARTMENT.

Subscriber-I have a horse that has olotches on his skin and swellings on the side of the body. His legs are rather stocked, but he seems well nough and feeds drinks well. Ans.-Give a pint of raw linseed oil and then follow with Fowler's soluin drinking water. Moderate doses of soda sulphite, from one to two ounces daily, would be found useful.

Farmer-Is it true that steps are to be taken to prevent the docking of

Ans.-A bill will be introduced at the coming session of parliament to make docking the end of horses' tails, except the same be done by qualified veterinary surgeons or their students, a misdemeanour, runishable by fine.

Fanner—A cow three years old, due to calve the end of February next, has a hard swelling on the hind quarter of the udder. Finthing will take it away, but it returns. What is the trouble been in failing health for a year or Ans. Apply loding ointment to the

Ans.-Give a purgative, aloes friends. Indeed, he was feeling much as a drench. Also give 1-2 oz. doses of warm water and give regular evercise

MARINE MATTERS

Bktn. Florence B. Edgett, loaded, is at Digby waiting chance to sail for Buenos

Schr. E. H. Foster, Capt. Wilcox, which arrived Sunday night, made the run down from Boeton in 32 hours.

Bark Thomas Perry, Capt. Carver, from Leith, via Grimsby, for Rio Janeiro, before reported put into Portland leaky, arrived at Falmouth on the 6th, to dock for repairs.

Schr. Deer Hill, Capt. Chas. Burns, will load lumber at Jordan River, N. S., for Buenos Ayres. The Misses Merritt, daughters of Mrs. W. H. Merritt, and Miss Lou Burns, daughter of Capt. Burns, will make the voyage in the Deer Hill.

Ship Record, Capt. Getson, at Cape Town, from Barry, which was run into Dec. 18, while at anchor, by British ship Thallatta, was considerably damaged on the port quarter. ter.
Schr. Kalevala, from Halifax, with general cargo, which put into Louisburg Dec. 27 in distress, arrived at North Sydney on the 2nd inst. in tow, after landing cargo at Sydney and North Sydney. She will lay up for re-

Conducted By J. W. Manchester V. S., St. John, N. B.

By telephone nesday night, that Dr. Gamali died at 6 o'clock was in his 44th Guardian. him, and treatment prescribed in those cases where it is asked for through the Messra, Richar at Boiestown has columns of THE STIN

Weekly Sun, St. John, N. B.

The causes of board of health Jan. 8, 1898: Bro consumption, 2; plexy, 1; pneum liver, 1; pernicio tinal obstruction 1; total, 14.

Tug Storm Kin Saturday and pu off the rocks. the creek, where her cargo will be bottom is gone a wreck. Capt. J. the vessel looking the cargo.

S. Herbert Mag fises on Rodney intends conducti ness there. He of country produ beef, pork, eggs, etc., and by qui signments expec large patronage.

Miramichi deal ly over-stated in for 1897, where are 101,719,077 s. one of a few p which shipped in 1896.—Mirwad

Count Greenwik gular meeting. officers: A. L. I ley, C. D.; W. S. H. A. Cody, Chap C. W. Short, R. S R.; L. D. Fowler, ley, Jr. B.; Tho M. C. Short, Jr.

The wedding o'clock Wednesd Arnold to Wm. C street, Amherst. performed by R bride was hands tended by Miss Amherst Gazette

Miss Frances eldest daughter of Grand Falls, 1 H. Rainsford of Mark H. North were married W James' Episcopal bridge, by Rev bride was given Mr. and Mrs. No Centre street, C has many friend

Of the acciden Toronto despato Ciark Wallace is jury in the form A day or two as Much of the we on the left arm made an exam one of the large arm was fract fulness of the in arm in a sling."

The death occ Saturday evening widow of the k man, at one tim Moneton. The de in the eighty-sec had been sick b death will thereforegret by her a relatives through Trueman was bo that now pres the distinction of Two brothers res William L. P-! Miss Rebecca Pr also leaves behin P. Trueman, form two daughters. ing and Mrs. Ch n.other, a neigh the Christian ch the graces which wes held fro at 2.30.