

ST. JOHN'S SUCCESS

As the Winter Port of Canada Clearly Demonstrated.

The Reception and Lunch on the Beaver Liner Gallia.

Already the C. P. R. Has Had to Refuse Grain, and Cargo Enough in Sight for All Steamers.

Speeches by C. P. R. Traffic Manager Bosworth, Foreign Freight Agent, Supt. Timmerman, Manager Campbell, Capt. Taylor and Others.

The reception and luncheon on board the royal mail steamer Gallia at Carleton on the 6th instant, was one of the most enjoyable events of the season. The Gallia was decorated with bunting from stem to stern, and presented a fine appearance. The four tables were set running almost from one end of the saloon to the other. At the head of the first table sat the chairman, D. W. Campbell, the manager of the Beaver line. On his right were Chief Justice Tuck, Judge Esler, J. V. Ellis, M. P., Sheriff Sturdee, G. M. Bosworth, traffic manager of the C. P. R., John Corbett, foreign freight agent of the C. P. R., and James Carruthers of Montreal, one of the largest of Canada's grain exporters.

On the left of the chairman were the following gentlemen: Capt. Taylor of the Gallia, Mayor Robertson, Senator Dever, Hon. H. R. Emmerson, Hon. C. N. Skinner, Hon. A. S. White, President W. S. Fisher of the board of trade, Gen. D. B. Warner, Andrew Allan of H. & A. Allan of Montreal, the big steamship concern, and Fred Kohl, the Canadian representative of B. & S. H. Thompson, the great English hardware firm.

Among the other gentlemen present were:

- Dep. Mayor Robinson, Ald. Daniel
- Ald. McGoldrick, Ald. Millidge
- Ald. Purdy, Ald. McPherson
- Ald. Tuck, Ald. Christie
- Ald. MacNeil, Ald. Smith
- Ald. McMillan, Ald. Shaw, M.P.P.
- W. A. Porter, J. T. Logan
- A. H. Gilmore, A. C. Fairweather
- James Fleming, J. H. Arch
- F. W. Heath, Toronto, City Supt. Peters
- Chas. E. Burpee, J. M. Park
- Hon. T. B. Jones, W. Arch, Brackstone
- John Kerr, G. H. Flood
- W. B. Gerow, R. F. Harrison
- Dr. Jas. Christie, R. L. Jewell
- G. E. Leachler, E. N. Abbott
- Hon. R. J. White, Alex. Wilson
- Rev. John deSoyres, Rev. W. G. MacNeill
- Judge Forbes, J. C. McLaughlin
- Hon. J. MacLellan, James Hannay
- John McMillan, J. H. Thomson
- H. D. Teop, Dr. Carron of Gallia
- Dr. MacLellan, W. W. Shaw
- M. G. Seay, C. M. L. Troop
- W. L. Fick, W. A. Fian
- W. G. B. Allan, A. H. Notman, O.P.R.
- J. V. Russell, Geo. W. Jones
- J. W. Merritt, W. W. Shaw
- E. Sears, W. P. Salder
- Edw. Manning, S. D. Scott
- A. L. Trueman, R. L. Hathaway
- Rev. John Read, J. L. Thorne
- J. S. Harding, J. R. Stone
- Hon. J. Heath, C.P.R., James Hannay
- W. H. Thorne, A. Chip. Smith
- F. J. Harding, J. R. Warner
- Dr. Bruce, J. H. Arch
- H. H. McLean, A. Macaulay
- Thos. Park, H. A. Doherty
- J. K. Storey, J. H. Arch
- A. S. Miller, Beaver line, W. F. Besbrooks
- G. S. Mayes, John Russell, Jr.
- E. Carter, James Lick

The edibles disposed of, Manager Campbell took the floor. He extended to all a cordial welcome. It was a genuine pleasure for him to meet the gentlemen he saw before him on board the first Beaver liner which carried the mails. He then proposed the first toast, the Queen.

It was received with great applause, and the crowd sang the national anthem in a most enthusiastic manner. Then came a song, "Hearts of Oak," by W. E. Buck.

Manager Campbell next gave the toast, the governor general. It would have done Lord Aberdeen good to have heard the good things said and said regarding him.

G. S. Mayes sang the Death of Nelson so well that he was recalled. He then gave "The Old Brigade."

The health of the president of the United States was drunk about the time President McKinley was delivering his message to congress. Mr. Campbell regretted the absence of the U. S. consul, and called upon Gen. Warner, a former representative of the U. S. government at this port, to respond.

Gen. Warner was loudly cheered as he began his reply to the toast. He thanked all present in fitting terms for the cordial reception given the toast and himself. He trusted that the Beaver line would meet with every success in their business at this port.

The Star Spangled Banner was then sung.

After a song or a ditty as the singers, W. E. Vroom, termed it, with Rule Britannia for a chorus, the chairman proposed the parliament of Canada, coupling with it the names of J. V. Ellis, M. P., and J. D. Hazen, ex-M. P. Mr. Campbell said the policy of the government seemed to be to develop the trade of Canada in every way.

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importance of helping along the trade of Canada. It was his desire to see it done through Canadian ports. It was the wish both of the people and the legislators that St. John should take even a higher place than she now occupied. The people of this city were greatly interested in the movement in connection with these steamers. Since 1867 the feeling down here had been that the western provinces should show a great interest in the people down here by the sea. We all hoped to see the winter port business a success here, but in order to keep the place to the front we must keep up a continual fight. The speaker had no strong faith in the patriotism of railway companies or railway men. What these people had in view was to get the goods to the seaboard at as low a figure as possible. We would have to use a lot of persuasion to bring to our own ports this business. The present parliament were economical and desirous of doing what was in the best interests of Canada. If they were in a position to help St. John they wanted to do it. There were in Canada two winter ports, and the number would not be too many. Surely there would be business enough for both.

Mr. Hazen, ex-M. P., after returning his sincere thanks to Mr. Campbell for coupling his name with the toast, spoke of the Canadian parliament as the most important representative body in the country. He held a seat in parliament for six years, he was convinced that the members of the house were animated by a desire to promote the best interests of the fair competition. In Canada the country was governed on the party system. While it was not an ideal system, the speaker said it was a good system. He then pointed out the advantages which followed therefrom. When the boats of the Beaver line, the pioneer steamship line here during the winter, came to St. John, they were welcomed by all classes. The hope of our people was that they would succeed, and the speaker so put it at the banquet on the Lake Superior two years ago. But they were hardly looked for such a business as that which seemed to be ours during the present season. He looked back with pride to the fact that the legislature in parliament, assisted in a way small as it may have been, to induce the Beaver line to come here. The proposed fast line was mentioned, and Mr. Hazen said he hoped St. John would get it. The people of Western Canada were now anxious to do business through Canadian ports. A great factor in the success of the Beaver line had been the man who gave the head of the company and the head of the legislature. Mr. Campbell had worked hard for his company and had made for them scores of friends, which meant business. While the speaker regretted that Capt. Stewart, who presided at the luncheon on board the Lake Superior, was not present, he was glad to see seated beside Mr. Campbell Capt. Taylor, whose heroism in making the make Winnipeg across last winter gained for him such distinguished recognition at the hands of the Liverpool underwriters.

J. N. Sutherland of the C. P. R. spoke of the company to drink the health of the provincial legislature. Mr. Campbell said he attended the banquet tendered Premier Emmerson the other night. He was pleased to hear the programme laid down by that gentleman, and he carried out, could not but result in the advancement of the province's best interests. The toast was drunk with musical accompaniment, Premier Emmerson, in replying, said he had not been educated in winter port oratory, nor had it been his privilege to mix very much in the agitation so long carried on to make this the winter port of Canada. The local legislature had not the same powers as those possessed by the Dominion parliament. But the legislature would not take a second place to the other body in their desire to do for St. John. When he said this he wished it understood that he spoke not only for the government but the opposition as well. The desire of the members of both sides was to build up the port. The government of which he was the head were in a position to do what no former government could have done in the way of bringing immigrants here. In the past they could only have been brought here through other ports, but now we had these steamers coming here by which people could be landed right here. The government of the day wanted to avail themselves of this chance to bring people to New Brunswick. If the government could do anything in the way of attracting the better class of people here they desired to do it. He was unable at the moment to point out the proper course to be pursued or the best means to adopt, but nevertheless

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Mr. Corbett, the C. P. R.'s foreign freight agent, thought the railway had been well connected had aided largely in the development of this trade. The ocean tonnage fixed to load at St. John this winter was altogether inadequate to the demands that had arisen since the close of navigation in the St. Lawrence. Grain had already been secured sufficient to fill all the steamers that would come here till the end of January. Since this dinner began the railway had been compelled to refuse a quarter of a million bushels of grain. There was no reason why this should be so. Inside of five years, he was satisfied, St. John would have five hundred steamers here every winter. One question had recently been solved, and that was that it was necessary to separate the freight from the passenger business. It was no use to think St. John was bound to succeed. The two departments must be conducted separately. The boats which ran to the St. Lawrence of from 3,000 to 5,000 tons were out of date. What was wanted was steamers of the Dominion, 12,000 tons, in great numbers that description were in use in the services between Great Britain and various American ports. Competition was so keen that these large boats were able to secure the business. Instead of going to Montreal and then to St. John, the steamers to Montreal were going to put on larger boats. This would give a great impetus to the business. Mr. Carruthers, who sat near him, said this was a 3,000,000 bushels of grain. This gentleman assured him that no Ontario grain would find an outlet through an American port except Portland. There was plenty of business both for St. John and Portland. St. John was bound to succeed, for the people of Canada were determined to support a Canadian port. He trusted that the fast line would come here. The new railway lines being built on the other side of the Dominion would result in a great increase in business for the large railway lines. The population of the country was bound to increase, in fact he felt sure there would be an increase of a million within five years. He suggested that the Beaver line on this line addition to their fleet, and added that he hoped Mr. Campbell would become the manager of the fast line.

J. N. Sutherland gave another song, and then the sentiment, Trade and Commerce, was proposed in the evening. Mr. Campbell thanked Premier Fisher of the board of trade and Mr. Sutherland of the C. P. R. for the work they had accomplished in the west. They had very materially advanced the interests of the port. For freights coming this way the steamers had to depend almost entirely on the good will of the merchants. They could give a vessel cargo or make her come over night. This had been done by the gentlemen mentioned by him and therefore much appreciated, and the Beaver line canvassers reported to him that their efforts could not be otherwise than productive of most interesting results. Mr. Campbell called attention to the great business carried on by Mr. Carruthers.

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Mr. Carruthers said he, as a member of the Montreal and Toronto boards of trade, would do all he could to help St. John along. He would send here all the grain he could for shipment. But another elevator was needed and at once too. More steamers were also required. Ontario could during the winter months supply grain for five times as many steamers as were coming here. St. John, he sincerely hoped, would progress, and it would delight the people of the west to hear of the success of this place.

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OUR NEW STORY.

The Fifth Installment of "Napoleon Smith" appears in This Issue of the Weekly Sun.

Napoleon the Great was a great source of wealth and fame to numerous folk who lived subsequently to his demise. Of his numerous descendants none are more entertaining than

BOARD OF TRADE.

The Annual Report Shows a Year of Growth.

The annual meeting of the board of trade was held on the 6th. President Fisher was in the chair, and there were also present Secretary Allison, D. J. McLaughlin, S. Schofield, W. Frank Hatheway, E. L. Rising, T. H. Hall, C. E. Leachler, H. A. Harvey, H. H. Pickett, John Sealy, Thos. L. Hay, C. S. Mayes, A. H. Hewat, Capt. Kitchin, F. Dykeman, J. A. Lilely, W. M. Jarvis, J. S. Knowles, J. S. Gibbon, Mayor Robertson, W. G. Scovill, Andrew Malcolm, W. C. Pitfield, E. A. Smith, I. H. Northrup, Col. Markham, S. D. Scott, E. B. Emerson, W. H. Thorne, J. C. Robertson, J. J. Barry, Thos. McAvity.

The council in their annual report notified a gratifying increase in the board membership. Fitting tributes were paid to the memory of the late Robert Cruikshank and Ina Cornwall. The valuable reading room of the board, the aid given the board by the newspapers, the Warwick Investigation, the application for light ships at the Lunenburg wharf, the Partridge Island and an additional light house on Seal Island and the pilotage inquiry were also referred to; and the proposed insolvency legislation, the life boat service, the passenger law, the commercial travellers' tax, the recent C. P. R. terminal facilities, the efforts to better advertise the port, marine insurance matters, harbor survey, President Fisher's visit to England and the proposed amendments to the board meeting, the question of opening the port of Belfast to the cattle trade, the load line question, the proposed pork packing industry, the steamship subsidies, tourist matters and others that had occupied the attention of the board in the past year were briefly touched upon, showing that the board had been very active and dealt with many subjects of great importance to this city and port.

Regarding the life boat service the council was assured that one station will be established at Grand Manan during the next year. They understand that ample terminal facilities will be provided for the I. C. R. The St. John board of underwriters state that they are prepared to accept the same rates from British ports to St. John as to Portland or Boston. When the harbor survey is completed it is expected the government will proceed with the work of deepening the channel at the harbor entrance. Of the pork packing business the report says: "A question as to the ability of the New Brunswick farmers to supply the requisite number of hogs having arisen, the board are now communicating with the farmers through the various agricultural societies in order to obtain the information. A number of replies have been received, all of which speak hopefully of an increased production, and much interest is being manifested in the subject by the farmers."

The financial statement showed balance on hand at first of year \$428.57; receipts from subscriptions, \$1,335; rentals, \$241; total, \$2,004.57. The disbursements were \$1,345.81, leaving a balance of \$718.76. There are outstanding \$245 in subscriptions and outstanding accounts \$37.37, leaving the total balance \$953.33 to the credit of the board.

The following officers were elected for the ensuing year: President, D. J. McLaughlin; vice-president, W. M. Jarvis; secretary, W. S. Fisher; W. F. Hatheway, W. G. Scovill, John Sealy, S. Schofield, W. C. Pitfield, Thos. McAvity, J. A. Lilely, H. A. Drury and Geo. Robertson, these to elect six others at their first meeting.

Last year's board of arbitration was re-appointed, with the substitution of H. A. Drury in place of the late Robt. Cruikshank.

The McLaughlin expressed his thanks for the great honor done him in electing him to the chair. He eulogized Mr. Fisher in the highest terms for the great work he had done during his term. For himself, he would perform his duties to the very best of his ability. He felt that the membership of the board should be much larger. The outlook for the port is bright, and we feel that we are on the road to prosperity. The board of trade has done splendid work in advancing the interests of the water port, and it deserves well of the business men of St. John. The board should be as large as that of Portland, and he hoped it would be before the end of the year.

Mr. Jarvis also expressed his thanks, and paid a high compliment to the valuable work done by the board for the city and the port. He spoke of the zealous work done by Mr. Fisher, and also by Mr. McLaughlin. He felt there should be a larger membership, and that ere long St. John should have a board of trade building. And whenever a member goes abroad he should always keep St. John and its advantages to the front.

On motion of Mr. McLaughlin, seconded by W. M. Jarvis, the thanks of the board were tendered to W. S. Fisher for his valuable work for St. John on his recent western trip.

Mr. Fisher acknowledged the vote in fitting terms, and the board adjourned.

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J. N. Sutherland gave another song, and then the sentiment, Trade and Commerce, was proposed in the evening. Mr. Campbell thanked Premier Fisher of the board of trade and Mr. Sutherland of the C. P. R. for the work they had accomplished in the west. They had very materially advanced the interests of the port. For freights coming this way the steamers had to depend almost entirely on the good will of the merchants. They could give a vessel cargo or make her come over night. This had been done by the gentlemen mentioned by him and therefore much appreciated, and the Beaver line canvassers reported to him that their efforts could not be otherwise than productive of most interesting results. Mr. Campbell called attention to the great business carried on by Mr. Carruthers.

Mr. Fisher said he and Mr. Sutherland were well received wherever they went in the west. He was convinced the merchants up there would use the port of St. John whenever it was possible.

Mr. Carruthers said he, as a member of the Montreal and Toronto boards of trade, would do all he could to help St. John along. He would send here all the grain he could for shipment. But another elevator was needed and at once too. More steamers were also required. Ontario could during the winter months supply grain for five times as many steamers as were coming here. St. John, he sincerely hoped, would progress, and it would delight the people of the west to hear of the success of this place.

Chief Justice Tuck here proposed the health of Manager Campbell and Capt. Taylor in a very entertaining speech. The toast was drunk with all the honors possible. Mr. Campbell in reply said he was glad to welcome so many of St. John's people on board the Gallia. He spoke in the highest terms of Capt. Taylor, saying he was much above the ordinary standard of the country. He was a worthy Canadian enterprise and it was to their interests to help along everything that was Canadian. He had listened with pleasure to Premier Emmerson's statement as to the progress of the port of St. John. While Montreal, in the province of Quebec, was the speaker's home, St. John, in New Brunswick, was his adopted home. He felt a great interest in this province and would love to see her prosper and increase. He would therefore give free of charge facilities to two or three men to visit Europe in the hope of attracting people here. It would be in the interest of the line to have the population increase. The steamers had got very little cargo from New Brunswick so far, but now a butcher was asking for space for dressed meat. If our people would produce the right sort of stock they would find a good market for it in England. He had always desired to see St. John built up, and he was gratified to see such a successful season's business opened up. Mr. Bosworth had just promised him 3,000 barrels of Ontario apples for shipment. Mr. Campbell then referred briefly to the Gallia and her accommodations.

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LEGAL NEWSPAPER DECISIONS.

1. Any person who takes a paper regularly from the Post Office, whether directed to his address or another, or whether he has subscribed or not—is responsible for the pay.

SPECIAL NOTICE.

Owing to the considerable number of complaints as to the miscarriage of letters said to contain money remitted to this office, we have to request our subscribers and agents when sending money to THE SUN to do so by post office order or registered letter, in which case the remittance will be at our own risk.

THE WEEKLY SUN

Is the most vigorous paper in the Maritime Provinces—15 pages—\$1.00 a year in advance.

ADVERTISING RATES.

\$1.00 per inch for ordinary transient advertising.

THIS PAPER IS MAILED REGULARLY TO ITS SUBSCRIBERS UNTIL A DEFINITE ORDER TO DISCONTINUE IS RECEIVED AND ALL ARREARS ARE PAID IN FULL.

SUN PRINTING COMPANY, ALFRED MARKHAM, Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., DECEMBER 15, 1897.

WHEAT GROWING IN NEW BRUNSWICK.

Mr. Emmerson's scheme for increasing the production of wheat in this province by subsidizing flour mills and bonusing wheat growers, proceeds on the assumption that it is better for the farmer to grow wheat than to grow other crops.

THE HISTORY OF ANNAPOLIS COUNTY.

Annapolis is the name of a Nova Scotia county and of its chief town. Athens is now a second rate city in southern Europe.

UNANIMOUS ALTARS.

It was not for the sake of the things we sought, nor the foolish crowns we craved, nor yet for the sake of those ancient gods our fathers fought and died for.

PROVINCE.

HOPEWELL H. Hattle Tingley of the late St. John's married last evening her only son, the late Mr. E. H. Tingley.

ALBIE.

It was not for the bronze and the gold we gave, nor the jeweled crowns we craved, nor yet for the sake of those ancient gods our fathers fought and died for.

HUNTER AND CROSSLEY.

Two years ago, Oct. 5th, we started for the eastern provinces, expecting to be away for about six months, but we were so much pleased with the people, and the revival work extended so gloriously, that we were constrained to extend our visit.

CARLETON.

WOODSTOCK, N. B. The trial of the Woodstock Co. v. Moore was completed on Friday.

ANOTHER NEW RIFLE.

The rifle invented by T. R. R. Ashton of Victoria, Australia, has caused much discussion and speculation among the military authorities in Australia and England.

Distressing Dyspepsia.

The Miserable Lives of Dyspeptics made glad by KOOTENAY CURE.

PILE-SWAYNE'S OINTMENT.

ABSOLUTELY CURE. PILES—ITCHING PILES—SWAYNE'S OINTMENT.

To Whom it May Concern:

This is to give notice that on and after the date hereof I shall neither collect nor pay any portions of the earnings or debts due, or contracted, by my minor daughter, Maude Perry.

TRUE POLITENESS.

(San Francisco Argonaut.) When Lord Dufferin was Viceroy of India he had a "shikarry," or sporting party, whose special duty was to attend the visitors at the viceregal court on their shooting excursions.

THE HISTORY OF ANNAPOLIS COUNTY.

Annapolis is the name of a Nova Scotia county and of its chief town. Athens is now a second rate city in southern Europe. The history of Athens is not the record of the fortunes of a town but the story of old world and its intellectual activities.

Such is the claim with which the historian of Annapolis opened the story which he was not spared to complete. The late W. A. Calne, who was early impressed with the responsibility that rested on him to give the world a connected history of his own country.

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Let it be that the bounds of the Earth shall come to the ends of the world, and stand a fool in the eyes of the world—but O never a fool in Her's!

So the years of his barren youth went by, with the one word left unspoken, and the blood in his weary heart ran dry and his gleaming strength was broken.

But to those who haggled and fought and fell, for the fame he met with laughter, the eagle that he carried on the face of the thing he hungered after.

And he stood, at the end, in our wondering eyes, for all that he held us cure, for more of a god than a fool, indeed, but ever a fool in Her's!

Two years ago, Oct. 5th, we started for the eastern provinces, expecting to be away for about six months, but we were so much pleased with the people, and the revival work extended so gloriously, that we were constrained to extend our visit.

We are promised for union meetings in Milton for December, Galt for January, Toronto for February, and Burlington for March.

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ANCE COLUMN.

Christian Temperance Union of St. John.

the wise and the ignorant... the end you estimate the

CONVENTION NOTES. Miss Willard, kept the election of officers elected by a vote of

ed that when a discrepancy between the number and the report of the credentials, that if the section was not affected remain as stated.

ominated the vice-president. She also claimed back on a motion from at consent of the meet-

even tellers appointed. tion convention the were: Mrs. Rutherford, Amelia Yeomans, vice-

ing secretary, Mrs. Hordley secretary, and assurer.

ed that the Dominion future meet biennially ally.

setting for election of county W. C. T. U. will Orange hall, Germania ay, Dec. 14th, at 2.30. l be for business, and noon session only. As tant matters to decide ce is earnestly re-

BRUNSWICK. Co.—The third an- of Northumberland met in the Mission Sept. 21st, at 10 a. m. exercises and reading leers for the ensuing

ma. L. Brown, vice- Troy, corresponding Falconer, recording Park, treasurer. Mrs. d an essay entitled Pure. Mrs. Lewson d made very interest- remarks on the sub- titude prayer service y Mrs. G. Harrison. on opened at 2 p. m. in the devotional ex- an interesting talk chap, 27th verse. ions were passed on the plebiscite, against

extending "rigors" in military schools, and not by physicians, in life for two, parlor, erance meetings. paper on Why Should W. C. T. U.? pre- Beale Whitner, was lead.

own of Chatham read heron Hereditarily. A pointed to prepare a use of local taxes, was introduced to a short address, at in the work. Res- in Chatham and Der- of visitors, attend- ing the day.

ing God Be With You ain.

8—Miss Frances E. dent of the World's accepted the resigna- ephine Butler as the quity depart- of the movement say- ar and explicit state- the recent resolution in the president's an- would be useless to eess with greater oposition of white rib- where to any form of social vice.

OG IS LIKE. live at some points east of North Am- that they know some- to get a fair idea ticle we turn to the count of one day's 23 was a rather

Company) The South- continue some of their with-western service Cabmen lost their were taken a long destination. "Trains at the points at the fog was re- killing of a train eath. Mr. Austin was to have ad- dents at Hay Mills, be to drive on the ve up the meeting. ere held in one hall dies of people who rier in the fog. At oman, going to the talked into the canal

A man was run At Crossley one at Barr three men at all three deaths

EN ARE HAPPY. at the catch of her- this fall has been 40,000 barrels. 50 per cent. of the at prices ranging r barrel. The bal- have been kept for ll be seen, that the he pile of money in ur fishermen. At alone it is said the 800 barrels—Shel-

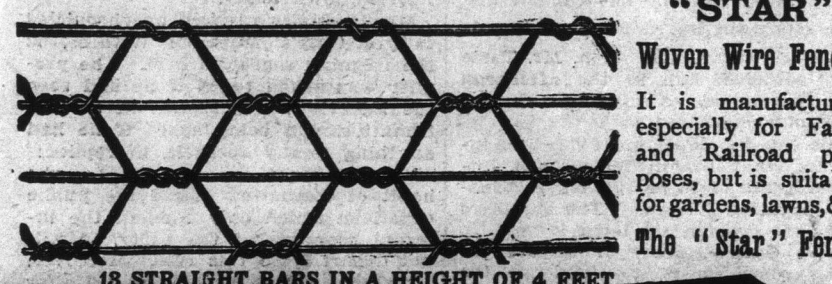
ANTIQUITY. vation in the met- ols. Der at Bahari- ous temple, has been and placed in a good same has also been of Luxor. Three hun- in removed. The largest and most the world.—"Antiquarian

SENSIBLE, USEFUL AND BENEFICIAL Presents For Christmas

Captivating New Ties, in 4 in-hand Bows, Ascots and made up—Handkerchiefs, All Colors and prices, White Initial—Scarfs, Silk in varied colors—Gloves, in every variety—Umbrellas; Canes, fancy—Watches, American—Waterproof Coats, guaranteed—Clothing, none better. Prices are low at

FRASER, FRASER & CO'S, ...CHEAPSIDE. 40 and 42 King Street, St. John, N. B.

60 CENTS WILL BUY 16 1/2 FEET OF 4 FEET HIGH. "STAR"



It is manufactured especially for Farm and Railroad purposes, but is suitable for gardens, lawns, &c. The "Star" Fence

IS STRAIGHT BARS IN A HEIGHT OF 4 FEET. Is the Farmer's Best Friend!

MANUFACTURED BY THE WIRE FENCE MANUFACTURING CO., ST. JOHN N. B.

A. J. MACHUM, Manager. E. B. KETCHUM, Secretary

TELEGRAPHIC NEWS.

QUEBEC. MONTREAL, Dec. 7.—A. Davies, who has been appointed consulting engineer of government railways, returned to the city after a tour of the principal locomotive building works in the country. His mission was to select a locomotive for a standard of the Intercolonial. He selected a machine built by the Baldwin works, which is now here. Mr. Davies says the Intercolonial stock will be put on a high plane of excellence and he expects as a result the express train will be able to maintain a speed of fifty miles an hour between Montreal and Halifax.

MONTREAL, Dec. 8.—The Klondike through service negotiations via Sitka are still proceeding. One steamer has been bought for the Vancouver-Port Wrangle service. Mr. Léon, the great provision merchant, is making large shipments, and establishing a depot at Vancouver for the Yukon business.

Whether due to the tariff or not, Canadian purchases in England are largely increasing. The British exports to Canada in 1897 increased 35 per cent, compared with November, 1896, while British exports to all countries have increased only six per cent. The Commission, linen, worsted, woolen, and carpet manufactures. Tin plates and earthen and china ware, exports to Canada for eleven months decreased seven per cent. The British exports to all countries decreased two per cent. On the other hand, Canada is making great strides in the British produce markets, having sold 24 per cent more in November and 23 per cent more in eleven months. British imports from all countries increased three per cent only for both periods. Wheat increased in November \$235,000, wheat and flour \$27,000, and lumber \$28,000.

J. H. Hardwell, who has been chief clerk under E. Tiffin, Canadian Pacific freight agent at Toronto, has been appointed division freight agent of the Intercolonial, with headquarters at Montreal. Mr. Hardwell will take charge on January 1st. His division will extend from Montreal to St. Flavie. He will also have charge of the agency at Toronto and western district.

MONTREAL, Dec. 8.—The Star's London cable says: It is stated in unbiased circles in the city that Hon. Mr. Dobell, now on his way back to Canada, carries a report to the government from Mr. Petersen that he has not succeeded in the fast line negotiations. Mr. Petersen is still negotiating, but it is believed other means of obtaining the service must be found.

MONTREAL, Dec. 9. Hon. Mr. Blair and Mr. Pottinger arrived in the city this morning from the east. They spent several hours at Levis yesterday looking over the government road facilities at that point. Today, in company with A. H. Harris, traffic manager, they went down to Hochelaga and had a look at the model of the engine recently purchased from the Baldwin locomotive works. The officials also talked over a number of matters incidental to the approaching completion of arrangements for the running of the Intercolonial trains into the city. This afternoon the two officials left for Ottawa with Hon. Mr. Blair, where a conference will take place, when important matters of policy connected with the road will be taken into consideration.

MONTREAL, Dec. 10.—Christian Endeavor unions here have decided to take a hand in the coming municipal elections.

ONTARIO. TORONTO, Dec. 8.—Hon. Edward Blake will sail for Ireland on the 29th inst., on the Teutonic from New York.

TORONTO, Dec. 8.—The Evening Telegram's London cable says: The Dominion government agent, Mr. Crandall, who has made a special study of fruit shipments from Canada, will make an exhaustive report on the subject. He sails for Canada on Dec. 15.

TORONTO, Dec. 10.—The Ontario estimates were brought down today. The amount asked for is \$3,397,857, about the same as last year. The evening Telegram's London cable says there is considerable criticism there over the paragraph in Mr. Blake's speech in which he said that after confederation England relied on Canada to defend herself. It is said there is no truth in this.

A deputaion of Ontario lumbermen waited on the government today and

ONTARIO AND QUEBEC

Seizure of an American Fishing Schooner on the Black List.

Liberals Have Asked the Pope to Send a Papal Nuncio to Canada.

Mr. Blair Has a Conference With Mr. Harris and Other I. C. R. Officials.

OTTAWA, Dec. 12.—The customs department were notified today of the seizure by Capt. Knowlton of the government cruiser Osprey of an American fishing schooner which has been on the black list for some months. The vessel visited Lockport some months ago, effected repairs and will be departed without even communicating with the customs. She is liable to a fine of \$300 if the full penalty is imposed.

Many applications have been received at the customs department from Americans for permission to take goods into Alaska via Canadian territory to boat. The matter will doubtless be mutually arranged between the two governments.

Winipeg papers contend that the Hudson Bay expedition this year is valueless, as the iron vessel was not used. Commander Wakelin says if the vessel which Mr. Sutherland suggested had been taken she would have gone to the bottom in the ice ship which caught the Diana early in July. He believes the period of navigation in the straits for iron vessels is very limited.

The ministers still decline to say anything in reference to the alleged seizure of the vessel for a papal nuncio to be sent here. It is learned that while the government as a government has not made any such request, yet overtures were actually made to the pope. At a private meeting some months ago it was decided to request that such a nuncio be sent out in order that he might prevent any interference from bishops in the north.

Mr. Louis Davies has sent communications to many of his political friends in Nova Scotia and New Brunswick that he contemplates making a regulation forbidding the catch of lobsters in the Bay of Fundy between January 1st under 10-12 inches. The regulation will apply to that portion of the bay from Chignecto as far as Cape Sable. It is also contemplated that the United States when under 10-12 inches.

A story is in circulation that when the present session of the Quebec legislature is concluded Sir Adolphe Chapleau may be sent to France to represent Canada at the world's fair of 1900.

Hon. Mr. Sifton's Yukon mining regulations are being revised by a committee of the ministers of the Interior, Marine and Justice. They have decided to amend the royalty regulation by exempting the sum necessary for developing the claim for a year. The committee will probably abandon the alternate claim reservation scheme and instead make a government reserve in blocks of ten claims.

ST. CATHARINES, Ont., Dec. 13.—Rev. S. J. Woodruff, rector of St. David's church, Homer, has accepted a call to New Glasgow, N. S.

MONTREAL, Dec. 15.—A. H. Harris, traffic manager of the Intercolonial, is back from a conference of the chief officials of the road with Hon. Mr. Blair. Many important matters affecting the policy of the road are under consideration. He will be away several appointments, but they have not yet been made public.

Today Harris had a meeting with the chief passenger officials of the road, including John M. Lyons, general passenger agent, Montreal; J. B. Lambkin, recently appointed district passenger superintendent. The questions of detail were under discussion with a view to general reorganization of the Intercolonial train service by the extended territory over which the Intercolonial hereafter proposes to exert a business influence. An official of the road said today that the undertaking which Intercolonial trains would commence to run into Montreal over the Drummond county and Grand Trunk railways has not been definitely settled, but it would in all probability be the January 1.

Ouellette, general traffic manager of the Drummond county railway, has been appointed superintendent of the I. C. R. between St. Flavie and Montreal, and has gone to Montreal to make arrangements in connection with the new office.

Mr. William Van Horne stated this morning that the newspaper report which said he was desirous of purchasing the Canada Eastern railway, or had opened negotiations to do so, was entirely without foundation. The Canadian Pacific have made no offer for the line, nor is it their intention to. On the other hand, however, it will not be surprising if this piece of road passes over into the hands of the Intercolonial before a very great length of time.

TORONTO, Dec. 1.—Mrs. Janey Carlyle remains the only surviving sister of Thomas Carlyle, the well known English author, and last member of the family died here today at the residence of W. J. Laine, her son-in-law. She had many of the characteristics of her celebrated brother, without his mental powers. She was 85 years old.

TORONTO, Dec. 14.—Robert Simpson, one of the city's leading merchants and proprietor of one of the largest department stores in Canada, died shortly after midnight, a blood vessel having been ruptured in his head yesterday.

Old Lady.—"Where is your husband, Mrs. Le Long?" Mrs. De Long—"He couldn't come; he has the rheumatism all over him." "Goodness me! And he's over six feet high!"—Tit-Bits.

THE WEEKLY SUN \$1 a Year.

MANCHESTER, ROBERTSON & ALLISON,

St. John, N. B.

Dry Goods, Clothing, Carpets and Furniture.

Men's Ulsters.

Heavy Frieze, well lined, Deep Storm Collars,

\$5.00, - \$6.00, - \$8.00.

Extra Qualities \$10.00, \$12.00.

Men's Reefers.

Grey Frieze, Deep Storm Collars \$5.00.

Extra Quality Blue Beaver \$7.50, \$10.75.

Men's Overcoats.

Blue Beaver \$8.25, \$10.00.

Black Beaver \$6.75, \$12.00.

Black Melton \$10.00, \$13.90.

Blue Melton \$13.90,

Dark Grey Cheviot \$15.00.

The best overcoats that can be produced for the price.

Manchester, Robertson & Allison.

SUICIDE OF A HORSE.

MONTREAL, Dec. 10.—Harry Wilson, who has just returned to Montreal from the Klondike, says the horses used for carrying the supplies over the passes are being continuously over-loaded and abused. He saw one such animal staggering under its load, after being beaten and cruelly treated by its driver, actually leave the path and walk thirty feet out to the edge of the precipice and deliberately fling itself over, load and all. It was a clear case of premeditated suicide.

MEMORANDUM.

The College Will Close for the Holidays Next Thursday—Among

ST. JOSEPH'S COLLEGE, Dec. 20.—The Rev. Fr. Arsenault, C.S.C., and his brother Toussaint Arsenault, have been called home on account of the serious illness of their father, Senator Arsenault of P. E. Island.

The St. Joseph's college, A. A. A. held a very successful meeting last Thursday. The treasurer's report showed the association to be in good financial standing, and disclosed also an increase in membership. The college gymnasium has been turned over to the Athletic association this year, and the managers are making it the attractive spot for the boys during the winter months. Several improvements have been made in the reading room. A large number of new periodicals have been added to the former list, and now the leading papers and magazines of Canada and the United States are at the disposal of the members.

The third public meeting of the united St. Patrick's and St. John the Baptist societies was held this evening and the following programme carried out: Piano solo, A. Melanson; declamation, Regulars to the Roman Senate, C. Hannigan; French debate, "Resolved, that steam is more beneficial to mankind than printing," vocal solo, Wm. C. Gallagher; vocal solo, Alph. Peneault; declamation, Kosuth's Farewell to His Country, M. C. Collins; piano solo, Am. Melanson. The declamations and the piano selections were exceedingly rendered, and won merited applause. The debate was spirited and interesting, F. Richard and W. Dube for the affirmative and A. Demers and M. Cormier the negative all doing themselves credit.

Rev. Louis Guertin, C.S.C., D.D., in some well chosen remarks summed up the different points brought forward by the debaters and decided in favor of the affirmative. The decision was received with rounds of applause. It was announced at the meeting that on next Sunday evening the Rev. A. E. O'Neill, C.S.C., would deliver for the students a lecture on The Cross and the Shamrock.

Lefebvre hall is being fitted with a steam heating apparatus by LeBlanc Bros. of Fox Creek.

The college will close for the Christmas holidays on the 23rd of the month, and studies will be resumed on the 23rd of January, 1898.

COCK OF THE NORTH.

Mc'or Sam Hugh's of the Lindsay Warder, who passed through the city the other day on his way to Australia, says the Vancouver World, in one of its letters descriptive of his recent visit to Scotland, tells a hilarious story of the bagpipes: Here it is: "It is said that on one occasion in the Crimea there were 42 wounded soldiers in a room, all doing well except a scrawny hero of Sir Colin Campbell's famous Highland brigade. As he lay from day to day, slowly dying, he heard best to the 'Highland Home in Lochaber,' and he longed to hear the bagpipes. His request was granted. The pipes played around the room for an hour and the Highlander recovered—but the remaining 41 died."

CANADIAN SWINE TO THE FRONT.

BRANTFORD, Ont., Dec. 10.—The annual meeting of the Dominion Swine Breeders' association in connection with the provincial fat stock show took place at the Grand Trunk reading room last evening. There was a good attendance of members. After the transaction of some formal business the president, Mr. Brothour, delivered his annual address, in which he said: "It affords me great pleasure to be able to congratulate you upon the splendid advance which has been made by the Dominion Swine Breeders' association during the two years which I have had the honor of being president. I am pleased to say that we have had the utmost harmony existing among the members of our association, and they have all worked

PUBLIC OPINION.

Hon. Mr. Emmerson's Wheat Bonus. (Richibucto Review.)

It is questionable to what extent such an effort on the part of the government to encourage the growth of wheat would be advisable under existing circumstances. Our intelligent farmers know what are the most profitable crops for them to raise, and if other cereals or roots pay better, it would not be prudent to encourage the raising of wheat (unless for home consumption) in which New Brunswick cannot successfully compete with our western prairie provinces. It is to be hoped, however, this so-called "farmer's policy" is not a mere play upon words and a bid for political support from the agriculturists. If Mr. Emmerson had felt that the circumstances justified him in declaring for a reduction of the public expenditure and a lightening of the taxation, which the government have found it necessary to impose, not only on farmers but business men, merchants, mechanics and all classes of the community would have been gratified to receive such a declaration of policy.

(St. John Telegraph.)

The time seems to have come when a change should be made, and when our farmers should make what a part of their regular routine of crops.

(Sackville Post.)

An acre of wheat will produce about two and a half barrels of flour, this at \$5 per barrel, the price at which a barrel of good imported flour can usually be bought for, would amount to \$12.50. Now suppose oats were sown on this same ground. The yield would not be less than 40 bushels, at 40c. per bushel we have \$16, and in addition to this we have the straw, worth \$4 per ton, while the wheat straw may be used only for bedding purposes. This \$16 would buy three barrels of flour, better than could be got out of the home raised wheat by any process. In addition the farmer would have a dollar to the good and all his straw.

Suppose the farmer planted potatoes on his acre of ground, he should have in the fall at least 150 bushels of marketable potatoes, at 30 cents per bushel we have \$45, and in addition to this the farmer would be sure of several bushels of small potatoes always worth something to feed his hogs. It may be contended that the potato crop is not certain. It is as certain as any other crop grown on the farm, and much more certain than the wheat crop. Of course growing potatoes requires more work, but if the farmer is simply repaid for his work why should he grumble?

Now let us take just one more case. Suppose the farmer instead of cultivating the land at all, allowed his acre of rich ground to produce hay. Such ground should yield at least two tons, at \$8 per ton we have \$16, enough to buy three barrels of flour and with a trifle to the good.

(Bathurst Courier.)

The idea of bonussing wheat mills has been advocated for some time by Mr. Veniot, M. P. P. * * * Mr. Veniot ought to be proud to see his project obtain government approbation. It is a magnificent idea and demonstrates that he has always at heart the interests of the farmers of the county of Gloucester.

Had to Stop and Rest Because of Heart Trouble.

Mrs. Eliza Cook, 109 Palmerston Ave., Toronto, says: "Seven years ago I had the grip, followed by inflammation of the lungs. I have been afflicted ever since with heart trouble. To walk any way



fast would make me gasp for breath, and many a time I have had to stop on the street to rest and regain my breath. I had had another spell at night, and my nerves were much unstrung. Anything annoying or worrying me produced extreme weakness and would set my heart beating so fast that I thought I was dying. Sometimes I would become so nervous as to tremble like a leaf.

I began taking Millbur's Heart and Nerve Pills early last February, and have been getting better ever since. My nerves are much stronger. I can walk without difficulty, and the palpitation, fluttering of the heart, shortness of breath and nervousness trouble me no more.

I gladly recommend these pills as the best medicine I know of for heart and nerve troubles on account of the great good they have done in my case."

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PROVINCIAL NEWS.

ALBERT CO.

Rev. C. W. Hamilton returned last night from a three days' trip through the parish of Springfield. The object of this visit was to assist in missionary and anniversary services. He addressed meetings at three points...

WATERBURY, Albert Co., Dec. 7.—The proprietors of marsh lands in this locality have spent about \$2,000 during the past summer in building new dykes and aboiteaus. About fifty acres of valuable new marsh will be reclaimed. Two large flumes have been placed in the aboiteaus for flowing the old marsh during the fall and winter...

KINGS CO.

BELLEISLE CRIBBEK, Kings Co., Dec. 9.—A large number of beautiful and substantial presents were received by Mr. and Mrs. John Driscoll recently when about 200 people assembled at their twentieth wedding anniversary.

A very enjoyable evening was spent by Foresters and friends of Court Belleisle at Thomas Scott's. About 160 sat down to supper. A nice school house has been built in Scoville Brook district. Miss Helen Sharp will take charge next term.

CORN HILL, Kings Co., Dec. 8.—The meeting held by Messrs. Hopkins and Dillon on the 2nd inst. in the interest of dairying was well attended.

The Farmers and Dairyman's Association held its fifth annual supper last night at the residence of Alexander Brown. A large number were present and a very pleasant time was spent. Towards the close of the evening short speeches were made by the president and others.

The association has held some interesting meetings of late. Monday night the benefit of a pork packing establishment in the province was discussed. The farmers in this vicinity raise a good deal of pork, but the amount would be greatly increased if better prices were procured. A resolution passed was forwarded to the St. John Board of Trade.

A nice organ has been placed in the F. C. Baptist church. Rev. F. G. Francis, late of Nova Scotia, who has been engaged here, preached his first sermon on Sunday, Dec. 13. He was assisted by Messrs. J. P. Blain, who interviewed last about the proposition to take the mails away from the railway and have them conveyed to and from Havelock by team, said no notice would be done until Col. Donville, M. P., returns home. It would thus appear that if a change is made, Mr. Donville will have to bear the burden.

Wm. Fowler and Jean, daughter of Daniel Burrows, were married on Wednesday at the Baptist parsonage by the Rev. Mr. Snell. The superior school of Havelock has engaged Mr. Stieritt, late of Elgin, as teacher.

SUSSEX, Dec. 11.—R. La Bert Tweedie, barrister and referee, resumed today the hearing under a decree in equity ordering the partition of certain lands, houses, etc., belonging to the estate of the late Skelton Boles and before mentioned as being located in the centre of the best part of the town. John M. Klein was appointed surveyor and Miss Mowat photographer. The premises were viewed and some evidence taken. A. T. Trueman, barrister, St. John, was among those present.

The following officers of Admiral Nelson lodge, No. 124, L. O. A., were elected last night for the ensuing year: J. M. McIntyre, W. M.; W. A. Leak, D. M.; Thomas Cosgrove, chaplain; Geo. S. Dryden, R. S.; D. C. Gambell, treasurer; C. R. Mitchell, F. S.; Geo. W. Fowler, lecturer; Samuel Kilian, Jr., D. C.; Jas. R. McLean, Fred Morrison, Mr. J. McCain, H. L. Campbell, Sheppan Dryden, committee.

A farm belonging to the late William Scott of Norton was sold today at auction in front of the Dominion building on account of a judgment at the suit of J. M. McIntyre, barrister, against the said Scott, and was bid in by Fred L. Fairweather, barrister, for the sum of seventy-five dollars.

Dr. Alward, Q. C., was in Sussex today on legal business in connection with the Coughle estate. T. Burke, inspector of inland revenue, made an official visit to Sussex today. Ed. H. McAlpine, barrister, of St. John, arrived here this afternoon and held a long conference with Fred L. Fairweather, barrister.

Wallace Bros., builders, began the erection of a small cottage on the road leading to the Sussex cemetery for S. H. White & Co. today.

A Sussex correspondent writes: If everybody did as you do, how would you like it?

THE MARKETS.

Revised Every Monday for the Weekly Sun.

COUNTRY MARKET.

The very mild weather last week was hard on the meat and poultry trade. The price of pork varies with the weather, but is very difficult to get so for anything. Christmas demand. Countrymen were asked for strictly fresh on Saturday, but the stock is 14 to 16c in lots. In vegetables, especially the potato grades. Cabbages are a little higher, with some choice stock offered.

Wholesale.

Table listing various goods and their prices, including Beef (butcher's) per carcass, Butter (country) per lb., Eggs, etc.

Wholesale.

Table listing various goods and their prices, including Beef (country) per lb., Pork, Butter, etc.

Wholesale.

Table listing various goods and their prices, including Beef, Pork, Butter, etc.

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OTTAWA NEWS.

Government Will Investigate Crow's Nest Complaints.

Parliament prorogued until Twenty-fourth of Next January.

The Revenue for Five Months Shows a Decrease of Eighty Thousand Dollars.

OTTAWA, Dec. 7.—The cabinet met this afternoon but nothing of importance was transacted. Hon. Mr. Tarte only returned late in the afternoon and the judicial changes in Quebec were not considered.

The interior department has been informed that Major Walsh has imposed a tax of \$2 per gallon on whiskey entering Yukon. The distillers think the amount too large.

Wm. Ogilvie, surveyor of the interior department, returned to the city today after an absence of two years in the Yukon. He says if one hundred thousand persons go to the Klondyke next spring, eighty-five per cent, and that is giving it a wide margin, will have to come out. He does not think there will be a railroad in before 1898.

Speaking of the influence of the Klondyke, Mr. Ogilvie says they are of the worst. There is stamping out the influence, one loses touch with the entire outside world. Mr. Ogilvie has to answer a considerable number of questions a day about the Klondyke and is in great demand as a lecturer.

OTTAWA, Dec. 8.—A circular to the collectors of customs was issued today calling attention to the provisions of section 640 of the tariff which prohibits the importation of tea so adulterated as to make it unfit for use.

The collectors are directed to forward to the department for approval samples of all tea imported into Canada from Great Britain and the United States before the delivery of the tea, unless the importer produces a certificate from the British or United States customs to the effect that the tea has been duly approved for home consumption in the United Kingdom or the United States.

When the tea is imported and not accompanied by a certificate of inspection, the collectors are required to exercise due care to see that it is fit for use and to test the tea themselves as to its genuineness. If after such testing the collector has reason to believe the tea is not entitled to be entered for consumption in Canada, samples from the suspected consignment are to be forwarded to the Customs Office for analysis.

Another circular describes the nature of the export entry which is to be prepared in duplicate in connection with goods to be exported in place of the report from Brussels. The railway committee of the privy council rendered an important decision today in the case held over from the last meeting. It was that while the committee might find that a complaint of discrimination in freight rates was well founded, it has no jurisdiction to compel the offending company to make restitution of excessive freight rates charged. The committee could not go further than the order of the company to remove the applicants' grievance from the file.

OTTAWA, Dec. 12.—The government will investigate complaints by the Hull laborers of ill treatment by the C. W. N. S. line.

The premier has gone to St. Lin to see his brother, who is seriously ill.

The parliament has been prorogued for the winter. The next meeting will call the house for the despatch of business.

The revenue for five months shows a decrease of \$80,000, although it took a lift in November.

A sub-committee of the council, consisting of Hon. Messrs. Scott, Sir Louis Davies, Messrs. Mills and Mulock, sat all day yesterday considering Yukon matters. Mr. Shaughnessy of the Canadian Pacific was present. The railway company will open up the Stikine route in conjunction with the Hudson's Bay Co. The railway company will give a service to Wrangell, Hudson's Bay Co. and will furnish sixteen light draft steamers for use on the river.

The war office has forwarded a reply to the petition of the city of Toronto concerning the establishment of a recruiting depot at Toronto, in connection with the 100th Regiment service. The letter is as follows: Re the petition of Toronto praying for the change of the 100th or Prince of Wales Royal Canadian Regiment, and that a depot of regulars be established at Toronto, I am directed to inform you that the suggestions have been carefully examined and that the secretary of state for war and the commander in chief are prepared to give favorable consideration to any proposals which might tend to foster a connection between the regular army and the militia forces of Canada, and to further cement the strong feeling of sympathy already existing between the mother country and the dominion. The letter concludes by suggesting that it be found out how far the Canadian government would be prepared to go in the way of establishing depots, providing commissariat quarters, etc.

HIGHLY RECOMMENDED. Applicant—it's the truth I do say, that I never was in the Klondyke, but I had the latest fact for you. I was in the Klondyke, and you worked for it. Applicant—Well, or-fath, now, when I do 'think' it over, it's mostly mischief, so—Richard. Dispatch.

Customer—You guaranteed to fit, didn't you? Check your work. Well, the only fit about this shirt is the one my wife had when she was a girl.

For the Children. When coughs and colds distress the children Norway Pine Syrup comes to the rescue. It soothes and heals the throat, removes the phlegm, and is pleasant and easy to take.

NOVA SCOTIA.

AMHERST, N.S.

Rourke was severely fatally injured at today by being struck by a horse.

John Paul, of Spring Hill Junction, was injured today by the funeral of the late Mr. O'Hearn.

The funeral of the late Mr. O'Hearn took place today at the residence of E. son of O'Hearn.

CORNWALLIS, N.S. A new dyke at Kings new night last was discovered by the late Mr. O'Hearn.

Cornwallis was with his father in the water when the father was cut off by the dyke.

It is feared, that the dyke will be of his right eye.

The case is an unusual one. James Sawyer, of Kings, was while cutting under a dyke, struck by a horse.

The new dyke has been christened Ernest Bishop of Kings.

Michael McFadden, of Kings, was fined last week for being drunk.

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NOVA SCOTIA.

AMHERST. AMHERST, N. S., Dec. 8.—Amos Bourke was severely and probably fatally injured at Spring Hill mines today by being struck by four loaded boxes.

John Paul, J. C. R. employe at Spring Hill Junction, had one of his legs broken today. The funeral of the late Harmon Bent, one of Salem's oldest residents, took place today; also that of Frank E., son of Otto Tuttle of the same place.

CORNWALLIS. CORNWALLIS, N. S., Dec. 2.—The new dyke at Kingsport was cut into one night last week, but the dyke was discovered before the high tide on Thursday and the dyke repaired.

William O'Hearn, an inhabitant of Cornwallis, was at masonry work with his father in Kentville recently. The father was cutting stone, when a chip of it flew into the son's left eye, and, it is feared, destroyed the sight.

The unfortunate victim lost the sight of his right eye some years ago, so the case is an uncommonly sad one. James Sawyer, of St. John Village, while cutting underbrush last week, almost completely severed his wrist.

The new dyke on Cornwallis river has been changed to the Klondike. Ernest Bishop, Canard shot seven ducks at one shot, near his home on the flats, last week, and with another shot he brought down four ducks.

Michael MacFadden, a rumseller, at Cananoe, was fined three different times last week. The fines amounted to \$80 each time. He was convicted by eight young men of Cananoe to whom he had sold liquor.

CORNWALLIS, N. S., Dec. 8.—Mrs. Everett Eaton of Cananoe was thrown from her carriage and severely injured last week. Her shoulder was dislocated and her head badly cut.

Major Edward Beckwith returned from Montreal last week. The major went to the Queen's Jubilee, London, as representative of the 68th Regiment of Kings county. While there he was attacked with sickness and was taken to Montreal, where his wife was visiting. He remained there six months, his wife being despaired of at one time. On his way home, Major Beckwith visited his brother-in-law, Dr. Shefferson, of St. John.

A large warehouse is being built at Lower Cananoe, near the station. Rev. Dr. Carey of St. John is to lecture in Cananoe on December 29th in St. Patrick's church.

The sum of \$50 was taken at a "birthday party" given by the B. Y. P. U. of the Baptist church of Cananoe recently.

Minard Bennett of Cananoe was imprisoned recently for stealing liquor from the owner of the public house. He stole a large quantity and sold it out to customers from his boarding house. He was released from imprisonment by two friends, who went with his bonds.

Michael MacFadden was fined for the fourth time on Tuesday. He was unable to pay his fines and was taken to prison. His servant kept house for him and his servant man were also fined.

Alexander DeWine of Cananoe sold his farm to John Sherman last week. The former will live in Boston.

HALIFAX. HALIFAX, Dec. 7.—Hon. W. S. Fielding and daughters arrived in Halifax tonight. The finance minister will be in the city for a couple of days.

J. B. Lambkin has been appointed district passenger agent of the Canadian government railways. The appointment is to take effect on January 1st. Mr. Lambkin's headquarters will be Montreal. For thirteen years he has been connected with the C. P. R. passenger department.

William McGregor, the son of a miner, was killed this evening by an I. C. R. train at the crossing at Westville. He was driving a team across the track when struck by the engine, thrown from the wagon and his head severed from the body. Matthew McQuarrie was engineer of the train.

HALIFAX, N. S., Dec. 8.—A formal luncheon on the steamer Gallia this afternoon was attended by Mayor Stephen, Hon. Mr. Fielding, Premier Murray and several members of the board of trade. Brief remarks were made by several speakers, but nothing new of importance was announced regarding the winter port or the Atlantic freight service.

Two brothers named Jolimore were drowned today while skating on Collip lake.

The steamer Gallia and the Allan steamer Parlatian left this afternoon for Liverpool almost together. An ocean race is anticipated.

SPRINGHILL. SPRINGHILL, N. S., Dec. 2.—The event of the week was the marriage of Hugh Earle Calkin to Miss Margaret Annie Alloway. Mr. Calkin is a popular druggist and leading citizen of the town and Miss Alloway is a sister of Arthur Alloway, draughtsman to the coal company, and also is a relative of the general manager of the company. The ceremony took place in All Saints' church and the Rev. Wm. Wilson took the service. Hugh Grey Murray was best man, and the sister of the bride, Miss Mary Julia Alloway, was bridesmaid. The wedding presents were very handsome, being mostly silver ware and beautiful fancy work. Several of the bride's relatives sent checks. The bride and bridegroom left at once for St. John, Kentville and Halifax amid the good wishes of a host of friends.

The west slope, which has been closed for a very long time since the burning of the bank here, is to be started again next week. The new bank head is nearing completion. The starting of the slope will be a great boon to the town, as many more men will be employed.

The town council recently issued a circular threatening delinquent taxpayers with law proceedings. Nearly two thousand dollars hurriedly found its way into the civic exchequer. The city fathers are happy.

The question that is now agitating the town is what becomes of the un-mellowed illicit whiskey which is evidently so freely manufactured on the

outskirts of the town. The recent capture and imprisonment of two suburban "moonshiners" are only two out of many cases. It is conjectured that the fire-water finds a ready sale in the neighborhood.

The fire in the east slope, which took place last Christmas day and is still burning, is now under control. The management are working at it very successfully.

SPRINGHILL, N. S., Dec. 12.—John Paul was fatally injured at Springhill Junction by runaway cars. He was a prominent citizen.

LUNenburg, N. S., Dec. 11.—John Linnehan, a respectable farmer of New Ross, thirty miles from here, is under arrest for assaulting his wife with an axe. Mrs. Linnehan is in a critical condition and may die. The husband was jealous, and intended to murder his wife, and had all but succeeded in doing so when two sons intervened and disarmed the father. The woman's throat and head are terribly cut and the blood spattered everywhere.

YARMOUTH, N. S., Dec. 12.—There is much excitement here over the new dominion government regulation making the minimum height of lobster tails to be caught in the Bay of Fundy ten and a half inches. The order will have the effect, it is said, of ruining the lobster interests.

NEW GLASGOW, N. S., Dec. 12.—Another skating fatality is reported. This time it is a boy drowned in a lake at Calabona, where he went with his brother to enjoy an afternoon's skating.

THE WINTER PORT.

Five Steamers Seen at Sand Point Wharves on Saturday.

At Last Report the Gallia Was Leading the Parisian About Two Miles in the Ocean Race.

The royal mail steamer Gallia, Capt. Taylor, with a full cargo and a large passenger list, sailed at 11.30 on the 8th instant for Liverpool via Halifax. The morning was delightfully fine, and crowds of people watched the departure of the ship from both sides of the harbor. As the steamer plied out of the harbor whistles were blown by the harbor tug dredges, etc., and the immense crowd at Sand point cheered with all their might. A crowd on board the Dunmore Head cheered the ship and then for Capt. Taylor, who was on 500 tons, at once. The Doherty, Capt. Taylor being with Pilot whistles. At the beacon rockets were Campbell of the ship. Manager Sutherland and A. H. Notman of the C. P. R. and Judge Wells of Moncton went over to Halifax in the ship.

(From Daily Sun, December 11.) The Gallia left the harbor from the signal staff on the Custom house yesterday at 11.30 for the first time. It displayed the Allan-Thomson line from Liverpool, and the ship in winter service between this port and London. Capt. Taylor's reports have encountered between weather from Liverpool. The Cape was passed at noon on Wednesday. The weather was most favorable. The run from Cape Race, 720 miles, or about one-quarter of the distance, was completed in three days. The Dunmore Head, in cooperation with the Gallia, was expected to be ready to move. It is expected to sail for London on Monday. There is within a full cargo for her. The head line steamer Dunmore Head, 1,250 tons of cargo, 3,200 bags of flour, 22 boxes of axes, boxes of cheese and 100 standards of deals.

About 4 o'clock here for the Teelin Head, which is now due to leave for Belfast.

(From Daily Sun, Dec. 11th.) The five berths at Sand point were occupied Saturday afternoon for the first time. In fact two of them were used for the first time, those used to the westward of the Beacon. The Dunmore Head was completing her cargo for Dublin at the harbor front.

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THE DEATH SENTENCE.

Lyman Dartt Confesses to the Shooting of the Pedlar, but it Was Accidental.

TRURO, Dec. 9.—Young Lyman Dartt was today found guilty of the murder of the Armenian pedlar Deron, and was recommended by the jury to a term of life in the penitentiary. The case was followed by a full and interesting trial. The general theory is that young Dartt forgot he had a ball in the gun and fired at the pedlar. The pedlar was carrying, thinking he was at a safe distance, from the pedlar. The shot did not penetrate the man's clothing, but the bullet went through his heart. Recklessness, not murderous intent is the ascribed cause of the crime.

TRURO, Dec. 10.—Lyman Dartt confessed today that he killed the pedlar Ashard Deron. He says it was an accident. He was following a log in the woods and stumbled across a grove. Going upon the log he heard the pedlar dead, and ran away frightened. He retraced his gun next day, but to avoid detection and kept quiet, and he put in the gun convicted him. He was sentenced to be hanged on March 3rd.

WONDERFUL EYESIGHT. (Berwick, N. S., Register.) The following, taken from the Iowa State Register, deserves to be put on record as a unique specimen of geographical knowledge. The item refers to the death of a Nova Scotia lady, of whom the State Register says: "Mrs. E. was born at Truro, Nova Scotia, in the neighborhood of Grand Pre, and in sight of the very church reposed, 'Evangeline,' and it was at this historic spot her free and joyous spirit would be spent."

A feat of this sort would seem to require something even more powerful than Sam Weller's patent double million magnifying glasses.

DROWNING ACCIDENT. Miss Maud Maitland Loes Her Life in Lake La Rose. (Annapolis Spectator, Friday.) Last evening, the sad news was received at Annapolis of a drowning accident at Lake La Rose. It appears in the afternoon that Rev. H. How was on a visit to Lake La Rose and while passing the lake Miss Maud Maitland, daughter of George Maitland, P. M., and Miss Tupper, were standing near the lake. The former said, "The person will want to see me." Miss Maitland was going to skate round the point towards Miss Maud stated that she had come down by that route and would thus return. The girls then separated. After visiting Mrs. Wm. Rice, Mr. How went to the point towards Miss Maud, who had been there about five minutes, when Mr. Maitland came hurriedly in and stated that Miss Maud had been drowned. Mr. How jumped into his wagon and hastened to Mr. Yewdale's to get his boat launched. They quickly got it off, and after strapping for a short time the body was found. Mr. How hurried to town and immediately Dr. Withers and Hugh Alloway, Mr. Calkin in a popular druggist and leading citizen of the town and Miss Alloway is a sister of Arthur Alloway, draughtsman to the coal company, and also is a relative of the general manager of the company. The ceremony took place in All Saints' church and the Rev. Wm. Wilson took the service. Hugh Grey Murray was best man, and the sister of the bride, Miss Mary Julia Alloway, was bridesmaid. The wedding presents were very handsome, being mostly silver ware and beautiful fancy work. Several of the bride's relatives sent checks. The bride and bridegroom left at once for St. John, Kentville and Halifax amid the good wishes of a host of friends.

"FELL DEAD." What More Every-day Heading do you Read in This Paper than that? — They are Legion

Don't daily with heart disorders. There is but one cure. I had been for a number of years sorely afflicted with heart disease. At times my life was despaired of. Doctors had prescribed, and I had taken every known heart remedy made. I had spent money, but not get any benefit. I read of the wonderful cures wrought by Dr. Agnew's Cure for the Heart. I procured a bottle and in less time almost than it takes to tell, the distress was relieved. I followed the directions closely and today I am a well woman again, and I shall do all in my power to make known to every one suffering as I did the wonderful cure it worked for me. Mrs. Wm. Burton, Dartmouth, Ont.

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The Allan-Thomson boat Manifesta went to her loading berth at 3 o'clock Saturday afternoon. Some general stuff was taken in. The ship will get ready today.

An enclosure is being constructed from the cattle sheds to the wharves, so that in the future the cattle will not have to be put in cars at the sheds, but will walk aboard the ships.

Work was resumed on all the ships at midnight.

The officers of the Lake Winnipeg, although well and favorably known here, have with one or two exceptions never visited the port in her. Her commander, Capt. Wm. Jones, was for several years first officer of the Lake Huron. His chief officer, J. R. Jones, was second with Capt. Jones in the other ship. The other officers are: S. Dunbar, second officer; Wm. Thomas, extra second; James Devlin, third; Alex. McNichol, chief engineer; W. Thomson, second; Dr. Wimberley, physician, and Mr. Jones, steward.

A. J. Johnston, a competent and deservedly popular purser and steward, the Winnipeg's passengers seem to have been greatly pleased with the manner in which Capt. Jones handled the ship during the voyage. As she was entering Halifax Capt. Jones was presented with the following testimonial, which was signed by all the saloon passengers:

On board the S. S. Lake Winnipeg, at Halifax, N. S., Dec. 11, 1897.

We, the undersigned, on behalf of the passengers, do hereby certify that during the voyage of the S. S. Lake Winnipeg, under the command of Capt. Wm. Jones, we have enjoyed the most comfortable and pleasant voyage we have ever experienced. We are indebted to the captain and crew for their kind and attentive service, and to the purser, Mr. Johnston, for his efficient management of the ship's affairs. We are also indebted to the steward, Mr. Jones, for his excellent service. We are all well and hope to return to our homes in a few days.

The Halifax Herald of Friday says: The big steamers, Parlatian and Gallia, which left here Thursday for Liverpool via Monville, will have it hot all the way across. It is some time now since the two big ocean liners have met under similar conditions, and the result is looked forward to with intense interest. There is strong feeling among the admirers of both vessels, and each side is desirous of seeing its favorite win. The steamers left here almost together. At 7 on Thursday it was nearly a tie between them. The Halifax City, which arrived yesterday, reports that at midnight of the 10th the Gallia was leading the Parlatian by about two miles, but did not seem to be gaining rapidly. Both ships were running at full speed, and the sight was a grand one. This information was given by the Parlatian's crew, but a slight favoritism, but there is no telling how it will finally result until the boats reach the other side.

The Parlatian, when leaving Thursday, fired her rockets at 2 p. m. She was drawing forward 23 feet 3 inches, and at 23 feet 8 inches.

The Gallia fired her rockets at 4.15 p. m. on an even keel, drawing 23 feet 6 inches.

Comparison of the ships: Gallia—Gross tonnage 4,800; Net tonnage 3,833; Length 490 feet; Breadth 44.8 feet; Draught 23 feet 6 inches; Parlatian—Gross tonnage 4,800; Net tonnage 3,833; Length 490 feet; Breadth 44.8 feet; Draught 23 feet 6 inches.

A Personal Item

Mrs. Wm. Hamby, Belleville, Ont., says: "My husband, who has been afflicted with kidney complaint, rheumatism, loss of appetite, sleeplessness, etc., could not get relief until I got a box of Doan's Kidney Pills for him. He has now used four boxes in all and is perfectly cured."

Doan's Kidney Pills are the ones that cure. Remember the name, Doan's.

ONLY TAKE CANADIAN GOLD.

(St. Catharines Journal.) Juneau, Alaska, is a Yankee town, and the inhabitants want it to be known as such. To do this the citizens have refused to accept Canadian money except at a heavy discount. Every Canadian newspaper should publish this fact and the British press also be let into the secret, and about next spring the citizens of Juneau, the merchants especially, will be extremely glad to get Canadian coin of any denomination. Many Canadians will go to the Klondike next spring, and these men should purchase their supplies in Canada. Not only can they buy things much cheaper at home than they would cost at Juneau, but, as we have seen, their money would not be worth its face value in the Alaskan town. Any Canadian Klondiker who wants to buy supplies in Juneau that he could have bought at home or in Victoria, B. C., will make a huge mistake.

THE SAVING MIDDLE-CLASSES.

All the misery, moral and political, of Italy, has been caused by the decadence of the middle class, the best modern society. On the other hand, the moral and political progress of England and Germany is due to the rising power of the same class, increasing always there in activity and vigor, and without a prosaic and vulgar middle class, there is no progress with a broken mainpring.—Il Secolo (Milan)

OFFICE BOY BANG FROID.

Employer—You were late this morning, Harry.

Office Boy—Yes, sir.

Employer—Did you forget to mention it to me?

Office Boy—No, sir; but I didn't want to deprive you of the pleasure of being the first to break it to me.

ORTHOGRAHY'S INTRIGUES. At baseball a ball struck and knocked an Englishman whose back had been turned to the play during a moment of confusion. He faintly said: "What a foul! only a foul!"

"Good heavens!" he exclaimed, "I thought it was a foul."—Current Opinions.

Latest news in THE WEEKLY SUN.

THE WEEKLY SUN.

ST. JOHN, N. B., DECEMBER 15, 1897

THE CANADA EASTERN.

In discussing at Chatham the question of the purchase of the Canada Eastern railway, Mr. Blair suggested that the Canadian Pacific Company was after the road, and that if he could prevent it he did not propose to allow the line to pass into the hands of that company. The Canadian Pacific manager has stated that no purchase by that line is contemplated, but there are methods of explaining away such statements, and it is not likely that the Canadian Pacific people would disclose their intentions. As to the acquisition of the road by the dominion, that is altogether a question of terms and conditions, but in our opinion the government in embarking on such a policy should consider how far it could be made generally applicable, and in what way the consolidation of branch lines with the intercolonial can be best effected. The Canadian Pacific operates a great number of feeders to its own line, including nearly all the shorter branches which have no other railway connection. In some cases the branches have been taken over by long leases amounting to purchase, but in many instances the company operates the road on a percentage arrangement for the division of revenue.

The Fredericton Gleaner speaks of the Sun's "opposition to the scheme" as due to some feeling in St. John against possible advantages to central New Brunswick and the North Shore. Now, in the first place, there is no such feeling, so far as can be perceived; and secondly, this journal has not said anything in opposition to the scheme. We do not know what the scheme is, and pending the disclosure of the terms and conditions, and of the general principles of action which the minister is introducing, there are no grounds on which to form an opinion.

The only information we have as to the terms is the statement of the Gleaner itself that Mr. Gibson, if he sold the road at all, would sell it for the half of three millions; which latter figure the Gleaner mentions as the Sun's valuation. The Sun mentioned three millions not as a valuation of its own, but as a possible price based on the sum paid by the government to Mr. Greenfield for the Drummond County line. The comparison is made in this way: The cost of building the Drummond road without rolling stock, including the subsidies received for the first part of the road, was \$1,400,000 or \$1,500,000. The government gave Mr. Greenfield an annuity which, calculated at three per cent interest, would bring in net cash today over \$2,100,000. The Canada Eastern, according to the company's returns, cost over two millions, and on the same basis the price should be over three millions.

But we ignore the Gleaner not to assume that this Drummond valuation is ours, because the Gleaner may have observed that the Sun has occasionally pointed out that Mr. Greenfield made more than a million dollars net out of a cash investment of perhaps one-third of that sum. The figures at which, according to the Gleaner, Mr. Gibson might sell the Canada Eastern, would represent the cost of the road as officially returned, less the federal and provincial subsidies received. This is the basis on which it was claimed by the opposition at Ottawa the price of the Drummond line ought to have been fixed. It would have given Mr. Greenfield less than a million dollars instead of more than two millions.

MR. VENOT'S IDEA.

The Bathurst Courier explains that Mr. Emmerson borrowed his idea of bonusing flour mills from Mr. Venot, M. P. P., who is also the editor of the Courier. The editor quotes a letter which he wrote to Mr. Tweedie this spring, informing him that a project was on foot for the establishment of a modern flour mill in Gloucester. The letter went on to say that it was a little difficult to organize such an enterprise, and asked whether it would be possible to get government aid. Mr. Venot went on to discuss the question as Mr. Emmerson did at the dinner, explaining that the scheme would cause the farmers to grow more wheat, and would save the county of Gloucester a large outlay for imported flour. The sum asked was \$100. In the Courier, Mr. Venot congratulates himself with warmth on his success in shaping the policy of the province. "Mr. Venot," he says, "ought to be proud today to see the project receive the approbation of the government." It is a magnificent idea, and demonstrates that he has always at heart the interest of the farmers of the county of Gloucester.

President Trotter reports that \$14,000 has been subscribed toward the \$60,000 which he is trying to raise for Acadia. When the \$60,000 is raised Rockefeller's additional \$15,000 will be payable.

TO BE CONTINUED.

The provincial premier has received four banquets, and has thus had opportunity to set forth the policy his government proposes to pursue. In all his addresses no hint is given of a salutary reform in the provincial service. The executive, larger by one half than it ought to be, is apparently to be continued at its full weakness. There is no suggestion of a simplification of the government machinery, or of a reduction of its cost. Apparently Mr. Emmerson proposes to go on in the same old way except so far as he adopts Mr. Venot's plan of restoring the flour mill bonus of fifty years ago.

The leader of the government will admit that even those who have opposed the Blair and Mitchell governments have not been disposed to deny him fair play in his new position. We have waited with patience and with hope to see whether Mr. Emmerson had anything to say that would indicate a serious intention of introducing new methods into provincial administration. Nothing comes of it. We have the same ministers and the same blemishes. Mr. Emmerson had an opportunity in forming his government to reduce the force and the cost, and to increase the efficiency. He will never have so good a chance again. But the self-satisfied way in which he and his colleagues talk shows that no such opportunity is wanted. They think that the province ought to be satisfied with the present methods, and therefore they do not change them.

DEAD LETTER CIRCUMLOCUTION.

Some day when Mr. Mulock has time he might tackle the dead letter system. Its workings are on too large a scale for a country like ours. Recently an official letter was received at the Sun office. It came from Ottawa and announced that a letter addressed to this paper was there. The Sun was informed that the letter would be forwarded on receipt of a two cent stamp. This kind offer was accepted. A stamp was procured and duly forwarded to the address specified. A week or more thereafter the unstamped letter came to hand enclosed in a larger envelope. It was then discovered that the original letter was a note asking the ladies of a certain local society to attend a funeral the day after the note was written. The notice was not printed, as the funeral was over some three weeks before it reached the office by way of Mr. Mulock's premises in Parliament square. This was the important result accomplished by the transmission of two letters from St. John to Ottawa and two from Ottawa to St. John. For the transportation of these four letters more than six hundred miles, the time of the officials at St. John and Ottawa, and the expenditure of several envelopes and some other stationery, the post office department got only the two cents, which the Sun would have been willing to pay had the letter been delivered the day it was mailed. The lady forgot to stamp her letter, but it was properly addressed. One would think that the ingenuity of the post office authorities would be equal to the task of devising a system by which an unstamped letter when within a few yards of its destination could be delivered on payment of the deficit without 2,500 miles of mail transportation and the expenditure of a month of the department's valuable time. In fact it would almost seem safe to say that in view of the cost of transport, the mental toll and other wear and tear of the Ottawa staff, it must have cost nearly the whole of that two cents to collect it. We leave out of consideration the fact that the usefulness of the original letter to the writer and her associates was gone before it crossed the cantilever bridge on its first journey across the continent, and that the postage finally collected was an entirely unproductive investment. It must be that in many cases great loss or inconvenience is occasioned by these delays, and one would like to know how much of the departmental force is required to postpone so long and so successfully the date of delivery.

MR. VENOT'S IDEA. (Continued) The Bathurst Courier explains that Mr. Emmerson borrowed his idea of bonusing flour mills from Mr. Venot, M. P. P., who is also the editor of the Courier. The editor quotes a letter which he wrote to Mr. Tweedie this spring, informing him that a project was on foot for the establishment of a modern flour mill in Gloucester. The letter went on to say that it was a little difficult to organize such an enterprise, and asked whether it would be possible to get government aid. Mr. Venot went on to discuss the question as Mr. Emmerson did at the dinner, explaining that the scheme would cause the farmers to grow more wheat, and would save the county of Gloucester a large outlay for imported flour. The sum asked was \$100. In the Courier, Mr. Venot congratulates himself with warmth on his success in shaping the policy of the province. "Mr. Venot," he says, "ought to be proud today to see the project receive the approbation of the government." It is a magnificent idea, and demonstrates that he has always at heart the interest of the farmers of the county of Gloucester.

President Trotter reports that \$14,000 has been subscribed toward the \$60,000 which he is trying to raise for Acadia. When the \$60,000 is raised Rockefeller's additional \$15,000 will be payable.

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seem to add much to the weight of the argument against prohibition. He points out that the people of the United States drink a great deal more liquor per head than those of Canada, "though the United States has been the happy hunting ground of prohibition since 1855. He knows that only a small fraction of the United States is under prohibitory legislation, and that the sale of liquor is forbidden by law among a much larger percentage of the Canadian people than of the people of the republic.

There is no doubt that the people who make up the population of Canada are more temperate in their habits than the bulk of the immigrant population of the United States. The question which the people are to determine is whether they would be still more temperate if the sale of liquor were made illegal. It is a large question, and since the government is pledged to carry out the mandate of the people the subject ought to be considered by the multitude. Active temperance men and aggressive opponents of prohibition do not together comprise one-half of the voting population. The residue will have the decision in their hands.

The Newcastle Advocate, which under the control of the late Mr. Anslow was a sturdy liberal conservative paper, proposes under the new management to "take an independent course, upholding what it considers to be the right and in the interests of the country, and opposing those measures that it considers detrimental to the prosperity and advancement of the country." After all this is what the Advocate did under the management of the late editor, who was a thoroughly independent man. It is probably true, as his successor says, that he "made many bitter political foes," but he never appeared to be sorry for it, since he came honestly by them.

The Nova Scotia provincial exhibition committee has decided to cut down the prize list by twenty per cent, or \$4,000. The St. John exhibition will have to do the same if the department of agriculture does not consider that the farmers' prize list has a fair claim on the government. The citizens and the city of St. John are willing and able to provide for the other expenditures and for the greater part of this one, but they are contributing all that can reasonably be asked of them without being required to meet a deficit caused by an over generous list of prizes for farm products.

The Halifax government organ continues to denounce the late government for side-tracking Halifax by causing the short line railway to be constructed. Does not the Chronicle know that the short line railway to be constructed. Does not the Chronicle know that the short line reduced by 100 miles the distance from Montreal to Halifax? The gain to St. John is greater than the gain to Halifax, but the line that the Chronicle condemns is of great advantage to both places. Neither Halifax nor St. John would today be a winter port for freight without the short line.

In connection with the depopulation of Port Morien it is mentioned that B. Russell, M. P., though a liberal, raised his voice against the Dominion Coal company bill. It is true that Professor Russell did speak out emphatically and clearly. Unfortunately his protest was uttered through a Toronto paper, after the measure was safely through the house. But if any one is disposed to say that Mr. Russell should have spoken earlier and so influenced the result, the defendant can point to the high example of Mr. Blake.

"Employers who take part in politics, whether they attack the government or the opposition, would be treated alike. The opposition would be entitled to the same respect as the government, and the government would see that such respect was paid." This is the statement made in the Quebec assembly by a member of the government. The words are commended to the attention of Premier Emmerson and Mr. D. G. Smith of the provincial fishery service.

Following some suggestions in a speech in the country Mr. Blake at a university meeting in Toronto made it clear that he intends to re-enter Canadian public life. He looks forward to this event with pleasure, but declares that nothing is so hateful to him as the idea of becoming a party leader once more.

The rumor that the Pope is about to establish a permanent embassy in London is rather improbable. But the scheme would be a great saving of expense and trouble to Canada, if future governments are to send as many ministers and ambassadors to Rome as have been sent by the present ministry.

MONCTON.

The Street Car System Closed Down for the Winter.

The Company Did Not Make Running Expenses, Hence the Result.

Another Station Master Dismissed—Conductor C. E. Thompson Killed.

MONCTON, Dec. 13.—The street cars are not running today. Management found that the single loop around the town did not furnish enough traffic to make the service a paying one, and the capital to extend the line not being forthcoming it became necessary to suspend operations for the winter at least.

Another name is to be added to the list of I. C. R. dismissals, that of Finlay McDonald, station master at Point Tupper, on the Cape Breton branch. Mr. McDonald is smart and popular. He is now studying law, and will be at liberty to use his talents against the grip government. The axe is falling in other directions. Andrew B. Richard, high school teacher at Fort Poly, in this county, received notice Dec. 3rd that his services would not be required after the 21st. The postmaster at Allison, in Moncton parish, has been decapitated. The office being taken away from a place where it served the people well, being within a few rods of the school, to a point two or three miles distant. It has been given to the son of a man who had been a conservative but turned traitor in 1884.

Although the ground is bare here there is lots of snow a few miles north. At Jacques river last night a special freight was stuck in a drift. Con. C. C. Thompson of Moncton was killed while shunting at Sackville station this morning, at 8.15. Con. Thompson left Moncton at 5 this morning on the cannon ball freight. Cars were being shunted on the siding at Sackville, when the locomotive man fell in the culvert, the wheel of a car passing over his neck. Death was instantaneous. The deceased was well known as a brakeman on the day freight between Moncton and Truro, and had only made a few trips as a conductor, being one of the recent promotions. He was 33 years of age and leaves a wife and two children in Moncton.

ST. STEPHEN. W. B. Ganong to Take the Windsor Hotel—Notorious Tough Arrested.

ST. STEPHEN, Dec. 13.—Negotiations are about completed for a lease of the Windsor Hotel to W. B. Ganong, proprietor of the Cedars, a summer hotel, and now clerk at the Barker house, Fredericton. The owners had twenty-three applications for the house.

A rather notorious young Calais tough named Jed Bullock is in the lockup tonight for an assault made last spring upon Seward Hill, the veteran horseman. He broke the lock on a cell, got into the main corridor and was making a good attempt to force the outer door when discovered and put back with the bracelets on his wrists. He is also wanted in Calais on suspicion of breaking into G. P. McInnis' drug store this morning, stealing a small quantity of goods and breaking the cash register in an effort to get some money.

FREDERICTON.

FREDERICTON, Dec. 13.—The funeral of the late Miss Clara Fisher, daughter of the late Hon. Chas. Fisher, took place this afternoon. The remains were conveyed to the cathedral and after service interred in Forest Hill cemetery. There were a number of beautiful floral offerings.

Mr. and Mrs. Daniel Jordan have arranged their affairs here for their final removal to St. John this week, where Mr. Jordan has been practicing his profession since last May. Chief of Police Clark of St. John, who with Mrs. Clark have been here visiting their daughter, Mrs. Steeves, returned to St. John this evening. The applications for admission to the military school far exceeds the limit allowed for admission. Some time ago thirty applicants had registered. The new militia regulations will have the effect of keeping the school up to its full attendance for some time.

RECIPROCITY AGREEMENTS.

WASHINGTON, Dec. 11.—The negotiation of reciprocity arrangements and treaties under the terms of the tariff act are going on at the state department, under the direction of Special Commissioner Kasson, with as much speed as the complicated nature of the subjects treated warrants. The initial steps have been taken for arrangements with a number of countries, but none of them has as yet been completed. The French negotiations have come to a stop for the time being, owing to the change in the embassy here.

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Of business practice is that it does not require us to discard any of the essential features of our former system, thoroughness which has always characterized our work will be continued, and new students will get even more thorough training than former graduates, who now hold almost every important position in St. John.

Our Short-hand is the best—Isaac Pitman. Catalogues mailed free to any address. S. Kerr & Son, Odd Fellows' Hall.

MANCHESTER'S TONIC Condition Powder. A Preparation put up by qualified Veterinary Surgeons and composed from the purest drugs and Medicines to be obtained without doubt the most popular and useful horse medicine. Cures Distempers, Swelled Legs, Hidesound, Bot and Worms, etc. Demand the Best. Sold by Druggists and Mercants.

ACROSS THE BAY.

After the Violators of the Scott Act—Movements of Vessels.

DIGBY, Dec. 11.—Business in Scott act circles continues brisk. On Tuesday, 7th inst., the case against Chas. S. Trask was dismissed, there being no evidence of a sale or keeping for sale. On Wednesday papers in two more cases were served on C. A. Jordan, to be tried on the 13th inst. This morning the double topmast schooner Edward Blake arrived from Sydney, C. B., with 150 tons soft coal for B. VanBlarcom. There also arrived this morning the schooner Mary E. Whort, Capt. McKay, with 240 bushels potatoes for D. & O. Sproul. On Wednesday the fishing schooner Parnell O'Hara, Capt. Wm. Snow, arrived in port with 65,000 pounds of fish, consisting of haddock, cod and halibut, having only been five days out. The new boiler for the electric light tower has been put in, and the town is once more enjoying the electric light.

RICHIBUCTO.

Lecture by Rev. E. O. Taylor—Mild Weather Interferes With the Smelt Business.

BATHURST, Dec. 11.—Rev. E. O. Taylor of Chicago delivered two of his interesting lectures in the Temperance hall this week to large audiences.

Frank Sayre, son of C. J. Sayre, arrived home last evening from British Columbia, where he has been for the past seven years.

The mild weather prevailing for several days has greatly interfered with the smelt fishing business. Three carloads were shipped this week.

DURANT'S CASE.

SAN FRANCISCO, Dec. 13.—Upon motion of District Attorney Barnes, H. T. Durant, the murderer of Blanche Lamont and Minnie Williams, was today ordered by Judge Bahrs to appear for sentence on Wednesday morning.

LETTERS FROM THE PEOPLE.

To the Editor of the Sun: Sir—I notice by posters for tenders that a change for carrying Her Majesty's mails by Central railway will be made on February 1st, 1898, and I also notice that some sections of the country are to be more liberally dealt with than other portions, while a section is entirely cut off where there has been a mail carried for the last fifty years, namely, from Starkey's P. O. to Cole's Island. This is an old settled country, and the people are generally as intelligent and industrious as in any district of the same size and population.

A daily mail is proposed from Young's Cove Road station to Cole's Island, a distance of about three and a half miles, and all of that distance excepting one half mile is in its primeval state, with no inhabitants excepting two or three families, and they within the half mile. The distance from Cody's, where the other distributing office is to be, to Cole's Island, will not exceed more than one mile by land and by winter road nearly or quite equal to the former route. The new arrangements from Cody's to Cambridge P. O., W. H. White, P. M., gives a daily mail.

From Young's Cove down the Grand Lake to Upper Jemseg there is to be a daily mail, driven by two horses, and accommodation for four passengers, while from Cody's to Starkey's, where there has been five mails per week for the last twenty-five years—namely, two via Apohaqui and three via Narrows—is cut down to three per week, and from thence to Cole's Island is entirely cut off. And for what reason? The powers that be apparently do not consider the people from Cody's to Cole's Island as intelligent or worthy of an equal share of the benefits of a daily mail as the above mentioned districts.

It has generally been considered that the people who reside in the district from Cody's to Cole's Island are as industrious and the section as good a country as from Cody's to Cambridge, or from Young's Cove Road to Jemseg, or from Young's Cove Road to Cole's Island.

FAIR PLAY.

Johnston, Queens Co., Dec. 7th.

A NEW ENVELOPE.

An envelope for carrying merchandise through the mails is so constructed with the verishie flaps and a stiffening strip attached to the closing flap that the inside of the envelope may become the outside and the same envelope used to return the merchandise in the same manner in which it was forwarded.

CITY NEWS.

The Chief Executive Week in St. John.

Together With from Correspondence Exchange.

When ordering the WEEKLY SUN to be sent to you, please give the NAME of the person to whom the paper is to be sent, and the address of the office to which it is sent.

Remember! The Office must be sent ensure prompt correspondence.

NOTICE TO CORRESPONDENTS.

News correspondents are requested to mail in time to not later than Saturday to ensure insertion in the following week.

Persons who can during the present season in residing city's advertisement.

Mrs. James Hines in the city Thursday evening to seek a husband, on the ground.

The causes of death board of health ending December 11: enteritis 1; meningitis 1; typhoid fever 1; epileptic fits 1.

At a meeting of the agricultural society, evening it was decided that a factory in this city, right.

Harry Lascelles of formerly a brakeman had both his feet for ten days ago while trains near MeLod cells is a son of J. who resides in St. J.

Miss Louise Thoreson Provincial Secretary Chatham, is a guest tel. Next week Mr. enter Victoria Hotel course of training a ericton Gleaner.

The death occurred Tuesday, Queens Co. Mrs. Thomas Kerr, J. Kerr, the wife of a man, at the age of The funeral will be row.

Charles G. Canning and J. W. have purchased from York of Diligent Dora, of Parrsboro and St. John.

Miss Louise McColl Postmaster McColl this morning on the York, en route to will work as a mil assistant of the N. alliance.—Truro News.

D. Mackay, cond usup and Sloan by adian Pacific rail the day for Nova Scotia leave of absence—Dec. 1.

Samuel Masten of county, was brought some days ago suffering which he was wounded found necessary, injured arm, taken shoulder.

Steamer Wilfred Yarmouth on Nov feet over all, 50 feet and 9 feet depth of of pitch pine, spruce ing. She is owned Frackling Co., and Clark's Island and

Says the Frederick C. Allen is driving Sligo. This fact of the Kentucky by John McCool, a tleman to E. L. Mr. Allen has still and will step him speedy brush.

The death occurred at Summers of William McColl well known in the McFarlane was a city, but did not until Mr. McColl Deceased was about of age and highly

The Education center contains of great interest supplement of Ch \$50 in scholarship for sample copy. at Review, St. J.

Judge Forbes heeal of Captain Queen and dism conviction of a J. Forbes holds the was in no way re of liquor on the Dunn was count

SHIP NEWS.

(For week ending December 14.)

PORT OF ST. JOHN.

Arrived. Nov 6-Coastwise-Schs Dove, 18, Otagoro, from Liverpool; ...

CANADIAN PORTS.

At Moncton, Dec 6, sch John Stroup, Rich- ards, from Gloucester. ...

BRITISH PORTS.

At Kingston, Nov 27, str Beta, Hopkins, from Halifax, etc. ...

From Fernandina, Dec 6, sch Bessie Par- ker, Carter, for Port Byron, N. B. ...

FOREIGN PORTS.

At New York, Dec 6, bark Nolle Troop, Kenney, from Rio Janeiro; ...

NOTICE TO MARINERS.

WASHINGTON, Dec 14.-Notice is given by the Light House Board that the six by buoy, painted black and showing a fixed light, ...

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths occurring in the families of subscribers will be published FREE in THE SUN. ...

BIRTHS.

BRANSCOMB-At Springfield, Kings Co., N. Y., Dec 9, to the wife of Capt. W. A. Branscomb, a son. ...

MARRIAGES.

FEARMAN-SICKLES-At Douglastown, N. B., Dec 10, to the wife of Mr. George Fearnman of Chatham, N. B. ...

MAXSON-MONTGOMERY-At the residence of 27, Foster, Victoria street, on Dec. 8, by Rev. David Lege, Mont. Maxson to Sarah Montgomer, both of St. John. ...

DEATHS.

ERAGG-At Boeris, Texas, on Friday evening, Dec. 11, 1897, at the residence of his wife, aged 27 years and 11 months, of Philip, Cumberland Co., Nova Scotia, leaving a wife and four children, ...

MEMORANDA.

Passed Sydney Light, Dec 6, str Tibber, De- llaire, from St. John for Sydney. ...

SPOKEN.

Ship Anglo America, McGonagle, from Greenock for Montevideo, Nov 11, at 20 N. ...

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P'RAPs..

P'rap's you might drain a mill pond with a dipper. P'rap's you might build a house with only a hammer and a jack-knife. ...

But all these are possibilities too improbable to con- sider. It isn't how a thing can be done which satisfies you. ...

UNION BLEND.

Then p'rap's (and this is the most important one of them all) you haven't tried this. Suppose you do. There'll be no p'rap's about it then. ...

Geo. S. DeForest & Sons.

PRINCIPAL GRANT WILL VOTE "NO" When the Prohibition Plebiscite is Taken.

An Introductory Letter-He Says that Pro- hibition Would be Decidedly Hurtful.

The government of Canada has promised that the mind of the people regarding the prohibiting the import- ation of alcoholic liquors shall be ascertained by means of a plebiscite. ...

MARINE MATTERS.

The new sch. Etra, Capt. Dunphy, from Shelburne, arrived at New York on the 10th, having made the run in three and a half days. ...

CHARLES FLEISCHMANN DEAD.

He Invented Valuable Distilling Ma- chinery and Made a Fortune by Manufacturing Yeast.

RAMBLERS IN ENGLAND.

J. Rupert Elliott has had republished in neat pamphlet form by J. & A. McMillan, his letters from England and during his residence there last summer. ...

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W. H. THORNTON MARKET.