



MARCHING BACKWARD.

Plain Truths About British Trade.

By E. E. Williams, Author of "Made in Germany."

As citizens, also, it is largely your own fault that the foreigner beats you in that corporate capacity you call, lamentably, the manufacturer and the producer excuse for their stupor. They say, "What is the use of trying to hold the position against the foreigner, when the government, instead of adding us, as the foreigner's government does, clear the ground for the enemy to march over, and allows all sorts of obstacles to be put in our path to obstruct us, and prevent our making successful efforts?"

To be explicit, the British government has abolished all tariff restrictions on the import of foreign, and often bounty-fed imports, which, owing to cheapness of production abroad and cheap transport facilities, compete unfairly, and often irresistibly, against home products in their own market. No other country—not even Mr. Balfour's Turkey—strips its producers naked of government protection. On the other hand, the British government does impose a tariff duty on certain imports which do not compete with home production, which duty is in consequence paid by the consumer. This increases the cost of living in England, and

Indirectly Hampers Industry. Our European competitors are provided by their government with a magnificent system of technical education; many important industries are thus equipped with a powerful weapon in the fight for markets. There is a sort of something called technical education, which lurks in odd corners of some of our towns. Few people know much about it, and those who do are not warm in their expressions of approval; the system has no cohesion, is poorly endowed, and generally fails to make any impression worth the name on the mental equipment of British youth.

Foreign governments mostly work their own railways, and search carefully for the interests of their own industries by granting them every possible transport facility, particularly in respect of the export trade. The British government does not own the British railways, it grants railway companies monopoly power instead, and when the companies use their powers for the purpose of crushing home industries too shamelessly, and the public outcry because becomes too clamorous to ignore, certain half-hearted and mostly impotent measures are taken to hold the monopoly powers in check. Foreign governments subsidize their steamship lines, and take care that their people get good value for the money. The British government subsidizes the Peninsular and Oriental company, even more lavishly than foreign governments subsidize their companies, and this subsidization comes properly within your purview of subsidies. I may, however, go into a little detail in connection with a point bearing on ocean freights.

Handicapped in the Export Trade. In reason of the low rates charged to foreign shippers on their railways, as well as by the lower ocean freights which the foreigner pays. I will not enlarge on English railway rates here, because I understand the matter thoroughly, and will just draw your attention to the fact that though English railways are not state-owned, and would cease to be state-owned, they can be effectively state-controlled, in a fashion which would go far to remedy the main evils to trade which are at present inflicted by the companies, and this subsidization comes properly within your purview of subsidies. I may, however, go into a little detail in connection with a point bearing on ocean freights.

Foreign Governments Build Canals. The British government builds no canals, but allows the few constructed by private persons to be crushed in some cases out of existence, by the railway companies. Foreign governments pay special heed to the commercial work of their canals; the British government leaves important works unprovided, save by a miserably-paid vice-consul, and is satisfied with an annual report containing a few brief, unorganized notes about local commerce, elaborated or not, in the officer's discretion. These are the main heads in the description of a government system which seems specially designed to clog industry. You, as citizens, are responsible for it.

Let me enlarge a little. Concerning the absence of tariff restrictions on imports a word must be added. Rather more than half a century ago a clique of manufacturers and other representatives of the growing middle-class, not satisfied with the magnificent progress they were making, conceived the notion of injuring the old class, which they loathed, and at the same time lowering the wages which they had to pay their workpeople by getting rid of the import duties on foreign cotton. These are the working-class with cheap breadstuffs from abroad. The philanthropy embodied in this notion was therefore not exactly crystalline in its purity. Yet the high moral name was ridden with great vigor and deadly effect. A Quaker, who belonged to the silent Quaker sect but possessed the power of persuasive speech in a phenomenal degree, stamped the country on behalf of this middle-class agitation, and paraphrased the Lord's Prayer with such skill and unctuousness, and his companion prophesied such a number of glorious economic changes

(which never came off) that a majority of the voters and legislators, murdered by their religious fervour and an unregulated hankering after a bargain, fell into hysterics, abandoned the traditional policy of all civilized nations, and threw open wide the gates to the foreigner. If the working-class had possessed the suffrage in the forties the issue for the agitation would probably have been otherwise. The Chartists, who represented most of the noble political working-class feeling of that time, would have none of Odoben's nostrum; as Mr. Harney, one of their veteran leaders, has taken pains to assure me. Today we are beginning to reap the fruits of our grandfathers' madness. Agriculture, in every view the best of all the industries, is dying, smothered under the weight of the 122 millions' worth of temperate zone foodstuffs which are yearly dumped here from abroad by producers who go practically untaxed in their own countries, and are not asked to pay even a small registration fee by way of toll in this market. And now Ne-

meis is overtaking the manufacturer. In the middle years of the century, when England, owing to a variety of causes, had unquestioned supremacy as the world's workshop, the manufacturer's limited vision could not forecast the growth, at the end of the century, of foreign industrialism. Today manufacture is falling into the pit which it dugged for its sister. Foreign manufacturers, as well as foreign foodstuffs, are flooding the country, well understood the home products. The evil does not rest with foreign goods alone. The security of a good market in their homes which protection gives the foreign manufacturer, enables them to dispose of their cheaply-produced

Surplus Outfit at a Lower Price. than the Englishman, with a ruined home market, can afford to sell at. This also, like no other measure, goes to explain the triumph of our competitors in neutral markets. We are deprived of our most effective means of making terms. We cannot, as Germany, for instance, has done with Russia, and the United States, and say, "Unless you reduce your heavy duties against those of our goods which we are particularly anxious to sell to you, we shall put a retaliatory duty on those of your goods which you particularly desire to sell to us." Think, in view of the great power which is left to us, what excellent terms we might in this way exact in our export trade. You have an opposite instance in the new treaties which will shortly have to be negotiated with Belgium and Germany. As it is, those treaties will be the poor ineffective boreas of diplomatic trade (within the colonial colonial classes) which their predecessors were. As it might be, they could be made effective battering-rams for beating down some part of the tariff which hampers our access to those countries whose hope is in the adoption of such a policy when our government is so afraid of the Cobden bogey that it will not even put a countervailing duty on their goods which has done nothing to prevent their goods from some of our oldest colonies to the verge of starvation and revolution, and is retarding the development of our never colonies?

In the category of trade evils which we are now considering, should award second place to transport. Our farmers are hopelessly beaten in the home market by the very much lower rates which are charged on the foreign products which pass the doors. Our manufacturers find themselves severely handicapped in the Export Trade. In reason of the low rates charged to foreign shippers on their railways, as well as by the lower ocean freights which the foreigner pays. I will not enlarge on English railway rates here, because I understand the matter thoroughly, and will just draw your attention to the fact that though English railways are not state-owned, and would cease to be state-owned, they can be effectively state-controlled, in a fashion which would go far to remedy the main evils to trade which are at present inflicted by the companies, and this subsidization comes properly within your purview of subsidies. I may, however, go into a little detail in connection with a point bearing on ocean freights.

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LEFEBVRE BRIDGE.

An Address Presented to Premier Emmerson.

The Formal Opening of the Bridge—Description of the Structure—The Speeches.

COLLEGE BRIDGE, Nov. 23.—Today was a gala day at College Bridge, being that set apart for the formal opening of the new steel bridge. Long before the hour set for the opening a large concourse of people had assembled.

The government party, which consisted of Premier Emmerson, Surveyor General Dunn, the minister of agriculture, Mr. LaBillette, Hon. A. D. Richard, W. W. Wells, M.P.P.; L. P. Foss, M.P.P.; Mayor Robinson, M. P. P.; Mr. Morton, accompanied by Judge Landry, A. R. Wetmore, government engineer; A. E. Killip, William Kitchin, builder of the substructure; Mr. Peters of the Record Foundry; Mr. Haines, superintendent of bridge work, and many others arrived by 9 P. M.

BRITISH EXPORTS.

Right Hon. C. T. Ritchie's Speech on the Decline of Exports in the Last Ten Months.

LONDON, Nov. 23.—The Right Hon. Charles T. Ritchie, president of the board of trade, made an important speech before the chamber of commerce of Creighton today, taking as his theme the decline of British exports during the last ten months, upon which he gave warning against American competition now "ousting the British." He declared that the Dingley tariff and the emergence of Creighton today, brought some of our oldest colonies to the verge of starvation and revolution, and is retarding the development of our never colonies?

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GOLD ON TOBIQUE.

The Lost Giberson Mine Discovered by One Bailey.

Will it: Tobique Start the Word With a Klondyke?

PORT FAIRFIELD, Nov. 22.—George Bailey has returned to town with specimens of gold ore that he claims were taken from the famous "lost Giberson mine." For months Bailey has been searching for this place. The mine has for years been partly a myth, well established fact, and the Tobique region near by in the province is having a little Klondyke excitement of its own.

Nearly a score of years ago one Giberson was a lumberman on the St. John river. He explored his own lands, and after he had bought some land in the Tobique region, which is not far from the eastern Maine border, he went over the tract carefully in order to locate the streams and the woods and searched carefully for "pay dirt." It was while he was engaged in this task that he discovered the gold mine that his reports made famous in that section. Giberson was alone on his exploring trip, but he mined enough at the spot to discover that the mine was rich and extensive. He brought out bags full of samples that he collected over quite a wide radius. These he carried to St. John and had them tested by an assayer. The ore was pronounced to be rich, and in a few days he returned large profits to any one who chose to mine it. In fact the assayer was enthusiastic over the quality of the specimens that so Giberson assured him that he could not be deceived, but just as he was about to start on his return, he was as anxious as any one else to see the mine, and he proposed to operate the mine, but did not wish to start out under any misapprehension.

With the earnest assurances of the assayer behind him, Giberson hurried off up the river with supplies, intending to start right in and work his new property. But in his haste to reach the place he rode on a train loaded with fresh arrivals from the old country, and from them caught "pay dirt," so-called. He was not far ashore, and in a few days died, without disclosing the secret of the location of the mine to any one. Within a month from the time of his death dozens of parties went into the woods and searched carefully for the Giberson mine. But the track is a broad one, and it is pretty certain that few of those who hunted long and hard about geology or about locating gold mines. Some of them brought up some ore, but no one ever succeeded in finding the real deposit that Giberson had described to the few he had taken into his confidence.

Mr. Bailey is a practical geologist, not exactly a scientific one, but a natural one, who has in the past found many valuable deposits in the region along the St. John. For some time now he has been diligently searching for the lost mine. It was not until last week, however, that he discovered the mine, and he has since then been busy with the work of getting out the ore. He has since then been busy with the work of getting out the ore. He has since then been busy with the work of getting out the ore.

As soon as Bailey was certain of his find he came out to Port Fairfield, and made preparations to spend the winter at the mine. He went in last week with supplies for several months and took a companion with him. They do not expect to do much in the way of mining this winter, but will crack off what they can and will endeavor to locate leads and otherwise prepare for active operations in the spring. Along with his other supplies Bailey took a liberal stock of dynamite and prepared to open the mine in every direction so as to locate the deposit and to discover its extent.

He has obtained control of the tract by purchasing from the Canadian government the mining rights as provided by law of that country. Mr. Bailey when he went in had not decided whether he would come out again this winter or not, and so it may chance that no news will come from the lost mine until spring. But under the circumstances every one in this region is keeping his eye on the Tobique Klondyke.

A man writing from Dawson City, near the Klondyke gold diggings, says: "Dear is fifty cents a drink. I have quit drinking." This is an impressive example of the efficacy of the gold cure. He was also greatly pleased

that the commissioner who had opened the bridge today was a former student of St. Joseph's, and he also hoped that the commissioner who would open the next bridge at this place would also be a former student of the same institution. Concluding, he said that he thought that the opening of the next bridge was a great many years off, as from the appearance of this bridge it looked as if it would stand for a century. Speeches were then made by Hon. C. H. LaBillette and A. D. Richard, after a picture had been taken.

OUR NEW STORY.

The Third 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

"NAPOLEON SMITH," whose adventures are told in a fascinating manner by a well known author. The life and history of this modern descendant of the great French warrior and statesman are full of incident, and pointedly illustrate the ups and downs of "the Field, the Camp and the Grove" in a fashion that will keep every reader of the Weekly Sun interested from the first line to the last of this great serial.

The search for the millions left by Bonaparte to Napoleon Smith, the thrilling events of his army life in America and France, his double wedding, and a psychological incident make up a story of surpassing merit. "Napoleon Smith" will run for several months. Now is the time to subscribe for the Weekly Sun, the people's paper. Only one dollar per annum in advance.

THE BULLY BOYS.

Sixty Years Ago Joe Medill Played Football in St. John.

Game Between Carmarthen Street Boys and Marsh Road Team Recalled. (Chicago Paper.) We trust the sternest father makes the speech of his child, and that his ordinance making football a crime he will not respect to pay a tribute to the venerable humanitarian who for sixty years has been jumping on "football" in the little tender footies. In the early thirties Mr. Medill, "Joe" they then called him for short, was the full-back of the Carmarthen street "Bully Boys" as they called one of the local football elevens of St. John, N. B. He was renowned for his great drop kicks, which he executed with either foot with equal dexterity. It was said that he could kick the pigskin sixty yards with one foot, and maintain consistently the other in the pit of the stomach of a Marsh Bridge tackle. It was this simple and ingenious trick that earned for young Medill the sobriquet of "Football Joe," the terror of the Back Bay boys, and subsequently turned all his love for boyish sports to hate.

One day when the game between the inveterate rivals of Carmarthen street and the Marsh Bridge was under way, the Marsh boys were deep in Back Bay mud with the sphere was passed to Medill for a try at the goal from the field. Swift and sure his big right toe impelled the ball to its destination, and at the same time he called one of the Marsh boys to the goal line, and he bedded below the disapproving of the oncoming rusher. For an instant there was joy amid the ranks of the Bully Boys, and the hoars of Marsh Bridge could scarce withhold their cheers. But disaster was in store, for as the ball was about to be kicked, the Marsh boys were in the mud. He had used both feet once too often. In executing his dual play he had calculated on landing on the soft and plastic mud. Instead, he had landed on one of the pinacles of rock on which his native city is founded. His spine was dislocated. His recovery was a miracle of science and of his nature's tenacity of life. But never from that hour has he been able to hear of a game of football without being thrown into convulsions.

For sixty years Mr. Medill has preached and exhorted against the brutality of football or slugging or bloodball or any sort of ball he may call it in his insane crusade, but never to this day has he called it by the name of "football" that gave him his sobriquet in the brave days of old when his veins were full of blood. We are pleased to know that all of Mr. Medill's bright grandsons play football with many enthusiasm, but they avoid their grandfather's mistake of trying to kick with both feet at once. That is tabooed in the Medill family.

Yorkville Fire Station, Toronto, March 27, 1897. Dear Sirs—Having used Dr. Chase's Pills for Constiveness, I am pleased to say that I consider them superior to any pill I ever used, as they have perfectly cured me of the trouble. THOMAS J. WALLACE. Fireman.

The self-made man was speaking. He said: "My father was a rebel of hope. There was a large family of us"—and then his voice was drowned by the applause.

COMPETITOR They Reach New a Horrible Of the Prosecutions E of the Spanish Burned and Unmerciful paper Correspond NEW YORK, Nov. 23.—The trial of New Orleans, Kansas, Wm. Lavitt, Wm. Glifka, a native naturalized citizen States, and Charles B. subject, the master of the crew of the schooner who were released last son in Cuba, arrived ing on the steamer Savana. Although in a deplorable condition of health, and during the whole of the trial, he was taken out and shot in the five men were they landed here. The men were the which they had on at capture on April 25, 1897. The other equally happy Julio A. Y. Quessada, insurgent who was on by Weyer, but was Blanco, a friend of father, who before the in Mexico had for years in the Havana. The six men were gr arrived by an enthus gave them a hearty poor wretches were taken out and shot. The five men were they landed here. The men were the which they had on at capture on April 25, 1897. The other equally happy Julio A. Y. 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LEGAL NEWSPAPER DECISIONS.

1. Any person who takes a paper regularly from the Post Office...

SPECIAL NOTICE.

Owing to the considerable number of complaints as to the misarrangement of letters...

THE WEEKLY SUN

Is the most vigorous paper in the Maritime Provinces—18 pages—\$1.00 a year in advance.

ADVERTISING RATES.

\$1.00 per inch for ordinary transient advertising. For Sale, Wanted, etc., 25 cents each insertion.

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

THE WEEKLY SUN. ST. JOHN, N. B. DECEMBER 1, 1897.

THANKSGIVING DAY.

It is objected by some rather literal minded people that the establishment of a day of thanksgiving is ultra vires any government or parliament...

CURFEW.

The local Council of Women has passed a resolution in favor of the adoption of the curfew system in this province.

The local council are not unanimously in favor of the regulation, and there is some conflict of opinion as to its salutary effect in towns where it has been adopted.

AN AWAKENING.

The president of the imperial board of trade in a recent address to the London chamber of commerce took a serious view of the decline of British exports during the last year.

ELIAKIM.

Yes, I'm a college man, my friend, and so was my year. Yes, I'm a Christian clergyman, it really seems odd.

WELLINGTON'S QUICK WIT.

An Austrian princess once asked the Duke of Wellington: "How is it that you in Vienna speak French so much better than you English?"

MR. FISHER IN THE WEST.

The Toronto papers contain a pretty full report of Mr. Fisher's address to the Board of Trade on the advantages of St. John as a winter port.

GEORGE AS A GIVER.

Henry George was travelling once on a sleeping car. The conductor brought the end of him and "work" him for the conductor.

The New York Mail and Express says that so large a fire as that which destroyed \$35,000,000 worth of property in London is impossible in New York.

The postmaster general may not be able to make Canada rich by the issue of jubilee stamps and other progressive measures.

There is some resemblance between Sir Oliver Mowat and Mr. Blair. The Hamilton Spectator says that Sir Oliver never severs his connection with one job until he has the more lucrative position lightly grasped in his fist.

Geo. A. Fowler and family left on Monday for their new field of labor in Newfoundland. Their two daughters, Misses Tillie and George, will attend school in St. John's.

BRIDGETOWN, N. S., Nov. 23.—A schooner with potatoes for Havana—50 cents per bushel. Dr. Trotter is confident of raising the desired \$75,000 for Acadia University annex.

The will of the late Asa Bent, who died last summer, is to be attacked. The deceased was a quite eccentric through life and during the last few years was insane.

ONE OF THE WORLD'S GREATEST HARNESS HORSES GONE AND NOT LIKELY TO BE REPLACED.

MONTREAL, Nov. 24.—The mere matter of a stallion or a mare or two more or less being burned up does not appeal to the ordinary public in any more exciting fashion than they were only horses after all.

NO CAUSE FOR SURPRISE.

After Sir Walter Laurier's ultra-fish professions, his reciprocity talk comes as a surprise. And yet not altogether so, for it will be remembered that in the pre-buffet days Laurier was a profound admirer of the States and a disciple of the then Canadian, now United States, citizen, Erasmus Wiman.

CORNWALLIS, N. S., Nov. 23.—

The bark Stadacona, which has been lying at Kingsport undergoing repairs for several weeks, and whose woodwork was so badly eaten by worms, has been made by them being several inches deep, has sailed for Newport, where she will load coal for W. J. Napier.

W. H. Chase Co. have just loaded

NOVA SCOTIA.

A Project to Provide Bridgetown With Electric Light and Power.

The Will of Asa Bent to be Contested—Dr. Trotter is Confident—Hon. Dr. Borden's Klondyke.

SOUTHAMPTON, N. S., Nov. 23.—Barney Hunter lost a valuable horse in the lumber woods. It broke two of its legs and had to be shot.

Silas Copp is here getting started on his season's work. Mr. Casey has contracted to log his mill.

John W. Hunter has a large contract of sleepers for the C. C. and R. company. He has purchased the timber from Geo. Rector, of Canada.

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There are men who think that out-door work is a sovereign cure for all ills. They work like slaves at their business, take insufficient time to rest and sleep, and abuse and neglect their health in every way.

A more ridiculous method of curing a man who is suffering from nervous exhaustion and is threatened with nervous prostration could not be well conceived.

It is a dealer's business to sell you what you ask for—not what he prefers for selfish profit's sake to sell.

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PROVINCIAL.

HOPEWELL CAPE. Hull of the tug boat "St. John" was partially destroyed by a fire which broke out on the morning of the 28th inst.

Efforts are being made by the company to build a steamer to ply between Albert and the opening of the spring. It is urged that the vessel could be run between St. John all winter, and with the Albert Steamer would afford a very clear winter service.

HOPEWELL HILLS. Sarah Stiles of this place with inflammation of Mrs. Eliza Stiles, who before reported, is still in condition. Robert Newell, the old resident of the covering from a severe inflammation of the bowels.

CHIEF OF INDIA'S TOMMIES.

Sir William Lockhart, Commanding Forces in the Border Campaign. The commander-in-chief of India, says Lord Roberts, is one of the most responsible military appointments under the crown, requiring a man with the widest experience as a soldier and possessing the best attributes of a practical statesman.

HOPEWELL CAPE. Nov. 22.—The funeral of James Bray took place at noon and was largely attended. Rev. I. B. Colwell, assisted by Rev. J. B. Allen, officiated. The deceased was 70 years of age, and up to two years ago he had managed the Albert hotel for some twenty years.

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WE'LL HELP YOU

Think for Christmas, We have lots of useful and beneficial presents, suitable for father, son, husband or brother. Here's a few:

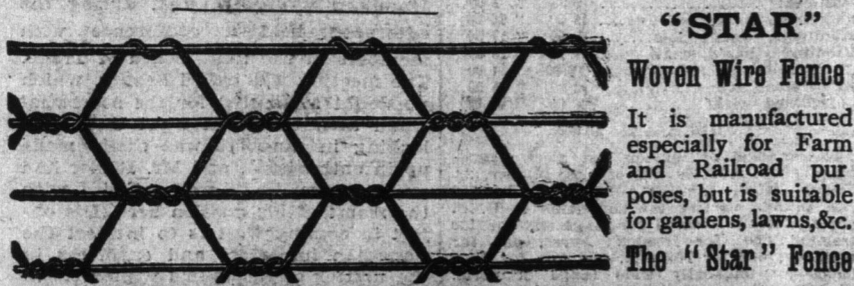
- A Handsome Four-in-hand Tie, A Handsome Pair of Gloves, A Silk Initial Handkerchief, A Pair Cuffs, One of our own make of Overcoats at \$70.00, A Nice Warm Ulster, A Suit of Underwear.

This list will be continued in next paper.

FRASER, FRASER & CO., CHEAPSIDE.

40 and 42 King Street, St. John, N. B.

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



Is the Farmer's Best Friend!

MANUFACTURED BY THE

WIRE FENCE MANUFACTURING CO.,

ST. JOHN N. B.

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

OTTAWA.

OTTAWA, Nov. 23. Apropos of the commutation to death of Mrs. Sternaman, it may be stated that the last previous hanging of a woman was Mrs. Workman of Moor-town, Ont., for the murder of her husband. She paid the death penalty on 15th June, 1873.

OTTAWA, Nov. 24.—The customs department are being deluged with information about the Yukone route to Yukon. An officer of the department will be despatched to Glenora in about six weeks.

OTTAWA, Nov. 24.—The returns from the dominion land offices in the west show an increase of three hundred and fifty-two hectares of land for the past nine months as compared with the corresponding period of 1896.

OTTAWA, Nov. 24.—Hon. Mr. Blair intends making a complete reorganization of the traffic department of the Intercolonial railway, the first step in which was the appointment of Mr. Harris as general traffic manager. He began his new duties today.

OTTAWA, Nov. 24.—Hon. Mr. Blair has announced his intention of reorganizing the traffic department of the Intercolonial railway, the first step in which was the appointment of Mr. Harris as general traffic manager.

OTTAWA, Nov. 25.—A reply has been prepared by the dominion government and forwarded to Washington in respect to the negotiations which are now going on between both countries. The government refuses to say what the reply is until such time as it reaches Mr. Foster's hands at Washington, but it is understood that it is a refusal to stop pelagic sealing for a year, as the United States requested.

OTTAWA, Nov. 26.—Ernest Kempf, officer in charge of the fisheries department, returned to Ottawa today, having completed the season's work. His inspection tour has taken him well over the maritime provinces. The

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

beds planted in P. E. Island are doing well, but information reached the department that the Shedio beds, which were the first planted, are not quite so good as the others. The Shedio beds were planted in P. E. Island are doing well, but information reached the department that the Shedio beds, which were the first planted, are not quite so good as the others.

General Gascoigne will return to Ottawa next Tuesday, when he and the minister will go into the question of the trouble with the 68th of the department. It is stated the militia regulations provide a penalty for enlisting a man of another corps, and it is contended this will apply to army reserves men.

Hon. Mr. Sifton has ordered Mr. McArthur, D. L. S., who recently surveyed the Dalton trail for the government, to make a survey of the overland route to Yukon from Edmonton.

OTTAWA, Nov. 23.—The steables of Cyrille Laurin were burned today, and the loss is estimated at \$20,000. The steables were situated on the north side of the city, and were used for storing lumber.

OTTAWA, Nov. 23.—A special London cable says: Hon. Mr. Fisher, the Canadian finance minister, closed his visit to London today. He spends a day in Manchester, on invitation of the Ship Canal Company. He embarks on the Campania Saturday for Canada via New York.

HAMILTON, Nov. 23.—At a meeting of the Board of Trade today the following resolution was passed: "Having heard the address of W. S. Fisher, president of the St. John, N. B., Board of Trade, and in view of the fact that the Board of Trade of this city is a total wreck of business, it is the duty of Canadians to patronize the goods of a foreign country, we pledge ourselves to do all in our power to encourage the use of such goods."

OTTAWA, Nov. 23.—There was a meeting of the Board of Trade today, and the members of the board were all re-elected today without opposition. Their respective constituencies, the elections being in conformity with the practice that requires a member of the legislature who has accepted a portfolio in the cabinet to submit himself again to the suffrages of his constituents.

TELEGRAPHIC NEWS.

QUEBEC.

MONTRÉAL, Nov. 23.—The steables of Cyrille Laurin were burned today, and the loss is estimated at \$20,000.

OTTAWA, Nov. 23.—Nine more applications for railway projects towards the Yukon were filed last week.

Lieut. Governor Macmillan's appointment is gazetted.

Great satisfaction is expressed here at the capture of the seal from Turtle Mountain. This is the first blood for Hugh John Macdonald.

The Halifax deputation which was here yesterday had only a three hours' stay in the city, but utilized every moment of the time to good advantage.

They proceeded direct from the station to Hon. Dr. Jordan's office, where they had a conference on the particular matter which brought them to Ottawa, after which accompanied by the minister of militia, they interviewed Hon. Mr. Blair.

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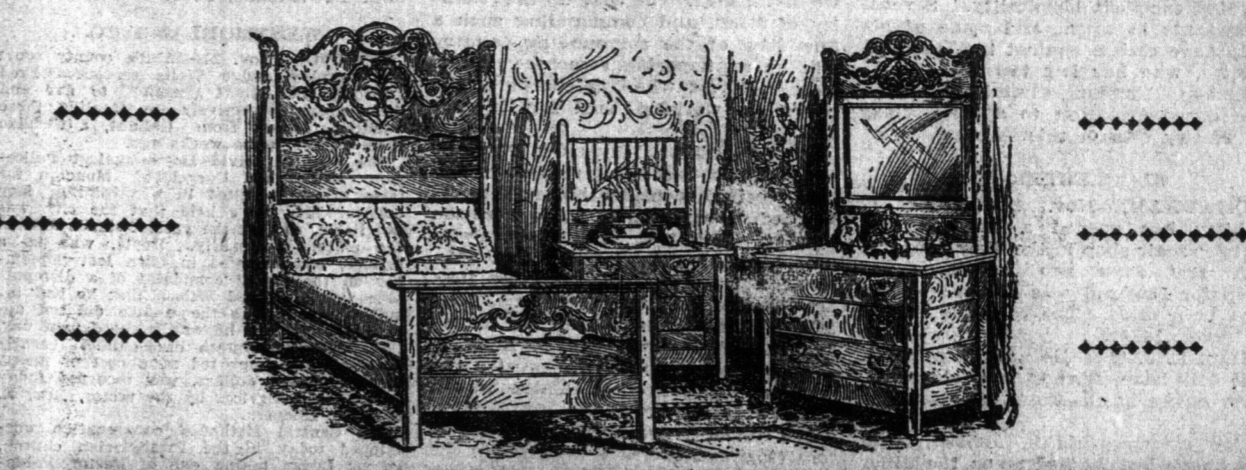
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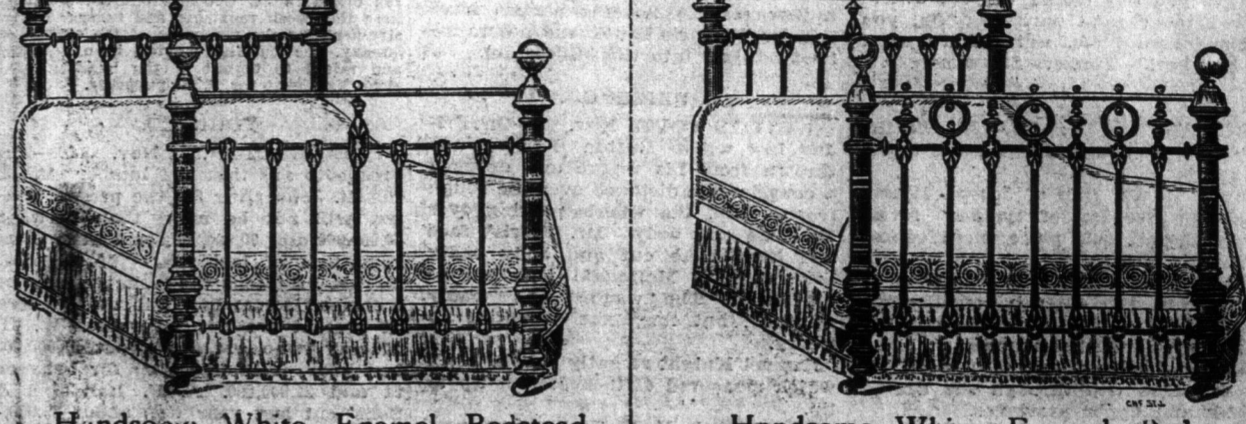
MANCHESTER, ROBERTSON & ALLISON, St. John, N. B.

Dry Goods, Clothing, Carpets and Furniture.



BEDROOM SUITS—A splendid variety in a large range of beautiful woods—All newest designs, and at exceedingly low prices.

Elm Suits at \$10.90, \$12.50, \$13.75, \$14.50, \$15.50, \$16.00. Ash Suits, Oak Suits, White Maple Suits, Golden Birch Suits, and Sycamore Suits.



Handsome White Enamel Bedstead, with Brass Trimmings. 3 feet wide \$9.75, 3 feet 6 inches wide 10.00, 4 feet wide 10.50.

Manchester, Robertson & Allison.

times is better than his forming a unit in the tragical following of John Dillon.

NEWFOUNDLAND. ST. JOHN'S, Nfld., Nov. 24.—Reports from along the coast being details of the serious damage done by Sunday's hurricane. The schooner Violet is a total wreck of Fenwick, fifty miles south of St. John's. Her crew was rescued with great difficulty.

The schooner of the Fleet, sailing from Lunenburg, N. S., was wrecked off Beigua. She is going to pieces. At Isla Valen, the schooners Starlight and Mornad went ashore. Both were laden with provisions, which were destroyed by water.

ST. JOHN'S, Nfld., Nov. 23.—Sir James Winter, the new premier, and the members of his cabinet were all re-elected today without opposition. Their respective constituencies, the elections being in conformity with the practice that requires a member of the legislature who has accepted a portfolio in the cabinet to submit himself again to the suffrages of his constituents.

WINNIPEG, Man., Nov. 23.—Greenway's government suffered a reverse yesterday in the by-election for Turtle Mountain, when James Johnston, conservative, was elected to replace Thomas Nicol, liberal, deceased, by a large majority. Both sides put up a great fight. The Duluth railway project was one of the chief issues of the campaign.

GLoucester, Mass., Nov. 23.—Timings of the wreck and perhaps loss of the entire crew of the J. W. Gilbert, which left Lunenburg, N. S., for Boston over three weeks ago, was brought here today by the fishing schooner Edward Grover, the crew of which sighted the Gilbert, abandoned and in a sinking condition, thirty miles southeast of Casco Bay, N. S. The ill-fated schooner was then rolling in a heavy sea, her hull well down in the water, and while both masts were standing, they gave evidence of being about to fall.

The Grover stood by the wreck for an hour, but no signs of life could be discovered on board, and the crew reluctantly came to the conclusion that either the men had been taken off by some passing vessel, or what seemed equally probable, all six had met a watery grave.

The Gilbert, which was a two-masted schooner of 90 tons burden, left Casco Bay, N. S., nearly a month ago, with a crew of six men and a cargo of potatoes for Boston. Captain Hester commanded the schooner and her crew consisted of Peter Bechard, Albert Mason, Charles North, Gabriel Heckman and Leonard Wright. The schooner ran into Lunenburg, N. S., on Nov. 4, and after stopping two days again set to sea.

Between Nov. 5 and 12 two terrific storms swept over the provinces, causing fearful gales off the coasts of

Maine and Nova Scotia, and it is thought that the Gilbert became unmanageable in one of these gales, and that then her crew feeling that she would founder, either took to their boats and were subsequently picked up, or were all swept off the vessel by the tremendous seas which must have boarded her.

The fact that when the Gilbert was sighted she was over 200 miles off her course from Lunenburg to Boston, and that she gave evidence of being tossed about at the mercy of the waves for some days, also leads to the opinion that the crew must have left her during one of the two storms. The point where the Grover sighted her was about 320 miles due east from Lunenburg.

has established himself, carrying on a general blacksmith business. The many friends of Elder George E. Langdon presented him with an address and purse containing \$24 in appreciation of his efforts at Saint Martin's last summer. Mr. Langdon replied in a very able and feeling manner. He left Saint Martin's on Tuesday for his home in the west, where he will remain for the winter.

Rev. S. H. Cornwall on Sunday baptized five converts at Vaughan's Creek. This makes a total of forty within the past few months. The Elder Geo. E. Langdon, Seventh Day Adventist, baptized one convert on Sunday morning.

OWEN HAMILTON FOUND DEAD IN A BOX CAR AT Point du Chene.

MONCTON, N. B., Nov. 23.—Owen Hamilton, aged about fifty, unmarried, was found dead in a box car used as a coal shed at Point du Chene, last night about eight o'clock, and a coroner's inquest held today resulted in the finding of a verdict that deceased came to his death by falling against an iron bar in the car. It appears that deceased left his home about seven o'clock in the morning to fish on a wharf, and though he had not returned till evening, no alarm was given. His brother, who was one of the witnesses at the inquest, testified that he was on had terms with deceased, but had not seen him that day, having been at the Intercolonial railway round house drinking with companions, and deceased suffered from locomotor ataxia, and is supposed that he had gone to the car, where he kept his fishing gear, and fell against the bar, receiving injuries sufficient to cause death.

LETTERS FROM THE PEOPLE. To the Editor of the Sun: Sir—In your issue of the 11th inst. Mr. Osman denies that Mr. Emmerston intended that he (Osman) would be the undertaker to bury the conservative party in this country. But Mr. Emmerston said it with such gusto and in his usual dramatic style, illustrated with his hands the act of driving a screw with a screw-driver, that we cannot see how any man can forget it.

We also notice the want of candor in Mr. Osman pretending not to know the politics of the excellent citizen whom he drove twenty miles to vote for. It is no use for Mr. Osman to squirm or try to crawl back, because he sees a rift in the clouds and the day dawning for the conservative party in this province, for, as it was with Louisiana and the rich man, so it is now with Mr. Osman and the conservative party, a great gulf lies between. He has received the reward, accepted the thirty pieces of silver, betrayed the conservative party, and after the next local election, when he will be done with the undertaking business, like Judas of old, he will feel like going out and hanging himself. There will be no doubt then in his mind as to the extent of the storm limit, or that it will sweep Albert county and have force enough left to extend over the whole province.

Yours, etc. ALBERT CO. OLD BROS.

THE WEEKLY SUN \$1 a Year.

Bentley & Co. are working in the woods on the property lately purchased by them, and already have a large quantity of deal manufactured ready to be hauled to the wharf on the first snow.

A new business stand has been opened at Vaughan's Creek. Elmer Brown, one of our Saint Martin's young men,

is better than his forming a unit in the tragical following of John Dillon.

REPORTS FROM ALONG THE COAST BEING DETAILS OF THE SERIOUS DAMAGE DONE BY SUNDAY'S HURRICANE.

THE SCHOONER VIOLET IS A TOTAL WRECK OF FENWICK, FIFTY MILES SOUTH OF ST. JOHN'S. HER CREW WAS RESCUED WITH GREAT DIFFICULTY.

THE FACT THAT WHEN THE GILBERT WAS SIGHTED SHE WAS OVER 200 MILES OFF HER COURSE FROM LUNENBURG TO BOSTON, AND THAT SHE GAVE EVIDENCE OF BEING TOSSED ABOUT AT THE MERCY OF THE WAVES FOR SOME DAYS, ALSO LEADS TO THE OPINION THAT THE CREW MUST HAVE LEFT HER DURING ONE OF THE TWO STORMS.

THE GROVER STOOD BY THE WRECK FOR AN HOUR, BUT NO SIGNS OF LIFE COULD BE DISCOVERED ON BOARD, AND THE CREW RELUCTANTLY CAME TO THE CONCLUSION THAT EITHER THE MEN HAD BEEN TAKEN OFF BY SOME PASSING VESSEL, OR WHAT SEEMED EQUALLY PROBABLE, ALL SIX HAD MET A WATERY GRAVE.

THE GILBERT, WHICH WAS A TWO-MASTED SCHOONER OF 90 TONS BURDEN, LEFT CASCO BAY, N. S., NEARLY A MONTH AGO, WITH A CREW OF SIX MEN AND A CARGO OF POTATOES FOR BOSTON.

in the survivors of some public opinion induced in government to desist from the spot, for it hired Arnold Pike's Victoria, a steamer of a fifteen tons and speed of and specially built for ice. She left Tromsø under an experienced ice master, Hansen, provisioned for in case of wintering, for any persons it might be required.

ANNOUNCEMENTS.

the New Brunswick and Graining Co. sets states that application made to the government to incorporate the steamship Company (Limited) for building a steamship to the Arbelia. The capital stock of the company is \$160,000, in \$100 shares of \$1.00 each, of whom are to be the local directors are: John, Charles DeWolfe, Thomson, J. B. North, J. W. W. Thomson, J. M.

made for a charter of the New Brunswick and Graining Company for objects for which incorporation is required: lease, or otherwise leases, licenses, interpositions, grants, audits, of and over lands of New Brunswick, Territories of Canada, the Dominion of Canada, manufacture, work, control, and buildings, dwellings, supply houses, warehouses, mills, works, gas works, steam, water or also create, minerals, or other rights, privileges, or other interests, also roads, ways, trails, telegraphs, and all other machinery, which may seem directly conducive to, or useful for, any of the objects of the company, and to compile, or otherwise, and any such operations, or otherwise, in personal property, real, personal, and stock of every description, hardware, and timber, patent rights, and marks, also timber, and machinery, and other rights, privileges, or other interests, also roads, ways, trails, telegraphs, and all other machinery, which may seem directly conducive to, or useful for, any of the 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PROVINCIAL NEWS.

CHARLOTTE CO. ST. STEPHEN, Nov. 28.—A. L. Drake, proprietor of the Windsor Hotel, has handed over the keys to the owners. Tyler Dunphy, the popular clerk, has been placed in charge until final arrangements are made. Miss Margaret Whitlock is performing the duties of housekeeper. In her hands the travelling public will be sure of excellent hospitality. Several merchants in town and some of his help have claims against the late proprietor, who has left town. Bishop Kingdon administered the rite of confirmation to a large class in Trinity church this evening.

GLOUCESTER CO. CHEATHAM, Nov. 24.—James J. Whitty has opened a carriage and sleigh repair shop in the Troy tannery. A few days ago a cargo of pulp for England was shipped by the two pulp mills. The cargo is valued at about \$66,000. Hon. L. J. Tweedie and Charles R. Mitchell have formed a partnership, with offices at Chatham and Newcastle. The steamers Edith, Jubilee, and Lina have been hauled up on the Miller slip, and the steamer Zulu on the Miramichi wharf. The steamers Nelson and Miramichi will be hauled up tomorrow. Smelt fishing has commenced. One fisherman caught over one hundred dollars worth today. A. F. Paternal understanding—"I came to ask for your daughter in marriage, sir," said the young man. "Have you any money of your own?" asked the careful parent. "Oh, you misunderstand me, sir! I don't want to buy her!"—Yonkers Statesman.

KENT CO. BUCTOUCHE, Nov. 28.—The weather is very unfavorable for the smelt business. Mary Myers, wife of Joseph Myers, died on Tuesday of typhoid fever. The funeral took place on Wednesday. There are still several cases of fever here, but all are convalescent except E. J. LeBlanc, merchant, who it is feared, will not recover. Father Michael left this week on an extended trip through the United States and other provinces. RICHMOND, Nov. 27.—The ten days' mission conducted at St. Mary's Church of England by Rev. R. P. McKim of St. John closed on Thursday evening. A number of smelt nets were seized this week for illegal fishing. The season opens on December 1st. John S. Wilson, one of the oldest citizens, is seriously ill. Malcolm McKinnon and Geo. Irving are preparing to open a general store in the Roxborough building.

KINGS CO. SUSSEX, Nov. 28.—The ball given last night in the Depot house by the guests was a success. Fully forty couples were present, who tried it merrily to the excellent music provided by Miss Whelan and Samuel Chapman until "hang over the wee wee" hour. The supper was all that could be desired. The most festive and brought Mrs. McLean the highest praise for her attention to this part of the evening's entertainment. The dresses worn by the ladies as well as their general appearance were greatly admired. The gentlemen having this pleasant evening in hand deserve the greatest credit for their part in this pleasurable event.

(From an Occasional Correspondent.) SUSSEX, Nov. 28.—Rev. Mr. Hamilton made a trip by carriage during the early part of the week to Havellock Corner, via New town and Corn Hill. He found the travelling as good as in summer time, and was greatly pleased with the appearance of the country. The thrift which appeared almost at every point of the journey was a pleasing feature. At Corn Hill on Monday evening the rev. gentleman addressed a large meeting in the F. C. Baptist church, and was entertained during the night at the hospitable home of Samuel Stockton. The drive across the ridge to Havellock on Tuesday forenoon was greatly enjoyed. In the afternoon several meetings were held in the vestry of the Baptist church in reference to S. S. work. The excellent accommodations of the home of Ohas. Keith near the church were participated in during the stay at Havellock. Mr. E. is a practical farmer. He has a fine silo, having a capacity for seventy tons. It was Mr. Hamilton's delight to assist by lantern light, on Wednesday morning, in feeding the stock from this silo. The necessary attention to the silo, and it was interesting to notice the evident relief with which the cattle devoured the warm silo feed placed before them. Mr. Keith refers to the unexpected pleasure of falling in with J. D. Chapman at St. Stephen at the meeting on Tuesday evening. Mr. C. is an enthusiastic Sunday school man, and favored the meeting with a forcible address. The Thanksgiving service held in the F. C. B. church on Thursday morning was of a union character. Rev. Mr. Hamilton, by request of Pastor Nobles, who was absent, directed the exercises, which were participated in by Revs. Hubby, Sullivan and Lucas. The sermon was preached by Rev. Mr. Hubby. It was a thoughtful production, abounding in fact and figure, delivered with much freedom and eloquence, and attentively listened to throughout by a congregation not so large by half as it ought to have been. At Smith's Creek and Newtown Thanksgiving services were held. That at the former place was of much interest. Pains had been taken to have the pulpit and platform and the altar table tastefully decorated. Grain, various roots, pumpkins, cranberries and house plants were arranged as to present a very attractive appearance. The choir too had prepared special music for the occasion, which they rendered with excellent effect. NORTON STATION, Nov. 25.—The Roman Catholics of Norton are erect-

ing a chapel on the hill near the station. The old one was begun in 1832 and finished by the present Bishop Sweeney of St. John. Being inconveniently and dilapidated it was resolved to put up a more suitable building. The fund was donated by James Byrne of Sussex and the frame by John W. Byrne of Norton. A substantial wall has been built by E. Northrup and the frame work and boarding in, which is nearly completed, are being done by Messrs. Somerville and Beck. The new church, when finished, will open in the vicinity of \$4,000, and commanding such a fine view of the surrounding country will be an imposing structure. Rev. Father Byrne, who has charge of the parish, is working hard for its successful completion. MILLSTREAM, Kings Co., Nov. 28.—The Baptist meeting house, which has received considerable repairs, is finished. Service was held there on Sunday, 14th inst., Rev. Mr. Swin preaching in the morning. Rev. Mr. McLean in the afternoon, and Rev. Mr. Pearce in the evening. Miss Mable Platts presided at the organ during the day and Mrs. J. Eddy in the evening. Excellent music was furnished by the choir. There was a large attendance. The school house in district No. 5 is receiving considerable repairs. Messrs. Flinnis & McHugh intend operating quite largely in the spinning business. E. Foidins met with a serious loss a few days ago. Having put \$100 in a pocket book and laid it away in a bureau. When wanting it he found it missing. He has no knowledge of its whereabouts. Lumbering, which appeared to be dull the first of the season, has taken a new start. Several parties have been engaged to haul lumber and other material from the Millstream.

QUEENS CO. WHITE'S COVE, Nov. 28.—On Friday last while Burton Ferris was thrown from his wagon and dragged a considerable distance over the rough frozen road, the wheels passing over his head and body. Mr. Ferris' face and head were cut and body badly bruised. Dr. McDonald attended to his case. The wagon was badly smashed, but the horse sustained no injury. Samuel Knight recently shot a hawk which measured 41 inches from tip to tip. Miss Maggie F. McKinlay, youngest daughter of Wm. McKinlay, was married on Wednesday evening to Frank Fairweather of Coal Creek, Queens Co., by Rev. I. N. Parker, in the presence of a large assemblage. The happy couple will reside at Coal Creek. Miss Edna House of Lower Jemesse, who is teaching school at White Point, is about to close her school to accept a lucrative position offered her by a business firm in Chicago. Messrs. Omond are building a large wind-mill for grinding grain and sawing wood. Mrs. J. E. Austin had one of her hands badly injured on Thursday by coming in contact with a wire trap that had been placed in the cellar to catch rats. E. H. White is getting out a quantity of soft wood for the Star line steamers. E. Austin saw three deer near the Cox road one day last week. Rev. A. J. Gollmer being unable to hold service in St. John's church on Thanksgiving day, held thanksgiving service there on Sunday last. Oeodora Laine, who has been living at White's Point for some time, has returned to Lower Jemesse with his wife and family last week.

ST. JOHN CO. A most interesting meeting of the St. John's Agricultural Society took place in the commodious hall on the 24th. Funds were appropriated for the purchase of eggs, in the spring, with the view of obtaining pure breeds of hens, ducks, turkeys and geese, and a committee consisting of Messrs. James Bourke, H. E. Gollmer and Michael Kelly were appointed for the purpose of corresponding with persons having pure stock eggs to sell. W. F. Mosher was authorized to purchase one thoroughbred Ayrshire bull, one Berkshire pig and one Shropshire sheep for breeding purposes, both of the latter to be of the male sex. It was also decided to hold meetings monthly for the discussion of agricultural subjects. The public are invited to the next meeting, which takes place on Monday evening, Dec. 6, and which will be devoted exclusively to the discussion of the pork question. The pork enterprise was heartily approved of and St. John's will doubtless contribute her quota of swine.

SUNBURY CO. SHEPPARD, Nov. 22.—Rev. O. P. Brown, the rev. pastor of the Marysville and Sheppard Baptist churches, arrived with his "bride elect" on Friday evening by steamer David Weston from St. John and I. C. R. from Albert county. On arriving at the Baptist parsonage in Marysville at 4 p.m., they found to their joy as well as surprise, the house warmed and a party of friends awaiting their respective. A sumptuous repast was prepared and a large number of friends assembled on the evening to meet and greet the happy pair and wish them much happiness in their new relations in life. The good neighbors seemed to vie with each other in making the young couple happy in contributing to their temporal wants in commending life. Even their horse in the stable was remembered with a good supply of provender. Mrs. McGowan, former landlady of the old Sheppard Inn, is spending the winter with Thomas Fulton at Little River. BLISSVILLE, Nov. 28.—A very pleasant entertainment, gotten up by Jas. Edmonds, teacher of the Blissville Corner school, in aid of the school library fund, was held in the hall on Thanksgiving night. The following programme was carried out in a manner reflecting much credit on those taking part: Opening address by the chairman, Rev. T. O. DeWitt; instrumental solo, Miss Ida Thomas; recitation, Miss Vida Smith; solo, Miss Lida Miller; farce, The Rough Dia-

mond, Truman Webb, J. Edmonds, Mabel DeWitt, Maud Ward, Jennie Smith and H. H. Smith; recitation, Miss Mabel DeWitt; solo, Miss Lida Miller; farce, The Rough Diomed, Truman Webb, J. Edmonds, Mabel DeWitt, Maud Ward, Jennie Smith and H. H. Smith; recitation, Miss Mabel DeWitt; solo, Miss Lida Miller; farce, The Rough Di-

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THE MARKETS.

Revised Every Monday for the Weekly Sun.

COUNTRY MARKET. The mill trade, for the last few days has been, especially for holders of poultry, which the market was glutted. Eggs have fallen in tendency. Meats and vegetables show no change.

Table with columns for various goods like Beef, Pork, Butter, etc., and their prices.

Table with columns for various goods like Flour, Meal, etc., and their prices.

Table with columns for various goods like Lumber and Lime, and their prices.

Table with columns for various goods like Fruits, etc., and their prices.

Table with columns for various goods like Groceries, etc., and their prices.

Table with columns for various goods like PORK PACKING, etc., and their prices.

Table with columns for various goods like GRAIN, SEEDS, HAY, etc., and their prices.

Table with columns for various goods like FRUITS, ETC., and their prices.

Table with columns for various goods like WEAK NERVES, etc., and their prices.

Table with columns for various goods like Sweet potatoes, etc., and their prices.

Table with columns for various goods like FLOUR, MEAL, ETC., and their prices.

Table with columns for various goods like LUMBER AND LIME, and their prices.

Table with columns for various goods like FREIGHTS, and their prices.

Table with columns for various goods like OILS, and their prices.

Table with columns for various goods like COALS, and their prices.

Table with columns for various goods like PORK PACKING, and their prices.

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GOT WHAT HE WANTED.

A St. John, N. B., Board of Trade Delegate in the City.

He Interviews the Board of Trade Members and Enlightens Them as to His City's Winter Harbor Facilities—Asks Them to Use It and They Agree To. (Toronto Mail and Empire).

W. S. Fisher, president of the St. John, N. B., Board of Trade, came to Hamilton yesterday, and, during the afternoon, held a conference with members of the local Board of Trade. The meeting was called hastily, which no doubt accounted for the somewhat small attendance, but what there was lacking in numbers was made up in enthusiasm, and Mr. Fisher had every reason to be well satisfied with the result of his mission here. His object in coming west is to interest the Canadian Importers and Exporters in the matter of St. John's winter coast port facilities. Primarily his object as a St. John Board of Trade representative is to do good to his own city. In doing this he offers such advantages as tend to the good of Canada at large. Briefly stated, his proposition is as follows:

For many years United States winter ocean ports have secured the Canadian import and export trade. American railways have hauled the freight from and to the border. In itself, as a matter of national sentiment, this condition of affairs has been distasteful to Canadians, but because of the fact that the American route has been cheaper than any Canadian route, it has had to hide itself. Securing C. P. R. connection and having a splendid natural ocean harbor for winter business, the business men of St. John have for several years ago a movement having as its object the making of that city a Canadian winter ocean port, with as good, if not better, facilities than the American ports, and with as low freight rates prevailing to and from every port of western Canada as prevail on the American side. The city itself had spent three-quarters of a million upon harbor improvements. As a result of this St. John is in a position today to give as efficient a winter ocean freight service and conditions with all important British ports and as cheap, too, as any of the American ports.

This was what Mr. Fisher had to tell the business men of Hamilton, and the request he had to make of them was that they should, wherever and whenever they could, be as advantageous as any American route, order or send their goods by an all-Canadian route. He would not say St. John exclusively. If Halifax was more suited, geographically, make it Halifax, but as a Canadian port, particularly in the case of imports he urged that orders be so worded as to make it explicit to British shippers that an all-Canadian route was designated for the goods to be sent to Canada.

Mr. Fisher was asked many questions, and answered them all clearly. He urged that navigation on the Bay of Fundy was the safest route to the Atlantic coast. There had not been an accident there during the whole of the past season. There was ample facility at St. John for the quick handling of freight, and it had been known to reach its destination in two and three days quicker by way of St. John than by way of Portland. Much had been said of delay at St. John by reason of fog. In the winter season the average of fog there was about fifteen hours a month, and there was practically no delay from that cause. He also referred to the possibility of working up a trade with the West Indies by this route, the C. P. R. having published a pamphlet on that subject.

When Mr. Fisher had finished explaining things to the satisfaction of the members of the board, the following resolution, moved by W. H. Gilford and seconded by C. S. Fearman, was unanimously carried, as was also a vote of thanks to Mr. Fisher: "Having heard the address of Mr. Fisher on the advantages offered through their magnificent harbor and docks by means of the C. P. R. every advantage is offered in the rapid handling and dispatch of goods in transit, and feeling that it is the duty of Canadians to patronize their own avenues of trade in preference to those of a foreign country, we pledge ourselves to do all in our power to encourage and direct a large share of our trade over our Canadian routes so far as it may be found practicable, and to give such means as are promised by Mr. Fisher every encouragement in our power."

CHURCH NEWS. Methodist services were now held every Sabbath in the old Burmese chapel, in which Dr. Judson was imprisoned and from which he was delivered by the victorious British, who brought the cruel "Theebaw" to terms. The Greek church in Japan is a Protestant translation of the Bible. Its adherents are over 23,000. Bishop Kasakini is considered the most influential religious teacher in the country, and the finest structure in Japan used for religious purposes is the Greek Cathedral in Tokio. The McAll mission has now 35 places of meeting in Paris, and about 50 others scattered throughout France and Corsica. There is now one minister in the United States to every five hundred and twenty of the population. Rev. Silas James has been invited to remain for a third term on the Bala Vista circuit. Several persons were recently united with the church. A supper recently held at Milltown on behalf of the Methodist parsonage realized \$112.

The one dollar appeal made on behalf of the Windsor churches, has already looked over \$3,000 by this route this season. Several persons were recently united with the church. A supper recently held at Milltown on behalf of the Methodist parsonage realized \$112.

What's the price of the silver? A dollar and seventy cents the clerk; but an atrium small success for the extra small size, however. "Oh, these will do. I'll have them."

ST. JOHN SHIP. Montreal Star. The C. P. R. reports a half of the Windsor churches has already looked over \$3,000 by this route this season. Several persons were recently united with the church. A supper recently held at Milltown on behalf of the Methodist parsonage realized \$112.

NOVA SCOTIA.

HALIFAX, N. S., Nov. 28.—The annual government report on Nova Scotia crops is as far above the average than last year's figures as 81 per cent of an increase below last year's yield for ensilage is an increase of 15 per cent. Fruit is far below in quantity. The potato crop is only 68 per cent. Pasture reports are live stock growers. There was less a nuisance the outputs have increased. HALIFAX, N. S., Nov. 28.—The annual government report on Nova Scotia crops is as far above the average than last year's figures as 81 per cent of an increase below last year's yield for ensilage is an increase of 15 per cent. Fruit is far below in quantity. The potato crop is only 68 per cent. Pasture reports are live stock growers. There was less a nuisance the outputs have increased.

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THE WEEKLY SUN.

ST. JOHN, N. B. DECEMBER 1, 1897.

THE TELEGRAPH HAS AN ALLY.

Hon. A. G. Jones, who appears to be the most influential and prominent of the government supporters in Halifax, has published a letter reopening the question of the sale of the Intercolonial railway. The subject is familiar enough in this province, because not long ago a campaign was opened by the Telegraph for the transfer of the Intercolonial to the company of which the Telegraph is the mouthpiece.

St. John has become the winter port, and Halifax is out in the cold. To remedy this let us build our C. P. R. to either one of these companies on the condition that they bring their freight to Halifax both for export and consumption as well for the same total cost that it is now carried by the C. P. R. to St. John. But it may be said that they will have to make further distance to come to Halifax. This is quite true. If they come by the I. C. R. they will have eighty miles further to go than to St. John. If they come by the C. P. R. they will have the distance that is between St. John and St. John today, that is, to make up for this they will have the ownership of our I. C. R. system, out and out. Now, what is the objection to this? The I. C. R. is costing the Dominion considerable money every year, and there does not appear to be any probability of its ever being able to meet its running expenses. The Dominion debt represents the road was opened up of deficits since the road was opened up. Suppose we hand it over to either of these roads, coupled with the condition that they bring freight to Halifax as cheaply as to St. John, how would the Dominion be any the worse off? But it may be asked, will the railway companies undertake such an arrangement? My belief is that they would jump at it. They would not only see what Mr. Blake will do, and would watch with interest to see whether the would depart from Parliament Hill when another Drummond deal called for his endorsement.

MR. MURPHY'S DEPARTURE. Perhaps Mr. Francis Murphy would not be called a great orator, and yet there are few orators who could come to a city like St. John and speak every evening for a fortnight, creating an audience. Mr. Murphy's meetings have been marked by a steadily deepening interest. He has sought to press home on the people their personal responsibility, and to urge them to personal action. What ever view we may take of the advantage of prohibitory legislation, all are or profess to be in favor of the reformation of the individual. Thus we have the venerable Archbishop, Dr. Stockton, who is not in favor of prohibitory legislation, standing side by side with Mr. J. R. Woodburn, who is very much in favor of it, on the platform from which Mr. Murphy makes his appeal. Mr. Murphy has closed a campaign, which, if it has not been successful, has been impressive, and we believe will be of great benefit to the inner life of the town.

WHAT GOES IN TORONTO. The campaign in Ontario is bringing out some astonishing statements. For instance, we have the Toronto Globe, which at ordinary times struggles with fair success to be accurate, giving a conspicuous position to this extraordinary editorial announcement: When the ministry assumed office they found the government road in the maritime provinces handicapped by one of the most extraordinary bargains ever made by men with pretensions to sanity. The only representative part of the line was from St. John to Halifax by way of Moncton. That the Canadian Pacific railway had running powers without even a rental charge. For only had the private corporation running powers, but the agreement stipulated that the government road must not collect business at any point on the line. While agents of the Canadian Pacific railway were permitted to collect at any point on the line, free running powers, the government road was prevented from doing so, thus making the traffic on the government road a loss to the private corporation. That remarkable agreement required a year's notice for revocation, the government road was given, and it will terminate on July 1. By the new arrangements, including the Montreal connection, the government road will have the natural right to collect traffic at any point along its line. It will also be able to quote rates and collect for passenger and business traffic not only over its own line, but to points in Quebec and Ontario.

It would be interesting to know who gave the Globe this story, which is calculated to defuse the Toronto electorate. Is Mr. Blair the author of the yarn? The Canadian Pacific railway never had running powers over the Intercolonial railway between St. John and Halifax. So far as we know the company never ran a single train on the government railway. There could not well be a rental charge, as the company never had the possession or use of anything rentable. As there were no free running powers to use the agents of the company could not collect traffic in using them. The government officials being the only ones engaged on the line, were not prevented from collecting traffic. The traffic on the good section of the road was not turned over to a private corporation, and could not be, for no corporation was there to take the traffic. The government railway has the same right to collect traffic now to collect to points in Ontario or Quebec that it will have next July.

The only basis for the Globe's fable is the fact that the passenger cars of the Intercolonial, Canadian Pacific trains are run by the Intercolonial management, as Intercolonial cars, between St. John and Halifax. They are managed by Intercolonial officers, government takes the returns, and the company pays car mileage for the use of its cars. Mr. Blair may or may not continue this arrangement, but it is more than likely that he will, in spite of the notice to quit. Latest news in THE WEEKLY SUN.

MR. BLAKE AGAIN.

Hon. Edward Blake delivered in St. John the other day the first speech on Canadian politics that he has made since 1881. In this address he gave the reason why he quit political life in Canada six years ago. It was hardly necessary for him to do so, for he stated them quite fully in the public letter that he printed the day after the election. Mr. Blake then explained that he left the party because its policy of unrestricted reciprocity was hostile to the empire and dangerous to the peace and prosperity of Canada. Mr. Blake now states, with uncomplimentary frankness, that Sir Wilfrid and his followers have abandoned the platform of 1881, and are once more in harmony with his views. His statement that the invitation extended to him to assist the home rule cause in Ireland afforded him an excellent and welcome opportunity to withdraw from Canadian public life at an embarrassing time, is thought to mean that he now contemplates a return to the Canadian parliament.

Mr. Blake does not yet vindicate his course in 1881. It is in no sense clear that he did his duty in talking to the woods when his associates were pursuing an unpatriotic policy. Mr. Blake allowed the party organs and the party leaders to declare that he was in perfect harmony with the policy of Sir Wilfrid Laurier. He withheld until after the election his letter condemning that policy, and gave it to the public after the people had taken action and when it was too late to do any good. Mr. Blake on his own admission sat still and allowed his name to be used in favor of a programme which he knew to be disloyal and dangerous. We have never been able to understand why Mr. Blake should not have been forced by his own self-respect to break this base silence, and why he has never since confessed that he was ashamed of it. Mr. Blake went to Ireland to give the rest of his life to the cause of home rule. He has not accomplished anything there and has probably become tired of the fight, as he has tired of many things before. But his splendid ability, which may seem to him every evening for a fortnight, is not gaining friends, will make him a conspicuous figure in the Canadian house of commons. We would like to see him there once more. As a supporter of the ministry there is reason to fear that he would in 1898 as in 1881 refrain from denouncing a crime on the part of his leaders. But at least we might expect that as in 1881 he would refrain from endorsing the policy of the public opinion. It is always every evening for a fortnight, to see what Mr. Blake will do, and would watch with interest to see whether the would depart from Parliament Hill when another Drummond deal called for his endorsement.

MR. MURPHY'S DEPARTURE.

Perhaps Mr. Francis Murphy would not be called a great orator, and yet there are few orators who could come to a city like St. John and speak every evening for a fortnight, creating an audience. Mr. Murphy's meetings have been marked by a steadily deepening interest. He has sought to press home on the people their personal responsibility, and to urge them to personal action. What ever view we may take of the advantage of prohibitory legislation, all are or profess to be in favor of the reformation of the individual. Thus we have the venerable Archbishop, Dr. Stockton, who is not in favor of prohibitory legislation, standing side by side with Mr. J. R. Woodburn, who is very much in favor of it, on the platform from which Mr. Murphy makes his appeal. Mr. Murphy has closed a campaign, which, if it has not been successful, has been impressive, and we believe will be of great benefit to the inner life of the town.

WHEN WE BECAME A NATION.

In the course of the first of his interesting and instructive lectures on British Colonial development, Professor Davidson spoke of the denunciation of the Belgian and German treaties as the establishment of complete commercial freedom for Canada. When the learned professor reaches this point in his more detailed discussion, he will doubtless deal more fully with the matter, to which he has given long and earnest study. The pastor of St. Stephen's church, whose patriotic and eloquent Thanksgiving sermon we have the privilege of printing today, would have a right to decline an invitation to discuss the same subject more specifically, seeing that his principal line of study is in another direction. Yet it would be interesting to pursue the inquiry far enough to learn how much more Canada is a nation in respect to commercial freedom than she was two or three years ago.

It is a good many years since the British American colonists acquired the jurisdiction to make their own tariffs. It is half a life time since the imperial government conceded to Canada the right to participate in the negotiation of the treaties affecting Canada. Sir John Macdonald was one of the commissioners which negotiated the Washington treaty. At this time it seems to have been established that any treaty in which Canada was concerned should be subject to ratification by the Canadian parliament. The imperial and Canadian governments were again represented at the negotiations of 1888, Mr. Chamberlain being present rather than to control him. The same condition existed at the time of the negotiation of the French treaty. We are inclined to think that if Sir Wilfrid Laurier were to go tomorrow to negotiate a commercial treaty at Washington he would proceed in the same manner as his predecessors. If he should pre-

fer to act without an imperial assent he would no doubt be permitted to do so, just as Sir Charles Tupper would have been years before last. It has not been shown or even asserted that the Canadian government is freer to negotiate treaties than it was last year or the year before. It is true that the treaties heretofore negotiated and tariffs heretofore framed at Ottawa were subject to the conditions of imperial contracts purporting to bind the colonies. It is true that the Belgian and German treaties were contracts binding the colonies, though Sir Louis Davies argued the contrary. It is true that these treaties have been denounced and will disappear. To this extent Canada has additional freedom of commerce.

But to say that Canada has suddenly become a nation because of this change, implies either the disappearance of all treaties limiting in the same way as those mentioned, the commercial freedom of the country, or else that for the first time the imperial government has become pledged not to bind Canada by commercial treaties to which Canada is not a consenting party. Now it is several years since Lord Salisbury declared that Great Britain would bind the colonies to no more treaties of commerce or favored nation treaties. There has within one year or half dozen years been no change in the policy of the empire in regard to the making of new imperial treaties. As to getting rid of the old ones, while two are to be abrogated, there are a great many that remain. Canada is still bound by a number of imperial most favored nation treaties, in a way that limits her power to make commercial treaties and discriminating tariffs of her own. If the Belgian and German treaties made Canada a nation, because Canada was not entirely free to make discriminating tariff laws, then is Canada no nation still.

If we are not mistaken it is still out of the power of Canada to give Germany better terms than France, or Belgium better terms than the Netherlands. There is a long list of countries to which the same rate of duty must be applied as to other countries with which Canada may negotiate, or to which Canada may be disposed to give a tariff preference. If we are not mistaken in the effects of the most favored nation treaties, the present tariff cannot be put into full operation according to its terms. The tariff cot offers a preferential reduction to all countries whose tariff is as low as ours. But the treaties seem to require that the same reductions which are made to one country by virtue of its low tariff on our goods, must be allowed to another and most favored nation, whether its tariff on our goods is high or low. The Belgian and German treaties stood in the way of a Canadian tariff preferring Great Britain. This obstacle disappears. But the obstacle remains which prevents us from preferring any foreign country which treats us well to another treaty country which treats us ill. If we are right in this interpretation, those who claim that Canada has suddenly become a nation, must on their own showing lament that Canada is not a nation yet.

In our opinion Canada became a nation on the first day of July, 1887, and has been a nation ever since. During that time Great Britain has interfered in our affairs only to help us. The imperial government has removed one obstacle after another from our progress along lines of our own choosing. Year after year the empire has called Canada into closer partnership and to fuller participation in councils dealing with imperial matters. The step taken this year in compliance with Canadian wishes was a proper one, and we are not disposed to minimize the part that Sir Wilfrid Laurier has in it. But it was one of many steps in the same direction, some more important and some less so than this one. It will probably be several years before the most favored nation treaties affecting Canada are all denounced. As convenient opportunity occurs they will be ended and subsequent negotiations will not involve Canada, unless Canada consents. Meantime we take leave to hold that Canada is a nation, and is in the happy enjoyment of the thirty-first year of her national history.

Is Mr. Harris of the Intercolonial any connection of Mrs. Campbell's friend, Mr. Blair's frequent reference to him is suggestive.

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BOSTON LETTER.

Some Changes Contemplated in the Lumber Traffic.

Miss Mary Campbell, Formerly of St. John, Tells a Remarkable Story; Which the Police Question.

The Death Roll of Former Provincialists—Exports by Water to N. B. and N. S.—Dull Lumber Trade—The Fish Market Very Quiet.

(From Our Own Correspondent.) BOSTON, Nov. 27.—The unseasonable weather of the past few days has swelled the death rate. During the past week a larger number of deaths than usual of former provincialists have been reported at city hall. There is some unrest in different sections over the high duty on Canadian lumber, and there may be a protest made at the coming session of congress. Hon. Russell H. Alger, Mr. McKinley's secretary of war, is one of the rearmstrongs, and he says he thinks if the lumber were reduced one-half it would give more general satisfaction. Several other members of his Michigan mills are dependent on Canadian logs. He has several mills in Canada, and large tracts of lumber land. The local customs officials have had a little difficulty with lumber schedules of the traffic, and it is probable a duty will be imposed on rough hewn logs used for the construction of wharves. The collector of customs at Washington says that logs and timber for other purposes than those mentioned in the "free" paragraph. A special agent to whom the point at issue was referred, recommends that all round and unmanufactured logs be admitted free, while paragraph 194 stipulates that timber hewn, sided or squared (not more than eight inches square) and round logs used for spars and in building wharves is dutiable at the rate of one-cent a cubic foot. These paragraphs seem to conflict and Collector Warren finds that some importers have been using logs and timber for other purposes than those mentioned in the "free" paragraph. A special agent to whom the point at issue was referred, recommends that all round and unmanufactured logs be admitted free, while paragraph 194 stipulates that timber hewn, sided or squared (not more than eight inches square) and round logs used for spars and in building wharves is dutiable at the rate of one-cent a cubic foot. 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THE THORN TRIAL.

Coroner Tuthill Says Cause of Death Was a Stab Wound.

Mrs. Mack Produced in Court on Lawyer Howe's Request.

The Conversation Between Police Captain O'Brien and Martin Thorn.

NEW YORK, Nov. 23.—The second trial of Martin Thorn for the murder of William Golden-suppe was fairly started today in the Queens county court before Justice Maddox. When an adjournment was taken yesterday seven jurors had been sworn. The other five jurors were selected before one o'clock today.

After a recess District Attorney Youngs opened the case for the prosecution. In a comprehensive manner he placed the entire case of the people against Thorn before the court and jury, and promised to prove everything that was charged in the indictment. He spoke for thirty minutes, and as soon as he had finished the taking of evidence was begun.

The remainder of the session was taken up in the examination of those who found the three bundles, each one containing a portion of the dismembered body, and several police officers were examined as to the manner in which the different parts were brought to the New York morgue. Some of the bath rubbers who knew Golden-suppe in the weeks immediately preceding the murder were also examined, and they were positive, judging from peculiar marks on the different parts, that they belonged to the body of the missing bath attendant.

Tomorrow the coroner and his deputy will be placed on the stand, and it is quite probable that Clark, Gotha and others who say that Thorn made confessions to them, may also be examined.

Mrs. Mack may also be called. But when the district attorney was asked this evening whether there was any significance in the fact that she had not spoken of Mrs. Mack as a witness in his opening address, and if she would or would not be a witness during the second trial, Mr. Youngs replied: "I cannot answer those questions at this stage."

The lawyers for the defence, however, are quite positive that the woman will be a witness, and they are prepared to make it very warm for her during the cross-examination. That they will put Thorn on the witness stand to refute Mrs. Mack's testimony and swear that it was she who committed the murder, is now beyond all doubt.

In addition to Thorn's testimony, it is said the defence will produce witnesses who will accuse Mrs. Mack of having committed serious offenses, the nature of which will not be disclosed by Thorn's counsel until it is made public property in evidence.

Both sides are satisfied with the jury, and the defence is perfectly well pleased with the majority of the jurors.

The rulings of Judge Maddox have been very impartial. It is thought that by Monday or Tuesday at the furthest all the evidence will be submitted.

NEW YORK, Nov. 24.—The third day of the second trial of Martin Thorn was an interesting one. Thorn was calm to a degree of unconcern throughout the morning session, but in the afternoon when several times arose between his and the people's lawyers he became very much interested and frequently conferred in whispers with his counselors, Messrs. Howe and Moore. The court room was packed and the galleries on each side of the court room were mostly occupied by women.

The early part of the day's proceedings was entirely taken up with the taking of evidence in order to prove the corpus delicti.

Coroner Tuthill, during his examination, stated that the cause of death was a stab wound between the fifth and sixth ribs, which penetrated the heart.

Later in the day the prosecuting attorneys, through a fellow barber, connected Thorn with the possession of a still, the inside of which was over six inches in length. District Attorney Young tried hard to get this witness to testify that Thorn had spoken of his relations with Mrs. Mack and Golden-suppe, but although Mr. Young was assisted by Mr. O'Leary and advised by Surrogate Weller in the formation of his questions, the court invariably sustained Mr. Howe's objections.

At one time nearly a dozen questions by the district attorney were bowled over by Lawyer Howe's appeals to Judge Maddox.

Mr. Weller tried to explain what the people wished to prove, but Mr. Howe objected to the explanation being made in the presence of the jury. Judge Maddox therefore left the bench and requested the legal opponents to meet him in the state room, where they conferred for nearly an hour. When they returned to court again it was evident that Mr. Howe had gained his point, because the prosecution changed its tactics.

Some of the witnesses examined today lived at Woodside.

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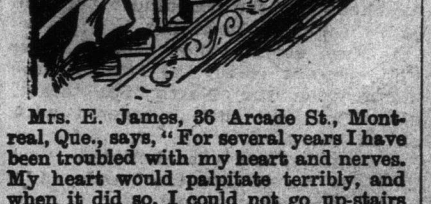
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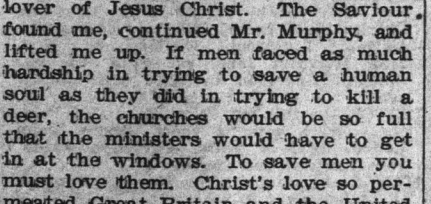
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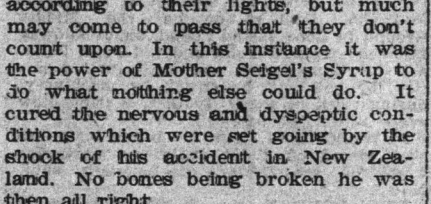
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THE I. C. R. SHUFFLE.

The Conductors Start on Their Honesty Test.

Traffic Manager Harris is Blamed for the Changes Made.

Hereafter it Seems the Intercolonial is to be Practically Managed from Montreal.

(Saturday's Moncton Transcript.)

The general change of I. C. R. conductors along the line and on every division has naturally attracted widespread attention, not only as a new departure, but because of the inconvenience which it is claimed will be caused to the men. At the first report, the men supposed the changes were permanent, and especially so, as in cases where little properties had been acquired, the selling of which would be forced in the event of a permanent transfer. Against the necessity of removing families in the winter from one divisional point to another was also urged; and it must be admitted that the conductors had a strong case to present had the changes been permanent. In their remonstrances they would undoubtedly receive everywhere strong local support.

But it is learned that the order has been issued for a limited period only and that the conductors will in most cases have returned to their families by Christmas. Under such circumstances it would seem useless to press the objections; and especially so, as the changes are the result of a wish on the part of the new traffic manager, A. H. Harris, to make a temporary arrangement in the management of the Grand Trunk railway. It is said that Mr. Harris has demanded that in carrying out the traffic management of the road he shall be free from political interference. If he determines that in a matter of traffic management certain dispositions of employees is necessary, he is to be free to make that disposition without the hitherto prevailing method of a strong political party being there being used to set the wish aside. Mr. Harris is further reported, is responsible only to the minister of railways, and that in all matters of freight and passenger traffic and arrangements, that J. Wallace, the general freight agent, and J. M. Lyons, the general passenger agent, will report to and take their instructions from him alone. If the current report is correct, there is no objection or limitation to this rule.

It seems to provide a dual management apparently, but whether or not so in practice, time alone will tell. All manner of speculations are rife as to what must be the natural conclusion of this drift. Does it point to a general reconstruction of the official staff, or merely of the duties of individual officials?

The conductors will not suffer any pecuniary loss by the temporary transfers. In cases where the conductors will be absent from their own homes they will be allowed a certain sum for board and expenses, in cases where existing arrangements are not called upon to bear such expenses, a maximum allowance has of course been set for such expenses, but only the actual cost at the regular rates charged by hotels and boarding houses to the railway men will be allowed as compensation. Thus these men will not suffer pecuniary loss by the transfer.

What Mr. Harris' object may be in making such a change does not appear; but possibly he may suppose that a trial which he has seen made elsewhere should also be made on this road.

The statement in the press that D. Pottinger was present at a meeting of the district superintendents held here to arrange the details of these changes is incorrect. Mr. Pottinger was not in Moncton at the time.

Following is the first draft of the changes which, though it will be changed, is nevertheless expected to be substantially followed:

Con. A. E. Olive of No. 33 and 34, Moncton and Campbellton, take No. 33 and 34, Quebec express, between Moncton and Halifax, and Con. N. Pugh of No. 19 and 20, between Mulgrave and Truro, take No. 1 and 2, day express, between Halifax and Amherst.

Con. J. Gaudet, now running from Sydney to Mulgrave, will in future run on No. 33 and 34, Quebec express, between Halifax and Moncton.

Con. R. G. Duncan and D. Rutherford of No. 1 and 2, Halifax and Amherst, take No. 19 and 20, trains, Truro and Mulgrave.

Con. W. Gunn and C. J. Rhodes, now running on No. 25 and 26, C. P. R. between Halifax and St. John, will after the change go to Cape Breton to run the express between Point Tupper and Sydney. Con. W. H. Donkin of the Truro and Mulgrave express, changes to Pictou and Oxford.

Con. John Coffey of 33 and 34, Quebec express, between Moncton and Halifax, will run out of Truro on No. 13 and 14, between Truro and Halifax.

Con. John Berry, of 33 and 34, Moncton and Halifax, takes the Sussex express.

Dr. Henderson of Toronto lectured in the Methodist church on Wednesday evening on missions. He is a very eloquent speaker.

The Methodists have decided to sell the lot on which the parsonage stood, and have purchased from Mrs. R. LeB. Tweed, a lot just in rear of the church, where the new parsonage will be erected. The committee have selected the site and given the contract to James Piers for laying the foundation.

THE I. C. R. SHUFFLE.

The Conductors Start on Their Honesty Test.

Traffic Manager Harris is Blamed for the Changes Made.

Hereafter it Seems the Intercolonial is to be Practically Managed from Montreal.

(Saturday's Moncton Transcript.)

The general change of I. C. R. conductors along the line and on every division has naturally attracted widespread attention, not only as a new departure, but because of the inconvenience which it is claimed will be caused to the men. At the first report, the men supposed the changes were permanent, and especially so, as in cases where little properties had been acquired, the selling of which would be forced in the event of a permanent transfer. Against the necessity of removing families in the winter from one divisional point to another was also urged; and it must be admitted that the conductors had a strong case to present had the changes been permanent. In their remonstrances they would undoubtedly receive everywhere strong local support.

But it is learned that the order has been issued for a limited period only and that the conductors will in most cases have returned to their families by Christmas. Under such circumstances it would seem useless to press the objections; and especially so, as the changes are the result of a wish on the part of the new traffic manager, A. H. Harris, to make a temporary arrangement in the management of the Grand Trunk railway. It is said that Mr. Harris has demanded that in carrying out the traffic management of the road he shall be free from political interference. If he determines that in a matter of traffic management certain dispositions of employees is necessary, he is to be free to make that disposition without the hitherto prevailing method of a strong political party being there being used to set the wish aside. Mr. Harris is further reported, is responsible only to the minister of railways, and that in all matters of freight and passenger traffic and arrangements, that J. Wallace, the general freight agent, and J. M. Lyons, the general passenger agent, will report to and take their instructions from him alone. If the current report is correct, there is no objection or limitation to this rule.

It seems to provide a dual management apparently, but whether or not so in practice, time alone will tell. All manner of speculations are rife as to what must be the natural conclusion of this drift. Does it point to a general reconstruction of the official staff, or merely of the duties of individual officials?

The conductors will not suffer any pecuniary loss by the temporary transfers. In cases where the conductors will be absent from their own homes they will be allowed a certain sum for board and expenses, in cases where existing arrangements are not called upon to bear such expenses, a maximum allowance has of course been set for such expenses, but only the actual cost at the regular rates charged by hotels and boarding houses to the railway men will be allowed as compensation. Thus these men will not suffer pecuniary loss by the transfer.

What Mr. Harris' object may be in making such a change does not appear; but possibly he may suppose that a trial which he has seen made elsewhere should also be made on this road.

The statement in the press that D. Pottinger was present at a meeting of the district superintendents held here to arrange the details of these changes is incorrect. Mr. Pottinger was not in Moncton at the time.

Following is the first draft of the changes which, though it will be changed, is nevertheless expected to be substantially followed:

Con. A. E. Olive of No. 33 and 34, Moncton and Campbellton, take No. 33 and 34, Quebec express, between Moncton and Halifax, and Con. N. Pugh of No. 19 and 20, between Mulgrave and Truro, take No. 1 and 2, day express, between Halifax and Amherst.

Con. J. Gaudet, now running from Sydney to Mulgrave, will in future run on No. 33 and 34, Quebec express, between Halifax and Moncton.

Con. R. G. Duncan and D. Rutherford of No. 1 and 2, Halifax and Amherst, take No. 19 and 20, trains, Truro and Mulgrave.

Con. W. Gunn and C. J. Rhodes, now running on No. 25 and 26, C. P. R. between Halifax and St. John, will after the change go to Cape Breton to run the express between Point Tupper and Sydney. Con. W. H. Donkin of the Truro and Mulgrave express, changes to Pictou and Oxford.

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