

LOCAL LEGISLATURE.

Provincial Secretary Mitchell Delivers the Budget Speech.

And Tries to be Cheerful Over the Growing Debt of the Province.

Mr. Powell Moves an Amendment and Supports it in a Powerful Address.

Fredericton, Feb. 1.—In the house of assembly Dr. Stockton gave notice of motion for details of all expenditures made since October, 1883, last year, that a statement in detail of the expenditure made last year or this, but not paid out of the expenditure of last year and remaining unpaid February 1st, 1895.

Dr. Stockton also gave notice of motion for particulars of the government's banking operations.

The order of the day, the consideration of the address being reached, Mr. Phinney resumed. He said it was idle for the attorney general to explain away the government defeat in Carleton county, or to claim that the government was not responsible for keeping that county nearly a year out of its proper representation.

In his (Blair's) own letter to Mr. Connell, written on February 2nd, last year, the attorney general sufficiently answers one of his present statements. That letter appears in the official debater of last year. In that letter to Mr. Connell, written a year ago, Mr. Blair said:

My Dear Connell—I have yours of the 31st ult., enclosing your resignation as a member of the government, and informing your intention also of resigning your seat in the legislature.

In another part of that letter the attorney general says:

If political life is distasteful to you (Mr. Connell) it would not be a great strain to remain for a short time longer. Just on the eve of a session is a most inconvenient time to force an election, and it is not the intention of the government to demand your resignation until it is convenient to you.

Mr. Connell withheld his resignation at the request of the attorney general and out of the latter's own mouth. His letter to Mr. Connell we have in evidence that he was responsible for keeping Carleton county out of its proper representation nearly a year.

This year, after delaying the election for a whole year, an election is announced for Carleton. When? Within a week of the opening of the legislature, regardless of the statement of the attorney general in his letter to Mr. Connell that the eve of a session is a most inconvenient time to force an election upon the government.

The election had been brought on so that the Woodstock bridge might be completed, so that the county might be bought. The provincial secretary, chief commissioner, solicitor general, and attorney general attended a public meeting at Woodstock on the occasion of the bridge opening. At that meeting it was stated by the sporting member of the government that Mr. Dibblee wanted a running mate and the government were going to give it to him.

Mr. Dibblee had simply been made to suit the exigencies of the political coalition and to enable the government to avoid disclosing the enormous deficit that has piled up last year. He predicted that there would be a general election before the people really knew how the finances stood. He believed the province had gone behind in 1894 at least \$100,000. The dairy industry was simply a "fad" of the government, of which they were especially fond, because it was so cheap.

They were able to realize larger dividends from it than from anything else. They could almost afford to pay that \$4,000 out of their own pockets. He gave the government no credit for their dairy policy, because they had to be in the procession with the other provinces or else the farmers would not stand it. He did not know what scheme the government had on foot in regard to the readjustment of the representation. It might drive him in the nine-hole, but he did not think he would have to hustle around for a corner as hard as the attorney general was hustling now.

It was necessary to issue a search warrant to find his political principles. He advised the government not to touch anything that wasn't touching them. Some years ago they had enfranchised the young men, thinking it was going to benefit themselves, but the young men had relegated the attorney general to oblivion in York county. He thought St. John deserved to have a grant for the exhibition, which could be made of great benefit to the agricultural interest. He was not going to find fault with the government because of the death of material in the speech, because he thought it was not wise for them to introduce too much legislation. If the government were going to change the representation, they ought to change the franchise and place it on an educational basis. The franchise should be given to those who had sufficient knowledge to know what they were voting about. He was sorry the address contained no reference to immigration. He took no stock in the government's profession of sympathy for Dr. Atkinson. Mr. Pitts had been responsible, but he never said anything so irresponsible as the attorney general's remarks on that subject yesterday. The government had made desperate efforts to find a candidate, and no one dared to oppose Dr. Atkinson. Whoever heard of the attorney general displaying sympathy or magnanimity for a political opponent? Didn't he bring libel suits against himself to gratify personal animus? Didn't he bring a libel suit against Mr. Crockett, at the expense of the country, simply to get a whack at an enemy?

Mr. Pitts said the asylum was still being run in the same old way. Dr. Steeves was still in it, and the lunatics were getting out of it just as usual. Last year York county was charged with forty-three lunatics, and it was out down to three. After the next general election the bills forced upon the counties would be somewhat larger. The by-road money of the province was getting less every year. York county was not now receiving its fair share.

Hon. Mr. Emmerson—It is getting the same amount as usual. Mr. Pitts—Then it goes into the pockets of a few political favorites, for it is not placed on the roads.

Hon. Mr. Emmerson—You are misinformed. Mr. Pitts—O, I have got the hayseed

pretty well threshed out of my hair. Hon. Mr. Emmerson—Better take a hand at the burdocks.

Mr. Pitts—Well, you have got a good many burdocks sticking fast to you, on those back seats. What the country wanted, said Mr. Pitts, was an honest, economical government, upon whom the people could place dependence. The object of this government was to deceive and bewilder the people. The government were afraid to grapple with the subject of retrenchment. They were simply putting the evil day afar off. It existed for the classes and not the masses, as shown in Northumberland county and elsewhere. Every investigation that had ever been held since this government came into power had shown its corruption and incompetency. The people all felt that no contract was ever let that did not mean boodles. He was glad to say for the chief commissioner that he had made no effort to shut out legitimate evidence in the Suspension bridge inquiry. Nevertheless, he had not the grasp of his position that enabled him to prevent corruption. His position was one of many temptations, and he was not a man of sufficient calibre to withstand the pressure. He (Pitts) would not take the position if it was offered to him. The government had displayed lamentable incompetency in regard to the horse Harry Wilkes; still it was a good thing that he had gone out of the country, for he did not amount to much. He was simply an illustration of the "bad" man at that investigation? The statement that the house knew nothing about what took place at the Suspension bridge inquiry certainly was not complimentary. It was absurd to say that the house could not vote intelligently on this question. In view of the full and ample information given by the press. He felt that if the opposition did not outline to some extent their policy with respect to what took place at that inquiry they would be recreant to their duty and inefficient as an opposition. In view of the fact that the sources of revenue of the government had been narrowed by their own act, that the debt of the province amounted to about \$2,400,000, that the interest charges from this time forward would be much less than \$130,000, the time had arrived when steps should be taken to guard the public treasury, especially when its sworn guardians had been unable to protect it.

Referring to the Woodstock bridge, Dr. Atkinson said that while the contract for the superstructure was \$62,400, he was informed that the actual outlay was not much less than \$100,000. The government had early and complete information as to the inefficient manner in which the work was being done. It was true the work was stopped, and the engineer was dismissed after the piers had been damaged, but he would like to know who had profited by the imperfect work? Did the engineer or the contractor reap knowledge that an improper amount of sand was mixed with the cement, and that the work was dishonestly done. He defied them to find an individual in Carleton county who would say that the work was honestly done. He would like to know who had profited by the death of Sir Thompson. He also approved of the proposals with regard to the dairy industry. His own section of the province had not yet reaped much benefit from the dairy grant, but he hoped it would be reaped another session. He did not know what the government really intended under the head of redistribution of the representation. If the boasting done by some of the government's supporters in St. John had any foundation, some gerrymandering might be expected down there to provide a safe seat for a member who was regarded as a seventh member of the government. As to the probate court reform, he had never known of a change being made in regard to court procedure that did not benefit the lawyers, and he supposed this would be in the same direction. He wondered how substantial the government's guarantee in aid of the St. John exhibition would prove to be. Probably the usual \$1,000 given to other exhibitions in recent years would be given. He sincerely hoped that if an exhibition was held this year its promoters would not have to apply to the government for the guarantee, but if they did he hoped it would be paid more promptly than was the case with the subsidy for wharves and elevators, which had not been paid yet. He would like to know from the government why the money was not coming? There ought to have been another paragraph in the speech, informing the house of the warm reception two of the members of the government got when they interviewed Mr. Hagarst with regard to the repairs on the Marsh bridge. He was afraid the bridge would become very much the worse for wear if it had to wait until it was repaired by the dominion government. He regretted that the attorney general was not able to be present to vote on this occasion. He (Mr. Shaw) would have voted for the amendment, but had paired with the attorney general. He did not express his opinion with any hope of defeating the government, for if that took place and an election was brought on he was afraid he would never meet a good many of his friends on the opposite side of the house again.

Hon. Mr. Emmerson—O, you would be coming up on delegations from St. John.

Mr. Shaw thought the manner in which the money was expended on the Suspension bridge was more than looked upon as a disgraceful especially when \$50 of the hard earned money of the men was taken from them and given to others. Some legislation should be adopted to remedy such evils.

Dr. Atkinson said the mover of the amendment had proved himself a worthy representative of a race which had produced some worthy men, and to which this country owed a deep debt of gratitude. At the time of the Am-

erican revolution it depended on the action of the French people of Canada whether we would have a British America or not. Advised by their clergy, they had remained true and loyal to the British connection. Every well-wisher of the country must be glad to see today the harmony which existed between the two great races. The proposed readjustment of the representation was not a new thing. It was proposed even before confederation and many times since. He was glad to see the government so well-to-do as to take up the subject of the government to remove existing inequalities; if the government brought forward an equitable measure he would support it. The combined population of Kent, Gloucester and Carleton was about 75,000, whereas the combined population of Albert and Restigouche was about 25,000, yet the latter counties had as great a force upon the floors of the house as the former.

The proposed aid to the dairying industry had been spoken of favorably on all sides. The opposition, as long as he had been a member of it, had always been in favor of giving liberal aid to the industry. The farming industry of the country was undergoing a change. It had been necessary to make changes in the methods of farming and to encourage the production of those articles which would find a ready sale, such as the products of the dairy. The market for these products on the mother land is practically unlimited.

He was somewhat surprised at the attitude taken by the leader of the government with respect to the amendment. The statement that the house knew nothing about what took place at the Suspension bridge inquiry certainly was not complimentary. It was absurd to say that the house could not vote intelligently on this question. In view of the full and ample information given by the press. He felt that if the opposition did not outline to some extent their policy with respect to what took place at that inquiry they would be recreant to their duty and inefficient as an opposition. In view of the fact that the sources of revenue of the government had been narrowed by their own act, that the debt of the province amounted to about \$2,400,000, that the interest charges from this time forward would be much less than \$130,000, the time had arrived when steps should be taken to guard the public treasury, especially when its sworn guardians had been unable to protect it.

Referring to the Woodstock bridge, Dr. Atkinson said that while the contract for the superstructure was \$62,400, he was informed that the actual outlay was not much less than \$100,000. The government had early and complete information as to the inefficient manner in which the work was being done. It was true the work was stopped, and the engineer was dismissed after the piers had been damaged, but he would like to know who had profited by the imperfect work? Did the engineer or the contractor reap knowledge that an improper amount of sand was mixed with the cement, and that the work was dishonestly done. He defied them to find an individual in Carleton county who would say that the work was honestly done. He would like to know who had profited by the death of Sir Thompson. He also approved of the proposals with regard to the dairy industry. His own section of the province had not yet reaped much benefit from the dairy grant, but he hoped it would be reaped another session. He did not know what the government really intended under the head of redistribution of the representation. If the boasting done by some of the government's supporters in St. John had any foundation, some gerrymandering might be expected down there to provide a safe seat for a member who was regarded as a seventh member of the government. As to the probate court reform, he had never known of a change being made in regard to court procedure that did not benefit the lawyers, and he supposed this would be in the same direction. He wondered how substantial the government's guarantee in aid of the St. John exhibition would prove to be. Probably the usual \$1,000 given to other exhibitions in recent years would be given. He sincerely hoped that if an exhibition was held this year its promoters would not have to apply to the government for the guarantee, but if they did he hoped it would be paid more promptly than was the case with the subsidy for wharves and elevators, which had not been paid yet. He would like to know from the government why the money was not coming? There ought to have been another paragraph in the speech, informing the house of the warm reception two of the members of the government got when they interviewed Mr. Hagarst with regard to the repairs on the Marsh bridge. He was afraid the bridge would become very much the worse for wear if it had to wait until it was repaired by the dominion government. He regretted that the attorney general was not able to be present to vote on this occasion. He (Mr. Shaw) would have voted for the amendment, but had paired with the attorney general. He did not express his opinion with any hope of defeating the government, for if that took place and an election was brought on he was afraid he would never meet a good many of his friends on the opposite side of the house again.

Hon. Mr. Emmerson—O, you would be coming up on delegations from St. John.

Mr. Shaw thought the manner in which the money was expended on the Suspension bridge was more than looked upon as a disgraceful especially when \$50 of the hard earned money of the men was taken from them and given to others. Some legislation should be adopted to remedy such evils.

Dr. Atkinson said the mover of the amendment had proved himself a worthy representative of a race which had produced some worthy men, and to which this country owed a deep debt of gratitude. At the time of the Am-

erican revolution it depended on the action of the French people of Canada whether we would have a British America or not. Advised by their clergy, they had remained true and loyal to the British connection. Every well-wisher of the country must be glad to see today the harmony which existed between the two great races. The proposed readjustment of the representation was not a new thing. It was proposed even before confederation and many times since. He was glad to see the government so well-to-do as to take up the subject of the government to remove existing inequalities; if the government brought forward an equitable measure he would support it. The combined population of Kent, Gloucester and Carleton was about 75,000, whereas the combined population of Albert and Restigouche was about 25,000, yet the latter counties had as great a force upon the floors of the house as the former.

The proposed aid to the dairying industry had been spoken of favorably on all sides. The opposition, as long as he had been a member of it, had always been in favor of giving liberal aid to the industry. The farming industry of the country was undergoing a change. It had been necessary to make changes in the methods of farming and to encourage the production of those articles which would find a ready sale, such as the products of the dairy. The market for these products on the mother land is practically unlimited.

He was somewhat surprised at the attitude taken by the leader of the government with respect to the amendment. The statement that the house knew nothing about what took place at the Suspension bridge inquiry certainly was not complimentary. It was absurd to say that the house could not vote intelligently on this question. In view of the full and ample information given by the press. He felt that if the opposition did not outline to some extent their policy with respect to what took place at that inquiry they would be recreant to their duty and inefficient as an opposition. In view of the fact that the sources of revenue of the government had been narrowed by their own act, that the debt of the province amounted to about \$2,400,000, that the interest charges from this time forward would be much less than \$130,000, the time had arrived when steps should be taken to guard the public treasury, especially when its sworn guardians had been unable to protect it.

Referring to the Woodstock bridge, Dr. Atkinson said that while the contract for the superstructure was \$62,400, he was informed that the actual outlay was not much less than \$100,000. The government had early and complete information as to the inefficient manner in which the work was being done. It was true the work was stopped, and the engineer was dismissed after the piers had been damaged, but he would like to know who had profited by the imperfect work? Did the engineer or the contractor reap knowledge that an improper amount of sand was mixed with the cement, and that the work was dishonestly done. He defied them to find an individual in Carleton county who would say that the work was honestly done. He would like to know who had profited by the death of Sir Thompson. He also approved of the proposals with regard to the dairy industry. His own section of the province had not yet reaped much benefit from the dairy grant, but he hoped it would be reaped another session. He did not know what the government really intended under the head of redistribution of the representation. If the boasting done by some of the government's supporters in St. John had any foundation, some gerrymandering might be expected down there to provide a safe seat for a member who was regarded as a seventh member of the government. As to the probate court reform, he had never known of a change being made in regard to court procedure that did not benefit the lawyers, and he supposed this would be in the same direction. He wondered how substantial the government's guarantee in aid of the St. John exhibition would prove to be. Probably the usual \$1,000 given to other exhibitions in recent years would be given. He sincerely hoped that if an exhibition was held this year its promoters would not have to apply to the government for the guarantee, but if they did he hoped it would be paid more promptly than was the case with the subsidy for wharves and elevators, which had not been paid yet. He would like to know from the government why the money was not coming? There ought to have been another paragraph in the speech, informing the house of the warm reception two of the members of the government got when they interviewed Mr. Hagarst with regard to the repairs on the Marsh bridge. He was afraid the bridge would become very much the worse for wear if it had to wait until it was repaired by the dominion government. He regretted that the attorney general was not able to be present to vote on this occasion. He (Mr. Shaw) would have voted for the amendment, but had paired with the attorney general. He did not express his opinion with any hope of defeating the government, for if that took place and an election was brought on he was afraid he would never meet a good many of his friends on the opposite side of the house again.

Hon. Mr. Emmerson—O, you would be coming up on delegations from St. John.

Mr. Shaw thought the manner in which the money was expended on the Suspension bridge was more than looked upon as a disgraceful especially when \$50 of the hard earned money of the men was taken from them and given to others. Some legislation should be adopted to remedy such evils.

Dr. Atkinson said the mover of the amendment had proved himself a worthy representative of a race which had produced some worthy men, and to which this country owed a deep debt of gratitude. At the time of the Am-

erican revolution it depended on the action of the French people of Canada whether we would have a British America or not. Advised by their clergy, they had remained true and loyal to the British connection. Every well-wisher of the country must be glad to see today the harmony which existed between the two great races. The proposed readjustment of the representation was not a new thing. It was proposed even before confederation and many times since. He was glad to see the government so well-to-do as to take up the subject of the government to remove existing inequalities; if the government brought forward an equitable measure he would support it. The combined population of Kent, Gloucester and Carleton was about 75,000, whereas the combined population of Albert and Restigouche was about 25,000, yet the latter counties had as great a force upon the floors of the house as the former.

The proposed aid to the dairying industry had been spoken of favorably on all sides. The opposition, as long as he had been a member of it, had always been in favor of giving liberal aid to the industry. The farming industry of the country was undergoing a change. It had been necessary to make changes in the methods of farming and to encourage the production of those articles which would find a ready sale, such as the products of the dairy. The market for these products on the mother land is practically unlimited.

He was somewhat surprised at the attitude taken by the leader of the government with respect to the amendment. The statement that the house knew nothing about what took place at the Suspension bridge inquiry certainly was not complimentary. It was absurd to say that the house could not vote intelligently on this question. In view of the full and ample information given by the press. He felt that if the opposition did not outline to some extent their policy with respect to what took place at that inquiry they would be recreant to their duty and inefficient as an opposition. In view of the fact that the sources of revenue of the government had been narrowed by their own act, that the debt of the province amounted to about \$2,400,000, that the interest charges from this time forward would be much less than \$130,000, the time had arrived when steps should be taken to guard the public treasury, especially when its sworn guardians had been unable to protect it.

Referring to the Woodstock bridge, Dr. Atkinson said that while the contract for the superstructure was \$62,400, he was informed that the actual outlay was not much less than \$100,000. The government had early and complete information as to the inefficient manner in which the work was being done. It was true the work was stopped, and the engineer was dismissed after the piers had been damaged, but he would like to know who had profited by the imperfect work? Did the engineer or the contractor reap knowledge that an improper amount of sand was mixed with the cement, and that the work was dishonestly done. He defied them to find an individual in Carleton county who would say that the work was honestly done. He would like to know who had profited by the death of Sir Thompson. He also approved of the proposals with regard to the dairy industry. His own section of the province had not yet reaped much benefit from the dairy grant, but he hoped it would be reaped another session. He did not know what the government really intended under the head of redistribution of the representation. If the boasting done by some of the government's supporters in St. John had any foundation, some gerrymandering might be expected down there to provide a safe seat for a member who was regarded as a seventh member of the government. As to the probate court reform, he had never known of a change being made in regard to court procedure that did not benefit the lawyers, and he supposed this would be in the same direction. He wondered how substantial the government's guarantee in aid of the St. John exhibition would prove to be. Probably the usual \$1,000 given to other exhibitions in recent years would be given. He sincerely hoped that if an exhibition was held this year its promoters would not have to apply to the government for the guarantee, but if they did he hoped it would be paid more promptly than was the case with the subsidy for wharves and elevators, which had not been paid yet. He would like to know from the government why the money was not coming? There ought to have been another paragraph in the speech, informing the house of the warm reception two of the members of the government got when they interviewed Mr. Hagarst with regard to the repairs on the Marsh bridge. He was afraid the bridge would become very much the worse for wear if it had to wait until it was repaired by the dominion government. He regretted that the attorney general was not able to be present to vote on this occasion. He (Mr. Shaw) would have voted for the amendment, but had paired with the attorney general. He did not express his opinion with any hope of defeating the government, for if that took place and an election was brought on he was afraid he would never meet a good many of his friends on the opposite side of the house again.

Hon. Mr. Emmerson—O, you would be coming up on delegations from St. John.

Mr. Shaw thought the manner in which the money was expended on the Suspension bridge was more than looked upon as a disgraceful especially when \$50 of the hard earned money of the men was taken from them and given to others. Some legislation should be adopted to remedy such evils.

Dr. Atkinson said the mover of the amendment had proved himself a worthy representative of a race which had produced some worthy men, and to which this country owed a deep debt of gratitude. At the time of the Am-

D. ATHERTON, Trainer and Driver, writes:—

"I would advise every one to try MANCHESTER'S TONIC CONDITION POWDERS and LINIMENT."

ST. MARTINS, N. B. J. W. MANCHESTER & CO.:

Sirs—Please send me by stage, with bill, one-half dozen bags of MARSELAISE POULTRY FOOD. It is a splendid thing for poultry, the increased production of eggs being very marked.

R. McD. MURRAY.

(Smith) responsible for that amendment. Had it not been for his action with reference to the Suspension bridge repairs, it is not likely that the amendment would now be before this house. He described at length his efforts in 1893 and again in 1894 to obtain all the papers he had asked for in connection with the work of repairing the Suspension bridge. He was willing now to say that he had seen more in the conduct of the chief commissioner in connection with the investigation itself to commend than he had seen in connection with his production of the papers in the first instance. The examination had been fairly complete, and he had to thank the leader of the opposition for the assistance he had given him in connection with it. The investigation had not gone to the full length of the commissioner's remarks that in that investigation he (Emmerson) had been as patient as Job, and he would like to know how much of the amount provided for the fund; and right here he confessed his ignorance, was the meaning of the \$2,000 to the receiver in connection with agriculture.

Hon. Mr. Mitchell—The expense of the travelling Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How agreed in what it would regard of Sir John Thompson eloquent tribute paid to that great speaker. The impression that the dairy interest, by that he was somewhat find that according to it was the dominion had co-operated with matter. He had always the impression that the authorities that he for the dairy interest, and that this simply co-operated government in the would be willing to do amendment in any measure further improve the agriculturists of the province to see by the house that the leader had attempted a false position. He said that the Fraser government had been house. What he had detailed statement of appeared in the public remembered having a very general impression had not published in official records of the general in answer to by what the Fraser government had been given by the Fraser government. He was in a position to statement. He was sure, and while the government had been given the exact details in connection with the importation of government in on record seen today. He would and country, therefore thought of a gentleman, his inquiry, had made a statement. The chief had failed to do so, that the government the grant to the dairy 000. This government nearly as much as the do in the interest of the agriculturists, we find that the cost of culture was only \$23, including the dairy interest discover exactly how much got it would be deduct from that sum expenses of the department the amount provided for fund; and right here he confessed his ignorance, was the meaning of the \$2,000 to the receiver in connection with agriculture.

Hon. Mr. Mitchell—The expense of the travelling Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost. If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to pay for the \$7,000 original cost.

Mr. How—That is a matter which does not concern me, we have an amount of \$7,000 to deduct from the sum expended on the increase that came with the importation. Why should the province pay for the \$7,000 original cost? If we pay this interest, we charged against the treasury? He believed the great industries of the province should be encouraged, and that the government should be able to

LOCAL LEGISLATURE.

(Continued from Page 3.)

butter on the other side of the water. For the present, his opinion was that it would be much better for our farmers to invest in cheese factories than in creameries.

In the past, Mr. Mitchell said, the present government had endeavored to do what they could to improve the different breeds of cattle in the province, and to assist the farmers to get up their present stock. It was impossible to carry on dairy farming successfully without good breeds of cattle, and there was no use in our farmers having good breeds of cattle unless they were educated to take care of them properly.

It was the intention of the government in the very near future to make a further and larger importation of cattle, and he hoped also of sheep and swine. The necessity for such importation was becoming more and more apparent. He was glad to know that that greatly increased interest was being taken by the farmers in the question of breeding good stock. The time was not far distant when the province of New Brunswick would occupy as good a position as any other in the Dominion. (Applauded.)

Turning to the estimates for the current year, Mr. Mitchell said the amount expected from the Dominion subsidy was \$483,560.25. The territorial revenue was placed at \$145,000.

Dr. Stockton—Upon what do you base that calculation, seeing that you only got \$85,000 from stumpage last year.

Hon. Mr. Mitchell said the mileage renewals were known and the revenue from other sources was nearly the same from year to year, viz., from fishing licenses, sales of lands, etc. The estimate for stumpage was based on the information received from scalers, which indicated that more operators were at work, that they went into the woods earlier than usual and that the operations would be larger than for some years past. Then again the season had been the most favorable known for years.

In the year 1893, which was a fairly favorable year, \$105,000 had been received from stumpage and it was reasonable to suppose that this year the receipts would be as large, if not larger. In 1892 the amount received from renewals was about \$18,000, and from stumpage \$106,000.

In 1894 the amount received from renewals was \$29,400, and from stumpage \$66,600; this year it was thought that about \$100,000 would be received from renewals and land sales than in 1893, so that he thought the estimate of \$145,000 from territorial revenue would prove to be within the mark. Mr. Mitchell then enumerated the other items of estimated receipts as given in a statement, making a total of \$770,560.25.

Passing to the estimated expenditure, Mr. Mitchell said \$14,180 had been calculated upon the item of administration of justice. As he had stated, a decrease was expected in the amount of jury fees. This year an appropriation of \$500 was asked for the publication of equity reports, the importance of which all legal gentlemen would recognize.

Dr. Stockton—Do you think the jury fees will be even less this year than last year, when they were only \$4,000, as compared with \$6,000 in 1893?

Hon. Mr. Mitchell said the government could not exactly foresee what the operation of the law would be. The amount expended in 1893 was exceedingly large. The appropriation asked for agriculture was \$21,850. For the boys' industrial home, \$15,500. He had not yet received the annual report from that institution, but the information he had received showed that it was doing excellent work, and was likely to fulfill all the aims of its founders. It was certainly meeting a want that had long been felt in the province. For elections, \$600 was estimated.

MR. POWELL

said the duty devolved upon him, as it had on some previous occasions, of calling the attention of the house to the view of public finances which presented itself to the members of the opposition. While he was pleased to hear the provincial secretary take a rather rosy view of the country, which doubtless was better than to view it from the standpoint of blue ruin, yet it were better under the circumstances to fairly face the position as it existed, and in the presentation of the figures by the provincial secretary he had drawn deductions which were entirely at variance with the deductions warranted by the facts. The details of the financial situation he would not enter into, but would briefly state the effect generally.

Time and time again he had called attention to the alarming state of the provincial finances, and had been met at times with the reply that the expenditures were on a capital account. He cared not on what account it might be, the result was the same, the indebtedness would have to be paid, and meanwhile the province went on borrowing and borrowing, irrespective of the future consequences, but sooner or later this borrowing must come to an end, and direct taxation would be resorted to, and it would be but poor compensation to be told that the money had been expended on capital and not on revenue account.

On turning to page four of the auditor general's report it would be seen that during the past year there had been a large increase in the indebtedness, but beyond this apparent indebtedness there were other large accounts not charged up because the accounts simply showed the warrant expenditure. He would emphasize this point that the auditor general's report was not a complete history of the year's financial affairs. Additional sums were incurred on account of the Bouché, Cocagne, St. Stephen and other bridges. In judging of the year's finances they must remember that the public accounts only covered ten months, and while the provincial secretary claims that the revenue for the year would be larger, it must be borne in mind that the expenditure for the year would also be larger. He had figured the expenditure up to the end of January on the basis of other years. The additional expenditure amounted to at least \$20,000 expended on the

St. Stephen, Cocagne and other bridges which did not appear in the public accounts.

The additional expenditures during the year which they must take into account are, first, the coupons falling due on the bonded debt in the month of November, which amounted to \$4,500. He would omit those falling due in December, as the December coupons had year after year been counted in the following year, and the interest account of last year following the rule, omitted the December coupons.

The next addition would be in the administration of justice. This time he would not estimate on the basis of last year's expenditure, as it was exceptionally high, and such a course would be unfair to the government. He would reckon it on the basis of 1892, and the additional expenditure for November and December would amount to \$2,748.90.

In agricultural expenditure, taking 1893 as a basis, the expenditures for November and December would be \$6,147.91.

In contingencies, the additional expenditure for the two months would be \$175.18, while the expenditure on executive government for the same months would be \$3,199.88.

The lunatic asylum expenditure would be increased to the 1st of January by \$14,272, and public printing by \$1,964.41. The additional expenditures, therefore, for the year, including warrant account and floating indebtedness, would be \$53,000, in round numbers.

From this the reductions for the increased revenue during that time would be, on the basis of previous years, \$12,288.51, leaving the net increase on these items of say \$40,000. This amount must be added to the net indebtedness, which was shown in the auditor general's report to be \$9,266.41, leaving us \$110,000 more in debt than we were last year. This statement cannot be controverted. One could well understand the anxiety of the leader of the government and the lawyers engaged in re the Consolidated Electric Company to scoop out their fees from the fund, which amounted to some \$19,000, the government having laid hands on the balance, amounting to about \$70,000. It has vanished, with it too has gone the \$47,000 of bonds for the Woodstock bridge, and in addition to that, those other sums up to the 1st of January made \$40,000 more. Looking at the matter from another standpoint, take that of the yearly expenditure alone, we can summarize more perfectly and briefly.

The total expenditure on ordinary warrant account during the ten months was \$661,521.23, while the total revenue for the same time was \$619,287.67, showing the deficit on warrant account for ten months to be \$42,233.41. To this must be added first the \$47,000 for the Woodstock bridge; secondly, the \$20,000 odd estimated excess of expenditure over income for the remaining two months of the year, and thirdly, the \$20,000 on other bridges, which, so far, had not passed into warrant account, and about \$8,000 for overdraft in connection with public works and lunatic asylum, and making all allowance for inferences we must draw from the same time was \$619,287.67, showing the deficit on warrant account for ten months to be \$42,233.41. To this must be added first the \$47,000 for the Woodstock bridge; secondly, the \$20,000 odd estimated excess of expenditure over income for the remaining two months of the year, and thirdly, the \$20,000 on other bridges, which, so far, had not passed into warrant account, and about \$8,000 for overdraft in connection with public works and lunatic asylum, and making all allowance for inferences we must draw from the same time was \$619,287.67, showing the deficit on warrant account for ten months to be \$42,233.41.

The record of the government has been debt, debt, varied by more debt, and what now, he asked, would the provincial secretary do. The province could not go on in this indefinitely; the end had to come and had to come shortly. The government might borrow sufficient money to run the province until some of its members abandoned local and entered Dominion politics, but the members of the opposition would not do that. The difficulty, in view of the state of provincial affairs he purposed moving the following amendment, which was seconded by Mr. Shaw:

That Mr. Speaker do not leave the chair, but that he be resolved:

1. That in view of the state of the province, owing to a succession of yearly deficits, calls for the immediate adjustment of expenditure to income, and to accomplish this the most liberal economy should be practised in all branches of the public service.

2. That in view of the importance of our public debt, in view of our limited sources of income, imperatively demand that there should be no further increase in the amount of our constitution is desirable so that the executive cannot, without the consent of the legislature, incur expenditure in excess of the income of the province.

3. That in view of the direct taxation recently imposed upon the municipalities a general system of municipal reform be adopted, by which municipalities be more economically and efficiently managed, and by which an official paid out of the municipal fund be appointed and controlled by municipal authorities.

4. That all work paid for out of municipal funds be put up to public competition as far as possible.

5. That in view of the importance of our agricultural interests and the great necessity of encouraging and developing those interests, the duties of the chief secretary general be amalgamated with and discharged by some other executive department, and that a member of the executive, as minister of agriculture, have charge of this important provincial interest.

6. That in view of the requirements of the province, withdraws annually from the necessary revenue a sum in excess of the amount of money, and being disproportionate to the membership of the house, imperils the independence of the legislature.

He would not trouble the house with a discussion of the necessity to adjust the expenditure to income. Every member, he trusted, believed this to be desirable. The same would apply to further additions to the public debt. Different states in the republic south of us had gone through the experience which the provinces are now undergoing. There the difficulty was so great that some states were compelled to repudiate their debt entirely. Very many of the states adopted constitutional amendments respecting the powers of the legislature to incur indebtedness; in some no debt could be incurred, the amount that could be incurred was limited. What had proved a salvation there would prove a salvation here. The government should hail such amendment with delight.

The leader of the government had said that railway and other large subsidies had been forced on him against his better judgment. There was doubtless much truth in this statement, but were it made by our constitution impossible for the government to incur such debt without a two-thirds vote of the house, they would have a shield, and a protection against needy friends, and unfortunately

newspapers clamoring for paper. They would simply say we have no power to grant your requests; our only control over financial expenditure beyond the revenue is not a party control, but one delegated to us by two-thirds of the representatives of the people. In respect to letting work by public tender, as far as possible the policy was a most wholesome one, in respect to which the government had ignored year after year the advice of the public accounts committee, the majority of whom were their strong supporters. Had this policy been adopted, the Suspension bridge steel would never have occurred. Within two miles of his own residence in Sackville a bridge that could have been built for \$200 or \$300 cost two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

The provincial secretary boasted of November and December industries to the amount of \$24,000. The census returns of 1891 showed there were forty thousand farmers in the province over fifteen years of age. He had a few years ago called attention to the fact that they proposed to give the farmers one third cent postage each, two or three times as much, simply, he was informed, because it was not sold at public auction. As to the executive, he was of opinion that five, or even less, would be sufficient.

PROVINCIAL NOTES.

David Johnson, one of the leading lumbermen on the St. Croix, lost a valuable grey stallion recently in the woods.

Dr. Moore of Stanley, York Co., intends building a brick residence in the spring, and Andrew Douglass proposes erecting a brick store.

Whooping cough is quite prevalent at Penobscus. The home of H. E. France at Penobscus has been gladdened by the advent of a son.

VICTORIA. The funeral of Miss Vera, daughter of Mr. and Mrs. Charles LeB. Miles of Andover, which took place on Wednesday, Jan. 30th, was largely attended, with which he conducted his school in the old Madras building on the north side of King square.

Thinking that Sizar Elliott's reminiscences of his school days, etc., may be of interest to your readers I send you some extracts from his letter for publication in the Sun. Mr. Elliott kindly encloses his photograph, to which he has appended the words: 6 feet 2 inches and straight as an arrow.

John T. Cale has completed the revising of the electoral lists for Kent. The Acadian view shows a decrease, and a great many have left the county since the last revision. A large number of English have been added.

SUNBURY. A cornet band is being organized at Hartland, Carleton Co. C. Humphrey Taylor has purchased a building lot in the centre of Hartland village, and will erect a large two-story block there in the spring.

An interesting temperance meeting was held in the Baptist church at Centreville, Carleton Co., on the 28th ult. The meeting opened with reading of scripture and prayer by Rev. Jos. Perkins. The singing was appreciated. The solo by Charles White was very heartily applauded. Speeches were given by Rev. Jos. E. Flewelling and Rev. Jos. A. Cahill. Collection was taken up by Miss Campbell and Miss Nicholson. The two ministers differed considerably in pointing out the best way to obtain a prohibitory law.

David Dickinson is putting out 300 cords of two feet sawed wood for the R. R. at Havelock, Carleton Co. Hay is worth \$6 a ton and oats from \$3 to 3 1/2c. at Newburg Junction.

QUEENS. Thomas Hassan has the contract for building a residence for Robert Anderson at Armstrong's Corner, Queens Co. C. M. Wiggins' hoop factory at Young's Cove, Queens Co., is running full time. Half a million hoops will be turned out this year.

A basket social in Waterborough hall recently realized \$25 towards the new Episcopal rectory at Carleton Place. Rev. C. N. Mitchell, pastor of the P. C. B. church at the Narrows, was very generously remembered by his congregations a few evenings ago.

Rev. Mr. Hanington preached the first sermon in the new Church of England place of worship at Bagdad, Queens Co., on the 3rd inst. to a large congregation. The I. O. G. T. lodge at Shannon, Queens Co., has been reconstituted and is now working actively, thanks to the efforts of deputations from Queens Own and Cambridge Star lodges.

ALBERT. Abram Bray and Gideon Bray have leased their lower mill on Calkin's Creek, Albert Co., to Geo. Nelson and Wm. Bray.

George Kenne and Miss Jennie Lewis, daughter of John Iron, John Lewis, were recently married at the Baptist parsonage, Edgett's Landing, Albert Co., by Rev. S. H. Cornwall, B. A. The plaster quarry at Edgett's Landing is being operated by King and Howell.

Mrs. Marven and Lewis recently removed a tumor from the shoulder of Capt. John Edgett of Albert Co. Mount Pleasant lodge, I. O. G. T., of Hopewell Hill, Albert Co., has elected the following officers: Charles C. Lewis, C. L.; Robinson, V. T.; Alden Peck, Sec.; John W. Peck, F. S.; Clifford C. West, Treas.; James G. Stuart, Chap.; Gordon A. Stuart, M.; Oliver G. Kinney, G.; Albion Stewart, S.; Alfreda Smith, A. S.; Edna M. West, D. M.; Lena C. Nichol, P. O. T.

Mrs. Lawrence, wife of the proprietor of the Lawrence house, Harvey, Albert Co., who recently returned from the General Public Hospital, St. John, where she underwent the surgical operation of having thirteen cancers removed from her right side, is rapidly regaining her health.

Mrs. (Capt.) Jacob Wilson of St. John, who died at Cambridge, Queens Co., was interred at the Narrows, Jan. 24th. She leaves a husband and nine children.

Mrs. W. C. King of Salmon Creek, Queens Co., will give a parlor concert there on the 14th inst. The congregation of the Baptist church of Chipman, Queens Co., are joyous over the return of their pastor, Rev. W. McIntyre.

PANCAKES AND BACON. The Bristol Observer of January 19th contains an interesting account of how the boys from the Park Row Industrial school in that city fare as emigrants. The account is mainly made up of extracts from letters received during the 36 years that have elapsed since Miss Mary Carpenter founded the home.

In a letter full of detail of farm life, the writer, who dates from New Brunswick, boasts that he is the fastest corn planter in the farm. "The corn likes me and I like him." Several companions located in the neighborhood he referred to as doing well.

"This is a fine country," writes another, speaking of New Brunswick. "Tell the boys to come out here. Pancakes and bacon, why, I wouldn't come back to England if you paid me."

Still more emphatic is the opinion of a fresh arrival: "Tell the boys this is the place to come to, Pancakes and a rasher of bacon as big as your foot for breakfast every morning."

FROM THE ANTIPODES.

To the Editor of the Sun: Sir—About a fortnight ago there reached me—about 35 days only in transit—a very interesting letter from the antipodes. The writer, Sizar Elliott, Esq., is a respected citizen of Melbourne, Australia, who in his younger days resided in this city. Although more than eighty years of age, Mr. Elliott retains all his faculties in full vigor, and still cherishes an affectionate remembrance of the days when he was a citizen of St. John. His step-father, Anthony R. Truro, was a famous school master of the old time, and several of our older citizens, including Mr. J. R. Ruel, ex-Chief of Police J. R. Marshall, Dr. S. T. Gove of St. Andrews and Mr. James Barnes of this city have a keen recollection of Mr. Truro's personality and the vigor with which he conducted his school in the old Madras building on the north side of King square.

Thinking that Sizar Elliott's reminiscences of his school days, etc., may be of interest to your readers I send you some extracts from his letter for publication in the Sun. Mr. Elliott kindly encloses his photograph, to which he has appended the words: 6 feet 2 inches and straight as an arrow.

John T. Cale has completed the revising of the electoral lists for Kent. The Acadian view shows a decrease, and a great many have left the county since the last revision. A large number of English have been added.

SUNBURY. A cornet band is being organized at Hartland, Carleton Co. C. Humphrey Taylor has purchased a building lot in the centre of Hartland village, and will erect a large two-story block there in the spring.

An interesting temperance meeting was held in the Baptist church at Centreville, Carleton Co., on the 28th ult. The meeting opened with reading of scripture and prayer by Rev. Jos. Perkins. The singing was appreciated. The solo by Charles White was very heartily applauded. Speeches were given by Rev. Jos. E. Flewelling and Rev. Jos. A. Cahill. Collection was taken up by Miss Campbell and Miss Nicholson. The two ministers differed considerably in pointing out the best way to obtain a prohibitory law.

David Dickinson is putting out 300 cords of two feet sawed wood for the R. R. at Havelock, Carleton Co. Hay is worth \$6 a ton and oats from \$3 to 3 1/2c. at Newburg Junction.

QUEENS. Thomas Hassan has the contract for building a residence for Robert Anderson at Armstrong's Corner, Queens Co. C. M. Wiggins' hoop factory at Young's Cove, Queens Co., is running full time. Half a million hoops will be turned out this year.

A basket social in Waterborough hall recently realized \$25 towards the new Episcopal rectory at Carleton Place. Rev. C. N. Mitchell, pastor of the P. C. B. church at the Narrows, was very generously remembered by his congregations a few evenings ago.

Rev. Mr. Hanington preached the first sermon in the new Church of England place of worship at Bagdad, Queens Co., on the 3rd inst. to a large congregation. The I. O. G. T. lodge at Shannon, Queens Co., has been reconstituted and is now working actively, thanks to the efforts of deputations from Queens Own and Cambridge Star lodges.

ALBERT. Abram Bray and Gideon Bray have leased their lower mill on Calkin's Creek, Albert Co., to Geo. Nelson and Wm. Bray.

George Kenne and Miss Jennie Lewis, daughter of John Iron, John Lewis, were recently married at the Baptist parsonage, Edgett's Landing, Albert Co., by Rev. S. H. Cornwall, B. A. The plaster quarry at Edgett's Landing is being operated by King and Howell.

Mrs. Marven and Lewis recently removed a tumor from the shoulder of Capt. John Edgett of Albert Co. Mount Pleasant lodge, I. O. G. T., of Hopewell Hill, Albert Co., has elected the following officers: Charles C. Lewis, C. L.; Robinson, V. T.; Alden Peck, Sec.; John W. Peck, F. S.; Clifford C. West, Treas.; James G. Stuart, Chap.; Gordon A. Stuart, M.; Oliver G. Kinney, G.; Albion Stewart, S.; Alfreda Smith, A. S.; Edna M. West, D. M.; Lena C. Nichol, P. O. T.

Mrs. Lawrence, wife of the proprietor of the Lawrence house, Harvey, Albert Co., who recently returned from the General Public Hospital, St. John, where she underwent the surgical operation of having thirteen cancers removed from her right side, is rapidly regaining her health.

Mrs. (Capt.) Jacob Wilson of St. John, who died at Cambridge, Queens Co., was interred at the Narrows, Jan. 24th. She leaves a husband and nine children.

Mrs. W. C. King of Salmon Creek, Queens Co., will give a parlor concert there on the 14th inst. The congregation of the Baptist church of Chipman, Queens Co., are joyous over the return of their pastor, Rev. W. McIntyre.

PANCAKES AND BACON. The Bristol Observer of January 19th contains an interesting account of how the boys from the Park Row Industrial school in that city fare as emigrants. The account is mainly made up of extracts from letters received during the 36 years that have elapsed since Miss Mary Carpenter founded the home.

In a letter full of detail of farm life, the writer, who dates from New Brunswick, boasts that he is the fastest corn planter in the farm. "The corn likes me and I like him." Several companions located in the neighborhood he referred to as doing well.

"This is a fine country," writes another, speaking of New Brunswick. "Tell the boys to come out here. Pancakes and bacon, why, I wouldn't come back to England if you paid me."

Still more emphatic is the opinion of a fresh arrival: "Tell the boys this is the place to come to, Pancakes and a rasher of bacon as big as your foot for breakfast every morning."

FILES! FILES! ITCHING FILES!

SYMPTOMS—Moisture; intense itching and stinging; most at night; worse by scratching. If allowed to continue tumors form, which bleed and ulcerate, becoming very sore. SWAYNE'S OINTMENT stops the itching and bleeding, heals ulcers, and in most cases removes the tumors. At druggists or by mail for 50 cents. Dr. S. W. Swayne, Philadelphia; Lyman, Sons & Co., Montreal, wholesale agents.

Dramatist—"Well, what do you think of the last play I gave you for reading—"The Last Word?" Manager—"It's well written, and there's lots of talent in it, but I won't handle it." Dramatist—"And why?" Manager—"You've gone and made a man have the last word. You're no realist."—Syracuse Post.

London, Feb. 5.—The thirteenth part of Victoria opened at afternoon. A large number of parliament visited the house of to secure seats.

Previous to the opening the lord chamberlain, accompanied of the guard, four a

QUITY SALE.

RE WILL BE SOLD AT PUBLIC... of the City of St. John, in the Province of New Brunswick...

These certain lots, pieces and parcels of land, with the buildings thereon...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

Four (4) shares of the capital stock of the Central Fire Insurance Company...

OTTAWA.

Ottawa, Feb. 5.—The new edition of the militia list of Canada, compiled by Major Bliss of the militia department...

The report that Collector Kilvert of Hamilton will succeed T. J. Watters as commissioner of customs in Ottawa...

Falconer of the post office department died today, after a lengthy illness. Deceased was universally liked in Ottawa...

The case against J. T. Watters, late acting commissioner of customs, will be called in the police court tomorrow...

The next term of the supreme court commences Tuesday, Feb. 19th. The following maritime province appeals have been inscribed...

Mont. McDonald has been appointed deputy judge of admiralty for the district of New Brunswick.

A letter received by an Ottawa gentleman from one of the officers of the Blenheim states that the warship experienced very boisterous weather on the return trip from Halifax to England...

The financial statement for seven months is issued. The expenditure exceeds the revenue by \$800,000.

The revised voters' lists for Northumberland have been received here this week.

Judge Forbes' appointment is to be gazetted tomorrow.

The worst storm of the winter culminated yesterday in the cancellation of the running of all trains in this section.

Despite the tremendous snow storm and the great drifts the Ottawa Electric railway kept their cars running without difficulty.

Castell Hopkins, formerly of the Empire staff, is here gathering material for the forthcoming life of the late Sir John Thompson.

Mrs. Tyrrell, wife of Surveyor Tyrrell and daughter of Rev. Mr. Carey of St. John, left the hospital last night.

Toronto, Feb. 8.—E. A. MacDonald, of the Georgian Bay Ship Canal fame, won his libel suit yesterday against the World.

Ottawa, Feb. 11.—Hon. Mr. Costigan, practical sympathy with the relatives of the passengers on the delayed French liner La Gasogne was shown today.

Mr. Mackenzie Bowell and Sir C. H. Tupper arrived here this morning. The two gentlemen left Toronto on Saturday night by the Grand Trunk railway...

TELEGRAPHIC.

Mon. Mr. Foster goes east tomorrow to attend the Kings county convention at Hampton, N. B.

It was mother who thought of it. Many years ago there was a popular song the title was in everybody's mouth...

Even some grey-headed old chaps can't let their minds linger over an idea without having their eyes spring a leak...

Montreal, Feb. 8.—The report of the civic physician shows that 7,057 persons died in Montreal during 1894.

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

Quebec, Feb. 11.—Hon. G. Joly de Lotbiniere writes a long letter on the political situation in the cabinet...

BOSTON LETTER.

The Year's Imports Fell Off Over a Hundred Millions. A Strong Effort to Put Up the Price of Spruce Lumber.

The Fish Trade Considerably Improved Compared with that of a Year Ago. (From Our Own Correspondent.)

Boston, Feb. 9.—This week has been one of genuine winter weather and the hearts of the coal dealers and clothiers have found good and sufficient cause to rejoice thereat.

An individual calling himself Geo. E. Duval, alias Edward Hammond, got into trouble a few days ago, because of a little scheme of his that did not quite carry.

A Boston paper is publishing a historical and imaginary war between Great Britain and the history of the Newfoundland fisheries.

The Massachusetts society of Colonists has decided to issue pamphlets giving the history of the second siege of Louisbourg in 1758.

The Ignatius receipts of the Grand Trunk railroad increased over 25 per cent over the corresponding month of last year.

The French Canadians of Danielson, Conn., and the Irish Catholics of that town have been holding heads of late over the choice of pastor.

The United States Senators Chandler and Gallinger, the republican legislators from the old granite state, where they all are brothers.

The French Canadians of Danielson, Conn., and the Irish Catholics of that town have been holding heads of late over the choice of pastor.

The United States Senators Chandler and Gallinger, the republican legislators from the old granite state, where they all are brothers.

The French Canadians of Danielson, Conn., and the Irish Catholics of that town have been holding heads of late over the choice of pastor.

The United States Senators Chandler and Gallinger, the republican legislators from the old granite state, where they all are brothers.

The French Canadians of Danielson, Conn., and the Irish Catholics of that town have been holding heads of late over the choice of pastor.

The United States Senators Chandler and Gallinger, the republican legislators from the old granite state, where they all are brothers.

The French Canadians of Danielson, Conn., and the Irish Catholics of that town have been holding heads of late over the choice of pastor.

The United States Senators Chandler and Gallinger, the republican legislators from the old granite state, where they all are brothers.

NOVA SCOTIA FINANCES.

The Total Debt of the Province is Over Three Million Dollars. Halifax, Feb. 11.—The financial returns were brought down in the legislature today.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

Halifax, Feb. 11.—The financial returns were brought down in the legislature today. The revenue amounted to \$888,213, exceeding the expenditure by \$25,310.

THE STORM IN CAPE BRETON.

Some Particulars of the Destruction of Property. North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

North Sydney, C. B., Feb. 11.—The following is from Meat Cove: A terrible gale, with snow and a tidal wave, swept over this coast from Tuesday morning till Wednesday night.

PECULIAR BAY OF FUNDY COD.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

Captain A. G. Adams, of the United States Fish Commission, has received a letter from a gentleman at Long Reach, Digby, which contains a passage of much interest.

SHERIDAN'S POWDER. Condition. KEEPS CHICKENS STRONG and healthy. It gets your pullets to laying early. It is worth its weight in gold when you are moulting. It prevents all disease, Chills, Coughs, Worms, Leg Weakness, Liver Complaint and Gapes. It is a powerful Food Digestive. Large Cans are Most Economical to Buy.

MAKING HENS LAY LIKE SHERIDAN'S CONDITION POWDER. If you can't get it send us. Ask First. We have a number of kinds of feed you can mix with your daily ration. Our feed is made from the best and purest material. It is the only feed that will produce both meat and eggs. It is the only feed that will produce both meat and eggs. It is the only feed that will produce both meat and eggs.

CHILDREN Cry for Pitcher's Castoria. It is a powerful Food Digestive. Large Cans are Most Economical to Buy. It is worth its weight in gold when you are moulting. It prevents all disease, Chills, Coughs, Worms, Leg Weakness, Liver Complaint and Gapes. It is a powerful Food Digestive. Large Cans are Most Economical to Buy.

PROVINCIAL.

General News of Interest From Many Sections of New Brunswick.

KENT CO.

Richibucto, Feb. 7.—The first big storm of the season reached here Monday night and continued all day Tuesday. Nearly a foot of snow fell and the northwest gale blew it about lively. During Tuesday night the wind changed to the northwest and the drifting continued all day yesterday.

St. Andrew's Presbyterian church at Kingston is in a bad condition financially. Between five and six hundred dollars are due the pastor, Rev. William Hamilton. The latter's salary is nine hundred a year, but the subscription list only brings in six hundred.

R. Phinney & Co. commenced the manufacture of men's hand made strong boots in connection with their tanning business some two years ago. The experiment took so well that they found it necessary last summer to place a building alongside of their tannery works to carry on the boot making.

Rev. Henry Hakenly, rector of St. Mary's Church of England, has handed in his resignation, to take effect in April.

J. F. Black has placed a new engine in his carriage factory, purchased from Robb & Co. of Amherst.

YORK CO.

Fredericton, Feb. 8.—The argument on the cross rules for review of taxation costs in the case of the late case occupied the attention of the supreme court nearly all day. Gregory, Q. C., and McLean, on behalf of Ellis contended that a number of charges amounting to \$500 or \$600, which had been allowed by the clerk, should be struck off. Currey, Q. C., argued that a large number of items had been disallowed to which he was legally entitled.

A heavy snow storm, with driving northeast wind, prevailed here all day, and has practically stagnated all outside business. The morning train from St. John did not get here till one o'clock, and then only reached the station, where it stuck in a snow block until about four this afternoon.

Fredericton, Feb. 9.—The dominion election lists for the county of York were forwarded to Ottawa today by Revising Officer Coy. The actual number of names added to the list on the final revision was 470. The lists show a slight decrease when compared with the last revision in 1891, but it is the opinion of both political parties that about every qualified elector has been registered.

Those in charge of the concert for the 14th in aid of the Victoria hospital should be encouraged by the fact that nearly all the reserved seats have already been taken. It is said by those who should know that the entertainment will merit the patronage that it will receive.

The medical staff of Victoria hospital have sent to the trustees their resignations, to take effect on the 15th inst. Two years ago the medical staff asked the trustees that one of their number be appointed on the directorate. At that time there were no vacancies on the board, but recently two vacancies occurred, which were filled by appointing Governor Fraser and P. Thompson. The doctors forwarded an attachment against the hospital. The doctors have a different opinion. They give their services gratuitously and demand a voice in the management of the hospital, and when refused this concession they refuse to have anything further to do with the hospital.

In the supreme court this morning, in ex parte Robert McSheffrey, C. B. Duffy moves for rule nisi for mandamus to compel the municipality of Sunbury to pay McSheffrey, a constable, his fees in executing a warrant attending an attachment against the justice on a charge of larceny, rule nisi to be served on the secretary-treasurer and warden.

Ex parte Victoire Albert—A. R. Slipp moves for rule nisi to bring up the order of the county court of St. John granting an attachment against the applicant for disobedience to an order for examination under chapter 38, consolidated statutes. The ground of application is that there was no valid judgment in the county court, as there was no particulars served; court considers.

CHARLOTTE CO.

Miltnow, Feb. 4.—The funeral of John Healy of Burnt Hill, St. Stephen parish, took place on Sunday

afternoon. A long procession followed his remains to the Rural cemetery. The sale at auction at St. Stephen of the celebrated racing gelding, Tom, took place on Saturday. He comes to Milltown again, having been bid in by his driver and owner, F. Thranum, who says he can pace to harness faster than any horse on the St. Croix can run hitched the same way.

The Rev. Mr. Williams, who has been quite ill the past week with a gripe, is recovering.

James Carroll, formerly of this place, met with an accident in the lumber woods, while loading logs on a car in Minneapolis, whereby his leg was broken.

Grand Manan, Feb. 5.—H. A. Lyle of White Head is getting up a petition for a breakwater at Gull Cove, White Head Island. It is much needed, as are others at Seal Cove and Grand Harbor.

Dr. Geo. B. Noyes is going his rounds again to see patients. All hope he may prolong his stay and pick up his old practice again.

Newton Brothers have another order from Halifax for another cargo of bladders for the West India market, and their vessel, Freddie A. Higgins, will immediately load for Halifax.

The sch. Freddie A. Higgins arrived from New York on the 2nd inst., with fifty tons of coal for ballast. She lost her mainmast on the voyage home. Sch. Ella and Jennie cleared for New York on the 2nd inst., with a cargo of herrings, shipped by Capt. Irvin Ingalls.

John Cronk, son of Benjamin Cronk of Grand Harbor, while in the woods on the 30th ult., felled a tree on his foot, badly bruising it.

On the 2nd inst. while a little daughter of Herman Green of Grand Harbor was playing at the stove, fire caught in her clothing and she narrowly escaped a terrible death. Her mother was quite badly burned extinguishing the flames in the child's clothing.

Rev. W. H. Perry is holding a series of special meetings at Grand Harbor in the F. C. B. church.

The sch. Clara Dismore of Lubec is here loading with smoked herrings for Capt. Irvin Ingalls for the Boston market, and the sch. Walter M. Young of Lubec is loading smoked herrings for Peter P. Russell of Seal Cove.

The St. Croix Courier of the 31st ult. contains a preliminary list of the plants or flora of Grand Manan by Principal Henry F. Perkins of the Grand Harbor schools, assisted by Rev. W. S. Covert, now studying medicine at McGill college. The list comprises in all three hundred plants, and while it does great credit to Messrs. Perkins and Covert as botanists, should prove of much value to the future study of our island flora.

Roy L. Carson, one of the island graduates of the Provincial Normal school, is a young man of undoubted talent as a caricaturist and artist. Under proper training he would in all probability make a record in the world of art, as some of his productions are very clever indeed.

The first fall of snow to amount to anything this winter came on the night of the 4th inst.

KINGS CO.

Havelock, Feb. 6.—It has been snowing since Monday night and the train did not attempt to leave here this morning; the superintendent sent the mail by teams.

Last Friday evening, through the courtesy of Mr. and Mrs. Fred Seely, a special train conveyed a large party of invited guests to Peticot, where they were entertained at the residence of the Rev. George Seely. A. E. Robinson, superintendent of the Elgin and Havelock railway, was the guest of the evening, it being the anniversary of his birthday. A musical and literary programme was carried out, with T. V. Frenze in the chair, as follows: Opening chorus; duet, Miss McMurray and Miss Killam; reading, Miss Mott Thorne; solo, Mr. Seely; reading, Miss W. Killam; duet, Miss Price and Miss McKnight; solo, Miss McMurray; chorus, Singing Glee. After the programme an address and purse were presented to A. H. Robinson by the guests. The recipient replied briefly, after which the company enjoyed an exquisite collation. It was nearly morning when the party returned to Havelock, delighted with their excursion.

WESTMORLAND CO.

Shediac, Feb. 5.—At the regular meeting of the Shediac Farmers and Dairymen's association on Friday last committees were appointed to ascertain the number of cows available in this district for the manufacture of cheese, the most popular site for the factory, and the cost of building and plant. It was thought best to erect a building sufficiently large to manufacture both butter and cheese, but not to put in the plant for butter until the experiment of cheese making had been tried.

GRAND DRAWING AT SPRINGHILL.

The drawing of prizes at St. John's church fair took place on the 28th of January. The winning numbers were as follows:

- 1 Prize, Jersey cow, Letter E. No. 3,020
2 " Gold watch, " M. " 495
3 " Parlor suite, " A. " 2,394
4 " Bed room suite, " B. " 1,582
5 " " " " " " 2,257
6 " Silver cornet, " C. " 781
7 " Mantle clock, " I. " 2,063
8 " Sewing service, " G. " 938
9 " Gold chain, " K. " 1,896
10 " Silk watch and chain, B. " 1,823
11 " Gent's and ring, " A. " 2,274
12 " China dinner set, " A. " 2,719
13 " Lady's gold ring, " K. " 179
14 " Elding sleigh, " B. " 2,213
15 " White cross, " J. " 1,987
16 " Mineral Spa, " B. " 1,799
17 " Gold headed cane, " A. " 1,993

CAPTURED BY JAPANESE.

London, Feb. 8.—The Times tomorrow will publish a despatch sent from Shanghai today, stating that the vessel of Liu Kung Tao, off Wel-Hai-Wei, was captured by the Japanese yesterday. The despatch adds that the Chinese warship Ting Yuen was sunk by a torpedo and that the remainder of the fleet departed. The fate of the vessels that attempted to put to sea is not known.

THE FIRST ON RECORD.

Tampa, Fla., Has a Four Hours' Snow Storm on Friday.

The Weather Very Severe in Montreal and Toronto.

An Enormous Destruction of Property in Cape Breton—Bangor's Tidal Wave.

Montreal, Feb. 8.—The blizzard has detained all trains at the C. P. R. de- pots, no trains having arrived since 8 p. m. yesterday. It completely de- moralized street railway and other local traffic. It is a godsend, however, to the unemployed, 900 of whom have been engaged to clear the streets.

Toronto, Feb. 8.—The street cars are stalled, trains are delayed, and the thermometer is 10 below. The Grand Trunk train here at 3:15 a. m. got stalled near Weston, eight miles from here, and was run into by a London train. The driver and fireman of the London train are badly scalded. Two male passengers are missing and two others are badly injured. The wrecked cars caught fire.

Halifax, Feb. 8.—The sea here today is higher than for years. This forenoon of a tidal wave, and reports are pouring in from all directions along the coast telling of the destruction to property.

A despatch from North Sydney tells of a awful story of destruction on the island of Cape Breton. The telegraph wires are all down and many feet of snow is on the ground, and rocks were washed upon the beach. From Ferry to Bakers, a distance of half a mile, the poles have been broken off and disappeared.

Bangor, Me., Feb. 8.—An unusually high tide this forenoon was suddenly augmented by a tidal wave, which rolled suddenly up the river and in to Kenduskeag stream, upon the shores of which are situated nearly all of the wholesale stores and many of the retail houses of this city. The water was lifted to a height of eight feet above the highest tide level, and reached the highest flood mark touched since the great flood of 1846, which carried away the Bangor toll bridge.

The stores along Exchange and Broad streets, between which runs the stream, were flooded before the owners were aware that anything was wrong. The water poured in upon the stocks of grain and groceries, fruit and produce, dry goods and clothing, glass and hardware, salt, superphosphate and general stores, causing damage which a careful estimate puts at \$30,000.

During the excitement caused by the efforts of the merchants to save their goods from a further rise of the flood, an alarm of fire was rung in and the firemen were called to quell a stubborn blaze in the lime storehouse of Edwin Chick and company in the rear of the Daily News office in Exchange street. Scarcely had they begun to fight the flames in Chick's house when flames were noticed bursting from the storehouse of A. R. Hopkins near by. Both houses were encased in slate, which, while it protected them from fire, without made it difficult to fight the fire within.

Tampa, Fla., Feb. 8.—Snow fell here for four hours today, the first time on record. The mercury fell to 24 degrees above zero last night. The damage to property is estimated at \$100,000.

Birmingham, Ala., Feb. 8.—Cold weather prevails here. The thermometer stood eight above zero this morning. Business in the small towns is practically suspended and the loss of cattle is heavy.

North Sydney, C. B., Feb. 8.—Further reports of Tuesday's storm state that McLeod's factory at Little River was blown down; also some boats smashed and a number of fish houses destroyed on the north shore of St. Ann's. No loss of life is reported. Today's weather is a little better, but will add to the blocked condition of the roads, and it may be some days before anything more can be learned of the damage in the southern sections.

Halifax, Feb. 8.—The effects of the wild storm which swept over Cape Breton on Tuesday are just beginning to be known, as the roads are being opened up. The telegraph wires are down along the shore and the roads have been blocked for two days. Port Morien (Cove Bay) had its usual experience of a southeast storm. A furious sea, which swept over the breakwater, cut it in two and washed away a portion of it. But the greatest damage was done at South Ingonish, thirty miles along the gulf shore. This is a little fishing hamlet of about fifty people. Nineteen houses and three stores were built on the narrow peninsula of rocks called the Beach, which divides the sea from the harbor. The Beach is very narrow and low at the base of Cape Smoky, which towers 1,300 feet behind it, and is exposed to the full fury of the sea when driven in by an easterly or southeast- erly storm. The houses are small and occupied by fishermen. Some are mere huts, and the whole nineteen would not average in value more than \$200 each.

The three stores were those of Burke & McPherson, John D. Campbell and Henry Cann. One of the houses was a boating house, kept by Miss Cur- dia. The others were unoccupied, but the owners being farmers, who occupy them in summer and move back on their farms in the winter. The gale was accompanied by an unusually high tide, which swept over the beach with great violence. The houses were soon undermined, then wrecked and floated out to sea with their contents. Everything was lost, but the inhabitants escaped, and no lives are reported lost. Sixteen miles farther up the coast is New Haven, another small cove of some 50 families. Here the houses are built back on the shore, but the fish houses and store of McLeod Bros. are on the beach. These buildings with their contents, valued at about \$10,000, suffered the same fate

as the houses at South Ingonish. They were first wrecked by the sea and then washed away with their contents.

At Middle Head and other places along the coast the fish houses, huts and fishing gear were destroyed. The telegraph line was blown down, roads blocked with snow, and this part of the country was cut off from communication with the outside world for two days.

Montreal, Feb. 8.—The tremendous snow storm which began in the early morning has begun to abate, but most of the outgoing trains are cancelled and none are in tonight either from the east or west.

The storm which began on Friday morning terminated shortly before midnight last night. From 6:30 Friday morning until last night seventeen inches of snow fell. This is by far the greatest fall of snow that we have had this winter, and the only rival that the storm has had during the past few years was that of April 1894, when 18 inches of snow fell. But the storm of last week was a bad one. It interrupted traffic on the railways and on the street railway, made it almost impossible for teams either to reach the city or get about town, and gave pedestrians a hard time of it generally.

The storm began on Friday morning at 6:30. The wind was from the northeast and the snow came down thick and fast. Between the hour mentioned and 10 p. m. three inches of snow fell. During the next twenty-four hours ten inches more were piled up on the already objectionable supply.

On Saturday a southwest wind re- vailed and it was not very cold. At 6 p. m. the wind changed and came from the northeast. It continued from this quarter until yesterday morning, when it got to be from a northerly direction. From Saturday at 10 p. m. until 10 p. m. last night four inches of snow fell. The velocity of the wind all day yesterday was about twenty miles. The light snow drifted terribly, and the sidewalks which had been so well cleared on Saturday afternoon were again made almost impassable.

The thermometer registered about 23 degrees above zero all day, but it was not such a day as any one would have chosen for a walk about town. Only those who felt it to be their duty to attend service at the various churches and who had business to look after came out. The policemen who were on duty about town say they never saw the streets so nearly deserted.

King square was almost impassable all day, and this was just as true of some of the principle streets of the city.

The street cars had to stop running at 11 a. m. on Friday, the track being covered by several inches of snow. There was somewhat of a let up of the storm at noon on Saturday and the management here at three hundred men and some twenty teams at work to clear the track between Indiantown and Reed's Point. The track was cleared and at 5 o'clock the cars began to run between the car stables and Reed's Point. This service was maintained up to midnight last night, the usual hour of stopping for the night, but men had to be kept at work all Saturday night and yesterday to make this possible.

This work gave employment to a large crew of men, and the people who had occasion to travel between Indiantown and Reed's Point thoroughly appreciated the enterprise of the railway company.

The interference with railway traffic was not as serious as it might have been.

The C. P. R. from the west was six hours late.

The western train yesterday morning was an hour and forty minutes behind hour.

The Quebec express due Saturday was cancelled. The Quebec train which should have arrived here at 11 o'clock yesterday morning was at Moncton at midnight. The train got stuck in a snow bank two miles east of Salisbury at 10 o'clock yesterday morning and remained there till 11 o'clock last night, when it was released and taken back to Moncton. The train was in a bank of snow between twelve and fifteen feet high. There were two engines attached and a snow plow propelled by two locomotives went out from St. John at 4 o'clock to open up the road.

The Boston express left here on time last night, proceeded by a locomotive and snow plow. The road is open as far as Vanceboro, so that the Boston train will probably be on time this morning.

Moncton, Feb. 10.—The most severe snow storm since 1873 set in last night and continued until eleven o'clock to- night. The wind blew a gale from the northeast, and it was impos- sible, there being drifts on some of the streets ten and twelve feet high.

The storm extends north as far as Bathurst. The morning express, which left here for St. John about 10:40, got stuck in the snow about one mile and a half from the station and was com- pletely snowed up till 10:30 tonight, when she was brought back with the assistance of several engines and plows. About sixty men have been shovelling snow in the I. C. R. yard today, keeping the switches clear.

Owing to the severity of the storm no services were held in any of the churches here tonight.

Halifax, Feb. 10.—A brief telegraphic despatch from Liverpool, N. S., states that the Gloucester schooner Clara F. Friend, struck on Eastern Head last night and became a total wreck. The crew numbering fifteen, all were drowned. The bodies of the fifteen were washed ashore. An unknown vessel was in company with the Clara F. Friend when near Liver- pool. The others were unoccupied, but the owners being farmers, who occupy them in summer and move back on their farms in the winter. The gale was accompanied by an unusually high tide, which swept over the beach with great violence. The houses were soon undermined, then wrecked and floated out to sea with their contents. Everything was lost, but the inhabitants escaped, and no lives are reported lost. Sixteen miles farther up the coast is New Haven, another small cove of some 50 families. Here the houses are built back on the shore, but the fish houses and store of McLeod Bros. are on the beach. These buildings with their contents, valued at about \$10,000, suffered the same fate

impossible for sailing vessels and several fishing schooners which attempted to pass out became stalled in the midst of the ice floes. The ferry boats managed, by the help of tugs, to make most of their trips.

Among the foreign steamers which came in, were the Kolpano, of the Sanderson line, from Hull, Eng.; the Sachem, of the Warren line, from Liverpool, and the Boston from Yarmouth, N. S. The Johnston liner Akaba, and the Pomeranian, of the Allan line, which arrived off quaran- tine Saturday night, also came to harbor today. Each vessel was board- ed at quarantine by an Associated Press reporter, who questioned the officers for possible news of La Gas- cogne.

Though the missing steamer was not encountered, all the officers reported that they experienced unusually heavy weather, and seemed to be of the opinion that La Gascoigne's de- layed arrival is due to those causes.

New York, Feb. 10.—The steamship Umbria, from Liverpool; the Rhyne- land, from Antwerp, and the Man- chester, from London, arrived here today, and all report having seen nothing of La Gascoigne. Each of them encountered heavy seas and extremely bad weather. The Rhyne land, as she entered the harbor, had a heavy list to starboard, her deck, rails, houses, and rigging as high as the fore- yard, being covered with ice, which in some places was three feet in thickness. Capt. Mills reported that it was the most tempestuous passage he had experienced on the North At- lantic.

The Rhyne land sailed from Ant- werp, January 28. While steaming down the English channel blinding snow squalls were experienced, ne- cessitating the ship's engines being run at reduced speed. On February 3, in the vicinity of Sable Island, the wind blew with increasing fury until the afternoon of the 4th, when it moder- ated. The wind then suddenly shifted to the eastward and blew with hurri- cane force, causing such a tremendous sea that Capt. Mills was obliged to leave the ship to fourteen hours.

On the 5th the Rhyne land made only 99 miles in the twenty-four hours. On the morning of the sixth, the wind gradually hauled to the west and blew with great fury, with a heavy cross sea, which grew so violent that Capt. Mills, for the safety of his ship, was again compelled to leave to for twelve hours, when the weather mo- derated and proceeded, having made but 23 1/2 knots in the previous twenty-four hours.

The weather grew intensely cold, accompanied by furious snow squalls. The heavy sea which washed over the decks and rigging caused much damage and difficulty in getting about the ship's decks. Life lines were made fast along the starboard side of the vessel, which was heavily coated and weighed down with hundreds of tons of ice. The crew managed, with much difficulty, to attend to their duties, and suffered greatly from the biting winds and intense cold.

The Umbria, which sailed from Liv- erpool Feb. 2, via Queenstown, reached quarantine this morning. The vessel encountered strong gales and high seas, yet she made a remarkably quick passage. During the voyage nothing was seen of the belated French liner La Gascoigne. On the morning of the sixth, the lookout on the Umbria sighted a vessel showing signals of distress, bore down on her and sent a boat to her assistance. The boat returned with four members of the crew of the French bark Jean Baptiste, of Havre, which was water- logged. The remaining ten members of the crew left the vessel in their own boats and were taken aboard the Umbria. The Jean Baptiste, Capt. Le Bot, hailed from Havre and was bound from Halifax, Jan. 13, for Cork, with a cargo of deals. She experienced a succession of heavy gales and strong winds, which caused her to spring a leak. On Feb. 3 she became waterlogged. Signals of distress were hoisted during the next three days and fires were burned during the night to attract passing vessels. The crew speak little or no English and saved none of their effects. She was loaded with 285 tons of register. The passengers of the Umbria subscribed to a purse, which was di- vided among the ship wrecked mariners. The Jean Baptiste was owned by the captain. He said she was not insured. Captain Dutton said that after taking the Frenchmen the voy- age was without incident until he en- countered a blizzard and heavy seas on the Hook yesterday afternoon. At five o'clock, during the height of the storm, and while passing the Georgia Shoals, 200 miles east of Sandy Hook, she sighted a four masted schooner at anchor, riding very heavily. She had a flag up and had no sails set. The latter was reported to me, but by that time we had lost sight of her through the snow and haze. I had the vessel put about and ran up to her. We laid half an hour waiting for some signal, but got none. It was snowing, the weather was cold and the sea too heavy to run the risk of lowering a boat to merely make an inspection. Just as we steamed away, they ran up a flag again. We left them riding at anchor in a heavy sea in a very unusual place for a schooner of that character—right in the course of ocean steam- ers. Captain Dutton had not heard of the fact that La Gascoigne was so much overdue, and when asked for an opinion as to her fate, said: "I think that she has broken down some- where and that she will probably turn up."

Dublin, Feb. 10.—A terrific snow storm prevailed in Ireland on Satur- day night and today. The snow lies three feet deep on the level and in some places is drifted to the depth of from eight to ten feet. The mail ser- vice has stopped throughout the north of Ireland. In Cork and elsewhere the running of trains has been stop- ped.

At Queenstown all telegraph lines have suspended business. The tem- perature was so low, as recorded for thirty years. An unusually high tide flooded the custom house quay and washed away the stone pavement. Much damage was done along the shore. Several small craft have foundered. Traffic in the harbor and on the river is entirely suspended. Quite a fleet of cross-channel steamers and ships are water-bound in the har- bor. The Norwegian bark Freya, from

Rio Janeiro, has arrived in a battered condition. She reports that she spoke on Friday last the Norwegian bark Carmel, from Savannah La-Mar, for Liverpool, with her rudder head smashed and a famished condition. The crew were in a famished condition and were almost completely exhausted by toil. The Freya supplied them with provisions.

Provincetown, Mass., Feb. 10.—The schooner Thomas W. Lawrence, which arrived here today from Pool's Land- ing, reports that on Saturday, about 15 miles east from Thatcher's Island, she saw a large steamer, apparently in distress, going westward.

Gloucester, Mass., Feb. 10.—All in- coming vessels report having experi- enced a terrible week. The worst day was last Tuesday, when several ves- sels narrowly escaped being blown ashore, owing to high gales, tremen- dous seas, and crippled condition of the crew and the loss of sails. The schooner Lewis H. Giles, from New- foundland, reports that her jibboom was broken and that her bulwarks were stove in during the storm of Tuesday. The schooners J. W. Cam- bel, Elestor, Dayton, Martha A. Brad- ley and other small craft were also damaged. Schooner Augusta E. Han- cock, from Newfoundland, experi- enced a terrible passage, during which they were twice in danger of going ashore. Captain Peters J. W. Cam- bel, of seven men were almost over- come by exhaustion, beside being badly frozen.

A MIRACLE IN TEXAS.

Bed-Ridden and Without Hope of Relief.

The Case Investigated by the Texas Christian Advocate, and Vouched For by a Well Known Physician.

(From the Texas Christian Advocate.) Our representative has made a care- ful investigation of the H. E. Spaulding case at Logansport, which is here published for the first time, and which will be read with great interest by medical men everywhere. In reply to the Christian Advocate's questions Mr. Spaulding said: About eight years ago while running a locomotive I con- tracted sciatic rheumatism in my left side from my hip down. It came on slow but sure and in a few months I lost control entirely of that member; it was just the same as if it was par- alysed; I was totally unable to move out of my room for a year and a half, six months of which I was bed-ridden. I tried every remedy suggested, and had regular physicians in constant at- tendance on me. I was bundled up and sent to Hot Springs where I spent three months under the treatment of the eminent specialists all of which did me no good, and I came back from the Springs in a worse condition than when I went. I came home and laid flat on my back and suffered the most excruciating agonies, screaming in pain every time anybody walked across the room, the only ease I ob- tained being from the constant use of opiates. After three months of this kind of agony, during which time my entire left leg perished away to the very bone, my attention was called to a new remedy called Dr. Williams' Pink Pills for Pale People, by Mr. Allison, who is now train dispatcher at Texarkana, and who was relieved of locomotor ataxia of twenty years' duration. At his urgent and repeated solicitation I consented to give them a trial, after taking a few doses I be- gan to improve. I continued taking the pills and kept right on improving until I was finally cured. My leg is just the same size now as the other one, and I am sure that Pink Pills not only cured me, but saved my life. The reporter next visited Dr. C. H. Stansbury, a graduate of one of the medical schools of Kentucky, and a man who enjoys the confidence of ev- erybody in Logansport. He said: "I know that Mr. Spaulding had a terrible se- vere attack of sciatic rheumatism, of which I tried to cure him, using every- thing known to my profession in vain, and finally recommended him to go to Hot Springs. He came back from the Springs worse than when he went, and I thought it was only a matter of time when his heart would be affected and he would die. I also know that his cure is the direct result of the use of Dr. Williams' Pink Pills."

"This is rather an unusual state- ment for a regular physician to make, doctor."

"I know it, but a fact is a fact, and there are hundreds of people right here in Logansport who know what I say is the truth. I also know that Mr. Allison cured me, and I know that he was relieved of a terrible se- vere case of locomotor ataxia of twenty years' standing."

THE GERMAN ARMY.

London, Feb. 11.—A Berlin despatch to the Times says that in his lecture at the Royal Military academy, to which the principal army and navy officers had been bidden, Emperor William declared upon the necessity of strengthening the German navy. The subject of the lecture was the lessons taught by the Chinese-Japa- nese war, as showing the necessity of the co-operation of the army and navy.

Mrs. Sancton, the known jeweller of Monday morning, and son of Lequille on the Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

Angus Mitchell, here, has proved his- us. He was pres- piano and has tak- parts and made o- excellent harp. His o- cated and his serv- all over the count- Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

Angus Mitchell, here, has proved his- us. He was pres- piano and has tak- parts and made o- excellent harp. His o- cated and his serv- all over the count- Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

Angus Mitchell, here, has proved his- us. He was pres- piano and has tak- parts and made o- excellent harp. His o- cated and his serv- all over the count- Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

Angus Mitchell, here, has proved his- us. He was pres- piano and has tak- parts and made o- excellent harp. His o- cated and his serv- all over the count- Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

Angus Mitchell, here, has proved his- us. He was pres- piano and has tak- parts and made o- excellent harp. His o- cated and his serv- all over the count- Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

Angus Mitchell, here, has proved his- us. He was pres- piano and has tak- parts and made o- excellent harp. His o- cated and his serv- all over the count- Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

Angus Mitchell, here, has proved his- us. He was pres- piano and has tak- parts and made o- excellent harp. His o- cated and his serv- all over the count- Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

Angus Mitchell, here, has proved his- us. He was pres- piano and has tak- parts and made o- excellent harp. His o- cated and his serv- all over the count- Rev. Mr. Welch's severe attack of ill- der medical care a Pickels and Mill- ches Canning Pack- of Port Gilbert, ar- in the lumber trade Bay and American firm are now nego- chase of a small s- between here and

NOVA S. The Result of the tions at An

A Strange Experie Named McLeod Amherst, Feb. 7.— bad fire this morning it was thought that story Pugsley block, stores of J. M. Currie and C. S. Cameron, a fire was discovered a flames were then iss- the cellar windows a store. Mr. Currie w- asleep in his room o- and he, on being arou- his escape in his m- they being in a sam- Currie's store. The s- stores in the block s- smoke. There was a- the building nor had any insurance on h- Cameron's goods wer- \$500 in the Manchester Queen.

Amherst, Feb. 10.— has for the past two- pecting on his coal a- the purpose of disco- al and larger seam- believed to be on the- his efforts and out- finding two three fe- separated by a vein o- ty inches thick, at a- 100 feet slope. This- erties embraced in- Scotia Coal Co. (Ld- Smith obtained a c- Nova Scotia legisla- ago. The various ar- by the rivers Macca- of which are naviga- by water on the sh- Bay. They are als- ring to the Joggins F- the present shuff- fee from both. Mr- negotiating with S- States with a view- properties. Coal is s- from the mine.

HALIFAX. Halifax, Feb. 8.—T- hospital for the insa- in the house today. 463 patients were a-

NOVA SCOTIA.

The Result of the Civic Elections at Annapolis.

A Strange Experience to a Miner Named McLeod at Springhill.

Amherst, Feb. 10.—Amherst had a bad fire this morning, and for a time it was thought that the large three-story Pugsley block, in which are the stores of J. M. Currie, C. S. Chapman and C. S. Cameron, was doomed. The fire was discovered at 5.30 o'clock. The flames were then issuing from one of the cellar windows of J. M. Currie's store. Mr. Currie was at the time asleep in his room on the third floor, and he, on being aroused, had to make his escape in his night clothes down a ladder which the firemen had placed to the cellar window. The whole building was so filled with smoke when the fire was discovered that it was impossible to remain in it. The fire originated from the furnace in the cellar. A coal burner, Mr. McKercher, representing May & Co. of Montreal, had his samples destroyed, they being in a sample room next to Currie's store. The goods of the other stores in the block were damaged by smoke. There was no insurance on the building, but Mr. C. S. Chapman has an insurance on his goods. C. S. Cameron's goods were insured, and J. M. Currie has \$1,000 in the Quebec, \$500 in the Manchester and \$500 in the Queen.

Amherst, Feb. 10.—J. T. Smith, who has for the past two years been prospecting on his coal area at Macoon for the purpose of discovering an additional and larger seam of coal which he believed to be on the property, has had his efforts and outlay rewarded by finding two feet seams of coal separated by a vein of clay some twenty inches thick, at a depth of about 100 feet slope. This is one of the properties embraced in the Consolidated Scotia Coal Co. (Ltd.), for which Mr. Smith obtained a charter from the Nova Scotia legislature some two years ago. The various areas are intersected by the rivers Macoon and Hebert, both of which are navigable and have access by water on the shore of Chignecto Bay. They are also in close proximity to the Joggins Railway and I. C. R. The present shaft being but a few feet from both. Mr. Smith has been negotiating with parties in the United States with a view of floating the property. Coal is now being raised from the mine.

Halifax, Feb. 8.—The report of the hospital for the insane was presented in the house today. During the year 463 patients were treated, 109 were admitted and 92 discharged. The firm of Lawson & Harrington suspended payment today. They were old established wholesale commission merchants. The immediate cause of the firm's difficulty was the failure of L. & F. Hart of Guysboro, who owed them nearly \$7,000. Lawson & Harrington carried on a large tow boat business, which it is understood has not paid for some years. The liabilities will probably reach \$50,000, and the value of the assets depends largely on what can be realized on the tow boats. The creditors are mainly in Ontario. It is said most of the larger Halifax creditors are preferred.

Annapolis, N. S., Feb. 5.—The civic elections passed off quietly. Anderson, Munroe and Hurdwick are elected by substantial majorities. The big snow storm has blocked the roads, and on the level there are about 20 inches. Digby, N. S., Feb. 5.—The civic elections held here today resulted in the return of T. C. Shreve for mayor over J. P. Saunders, by an overwhelming majority. W. W. Enns, councillor, defeated S. W. Titus in the third ward, and George Holdsworth carried the first ward against G. M. White. In the second ward J. L. Peters was unopposed.

Annapolis, Feb. 4.—Although January is generally considered one of the duller months of the year, the merchants of the county say that trade has, for the greater part, been good. The lumbermen have received cash for their lumber, and money has been fairly plentiful. The sch. Granville, which on account of the loss of freights has been laid up since the first of November, has during the past week been loaded and sailed for Cuba. There are no vessels on the stocks except a schooner at Granville Ferry, of about 60 tons, which is to be used in trade between here and St. John. The sudden death of Reginald Pigott, son of Londsdale, Pigott, on Wednesday was very sad. The young man was unloading lumber at his home at Tupperville, when he took suddenly ill. Medical attendance was called, but on Thursday morning he died. Mrs. Sancton, the wife of the well known jeweller of Bridgetown, on Wednesday morning, and Mrs. Wm. Jefferson of Lequille on Thursday afternoon, have also been called suddenly away. Angus Mitchell, a colored musician here, has proved himself quite a genius. He was presented with an old piano and has taken the necessary parts and made out of them an excellent harp. His talents are appreciated and his services are in demand all over the county. Rev. Mr. Welsh, P. F., has had a severe attack of illness and is still under medical care at Halifax. Pickels and Mills have sold their sch. Canning Packet to D. J. Melanson of Port Gilbert, and she will be used in the lumber trade between St. Mary's Bay and American ports. The former firm are now negotiating for the purchase of a small schooner to be used between here and Boston.

Springhill, Feb. 6.—The severest snow storm of the year struck the town yesterday and completely blocked the roads, closed the public schools and suspended work at the mines. The civic elections resulted in the

re-election of Mayor Conway by a majority of 104 over his opponent, J. C. Phelan. In Ward 1, Alex. Wilson won the councillorship by a majority of 2 votes over those cast for F. Gilroy. An exciting contest took place in ward 2, in which Martin Black defeated Frank Heffernan by 24 votes. M. Black is an old adherent of the town. Michael McPherson was elected for Ward 3 without opposition. All the successful candidates are conservatives.

The town report just issued shows that nearly three thousand dollars worth of taxes remain unpaid from last year. There is a balance due the bank of \$4,638. The indirect liabilities of the town reach the sum of \$13,200. The civic income of the town is estimated at between nineteen and twenty thousand dollars. The fire insurance companies interested in the losses from the fire on Main street have been holding special investigations and have, so far, refused to pay the losses. The companies contend that the property was over valued and that proof of the loss is not forthcoming.

A strange experience happened to a miner named Murdoch B. McLeod. His safety lamp went out in the pit, and in trying to grope his way out in the plutonian darkness he got lost and remained undiscovered for twenty-four hours. His wife gave the alarm, and a search party rescued the man, who had wandered into some of the old workings of the pit. Wm. Dwyer, a miner, had his head severely injured by a fall of the pit's roof during the week, and another worker had his hand badly jammed by the wire rope of the hoisting machinery. The children of the railway employes at Springhill Junction had a successful tea and Christmas tree last Friday evening in the school house. The skaters' carnival was a big success. Mrs. H. McKnight and H. Dwyer were the successful prize winners. A. McKinnon has closed business owing to the dull times. The frame work of a new bank head of the north slope is being rapidly pushed forward. When in running order the north slope will afford relief for the crowded state of the east slope pit.

Annapolis, Feb. 7.—The terrific snow storm has made trade very dull during the week. The dinner to Dr. Arbuckle, on the eve of his departure for New York, was a most enjoyable affair. Organization meetings in the interest of the conservative party have now been held in nearly every section of the county, with gratifying results.

NEWS FROM HAWAII.

Six Leaders Sentenced to be Hanged, but Sentences Will be Commuted.

Victoria, B. C., Feb. 10.—The Canada-Australia S. S. Warrimoo, which arrived at midnight, brings late news from Hawaii. The Associated Press correspondent, writing up to Saturday last of the military court martial, says: "Six leaders were sentenced to be hanged. They were Chas. Gulick, Wm. H. Rickard, Wm. T. Seaward, Robt. W. Wilcox, Samuel Noland and Henry Bertelmann. The sentences in the last two will be commuted, as both men have furnished valuable evidence for the government." Gulick was born in this country. Rickard is an Englishman. Wilcox is a Hawaiian. The only one of the men entitled to the protection of the United States is Wm. T. Seaward. As yet no date has been set for the executions. The only important case tried before the military courts since the departure of the Australia, was that of V. V. Ashford. He is charged with treason. A batch of twenty native rebels, charged with treason, is now occupying the attention of the court martial. United States Minister Willis has changed his attitude somewhat since the last advice, and is not so belligerent in his demands. His latest communication to the government is a request that if the death penalty is imposed in the cases of any Americans it will be postponed until he can communicate with the government. The British has made a similar request. Queen Liliuokalani is to be tried for treason.

CHINA AND JAPAN.

Yokohama, Feb. 10.—The Japanese have captured the Island of Liao Tung, the strong Chinese position at the entrance to the harbor of Wei-Hai-Wei. London, Feb. 11.—A despatch to the Times from Pekin says that full powers have been telegraphed to the Chinese peace envoys with a view to the renewal of negotiations with Japan. The envoys are now at Nagasaki, Japan, where they went after the Japanese government refused to treat with them. London, Feb. 11.—The Times has a despatch sent from Wei-Hai-Wei, Feb. 4, via Port Arthur, saying that the Chinese demolished the west shore fort before retiring from Wei-Hai-Wei. Some of the Chinese warships tried to land their crews in order that the men might escape the Japanese, but the latter drove the Chinese back aboard their vessels.

Paris, Feb. 10.—A despatch from Shanghai says that the Chinese have in Manchuria, a total of 173,700 troops opposed to 99,000 Japanese.

PILES! PILES! ITCHING PILES! SYMPTOMS—Morture; intense itching and stinging; most at night; worse by scratching. If allowed to continue tumors form, which often bleed, and become very sore. SWAIN'S OINTMENT stops the itching and bleeding; heals ulceration, and in most cases cures the disease. Price 50 cents. Dr. Swaine & Son, Philadelphia; Lyman, Sons & Co., Montreal, wholesale agents. 223. Guinea was named from a west African word, meaning "abounding in gold." Doctors recommend Norway Pine Syrup because it is the best cure for coughs and colds. Price 50c. and 10c. at druggists. Manitoba commemorates the Manitoba or great spirit of the Indian. Prepare for spring by using Burdock Blood Bitters to cleanse the system and tone the body to vigorous health. Its tonic purifying regulating water makes B. B. the greatest remedy for all diseases of the stomach, liver, bowels and blood. Bosnia is so called because the River Bosna flows through it.

THE ELBE DISASTER.

Three Survivors Reach New York on the Steamer Umbria.

The Story of the Scenes Following the Collision Off Lowestoft.

It Looks Like Some Bad Management on the Part of the Officers of the Vessel.

New York, Feb. 10.—On board the Cunarder Umbria, which arrived today, were three survivors of the steamship Elbe, which was lost January 30th last, off Lowestoft, England, by coming into collision with the steamer Crathie. The three survivors were Eugene Schlegel of Furst, Germany, on his way to this country for the first time, with his sister, Emma, who was lost; Jan Vevera of Cleveland, Ohio, and Carl Hoffmann of Grand Island, Neb., whose wife and child were among the lost. A representative of the Associated Press boarded the Umbria at quarantine and found Messrs. Hoffmann and Vevera in the main saloon. Mr. Vevera made the following statement to the representative of the Associated Press concerning his experiences at the time the Elbe was lost: "The night before the disaster occurred, I was smoking in my room. On going to my stateroom, I found it so cold that I decided to sleep on a lounge in the smoking room and accordingly lay down, fully dressed, but failed to sleep well. At five o'clock I arose and on looking outside, I found that the night was quite clear. It was about twenty minutes to six when I felt a slight shock, accompanied by a crashing sound that seemed to come from the engine room. The shock was very slight and not at all like what I should have expected from a collision. I merely ran forward and met the mail clerk, whom I asked what was the matter. 'Nothing,' he said. 'Then I met three of the crew running along and on asking the same question of them, received a similar reply. I met then an officer with his face white with anxiety made the same answer to my question as to what was the trouble. The timbers and partitions of the ship by the post office began to rattle and bulge inward. Without going and turning on the light, I took a life preserver for my neck. 'On going on deck, however, the ship had listed over to port to such an extent that there was such confusion and noise that I have very little idea of anything except of getting into the boat from which I was picked up by the Wildflower. I saw nothing of the Elbe presented as she rolled back from port to starboard and then slowly began to settle down by the stern, so one that I will never forget. 'It could not have been more than twenty-five minutes from the collision until the ship sank from sight. And those minutes and the ensuing hours seem longer to me than all the rest of my life put together. When we picked up Miss Boecky she was swimming and was fully dressed, with the exception of having no shoes on. She was very cold and above my arm was the ship's boat in water up to her waist until we were picked up by the fishing smack."

Mr. Hoffman's statement to the Associated Press was made in a very unconnected and somewhat liberally interspersed with threats of prosecuting the North German Lloyd. He said: "My wife and myself had a stateroom on the starboard side, aft. I began to feel on the morning of the collision and had gone out on deck and then returned to our stateroom. Suddenly I heard a crash and the ship trembled violently. I rushed outside and met Mr. Schlegel and Emma, who were running forward. 'None of the crew could give me any information as to what had happened, but as I heard great confusion overhead I ran back to our cabin and told my wife to dress herself and the boy as quickly as possible. I took my child in my arms and we went forward to the companion way in the saloon, where I found a crowd of passengers endeavoring to get up on deck. We started up the companion way, but just then some one on deck gave the order for all to go below, and in the rush that ensued we were carried down the steps again. 'I went up on deck again, regardless of the order, opposite the chiral port on the port side—the one I eventually got into. Then the order to lower the boats was given. The last one on the port side was the first to be lowered and into this a number of passengers jumped, but were promptly ordered out again. No one got into the second boat, which was next on the port side and then the one directly opposite where we were standing was lowered, and into this I threw my valise, taking my boy into my arms. I turned and kissed my wife, who said "God may help us yet," and then I jumped into the boat, which had not yet been lowered. Just then an order was given for the women and children to go to the starboard side, and my wife obeyed the order. 'Noussell, the officer of the boat, caught my boy out of my arms in obedience to the order that was issued and that was the last I saw of either of them."

Mr. Hoffman complained that he was compelled to assist in the management of the ship's boat and declared that there was plenty of time to have lowered all the boats of the Elbe if proper discipline had been maintained.

Stomach and Liver troubles cured readily by

Beach's Stomach & Liver Pills

Small Sugar Coated.

PANTERS' SUPPLIES!

RAW OIL, BOILED OIL, TURPENTINE, BROWN JAPAN, FURNITURE VARNISH, DAMAR VARNISH, ORANGE SHELLAC, WHITE SHELLAC, BLACK JAPAN, LIGHT OIL FINISH, ELASTIC VARNISH, HARLAND'S VARNISHES, METHYLATED SPIRITS, BENZINE, GOLD SIZE, WALNUT OIL STAINS, OAK, CHERRY, MAHOGANY, THORNE'S PURE WHITE LEAD.

THORNE'S FINEST CLERD PAINTS, THORNE'S FINEST PUTTY, THORNE'S READY MIXED PAINT, LONDON WHITING, BRANDRAM'S WHITE LEAD, JAPANESE ENAMEL PAINTS, CARRIAGE GLOSS PAINTS, KIRBY'S COPPER PAINT, KIRBY'S SEAM PAINT, KIRBY'S MARINE BLACK, CARBON'S ANTI-CORROSION PAINT, BRANDRAM'S ZINC WHITE, BRANDRAM'S COLORED PAINTS, DRY WHITE LEAD, DRY RED LEAD, PATENT DRIERS, LITHARGE, PUMICE STONE, ALABASTINE, JELLSTONE.

KALSOmine, GOLD LEAF, GOLD BRONZE, SILVER BRONZE, COPPER BRONZE, METALLIC ROOFING PAINT, DRY COLORS, J. W. MANSURY & SONS PURE COLORS, ground in oil. J. W. MANSURY & SONS SUPERFINE COACH COLORS, ground in Japan, BRUSHES, MIRRORS, SINGLE GLASS, PLATE, DOUBLE, ENAMELLED GLASS, GROUND, COLORED.

W. H. THORNE & CO., MARKET SQUARE, ST. JOHN.

THE STATE OF TRADE.

R. G. Dun & Co's. Weekly Review of Business for the Past Week.

No Advance in the Price of Manufactured Products.

The Conditions of Business in the Leading Centres of Canada.

New York, Feb. 8.—R. G. Dun & Co.'s weekly review of trade says: The condition of industries presents some points of encouragement. No advance in the prices of manufactured products indicates a better demand. On the contrary, iron and steel products have slightly declined for the week and for the month, and in comparison with prices of October, 1890, are but 54.1 per cent against January last.

The difficulty in boots and shoes has not been removed, although deliveries on past contracts are larger than in any previous year since January 1st, 1894, 404,601 cases against 301,141 last year, and 377,426 in 1893. Not many shops are running to their full capacity, and orders are restricted, both by the attempted advance in prices and by the extremely low prices of farm products. In some grades the demand is especially weak, and in split and oil grain shoes some of the factories have closed, manufacturers not caring to take larger orders at this time.

In cotton goods there has been a reduction in some brown sheetings, while other quantities are moving fairly at unchanged prices. The general tone of the market, however, is not particularly encouraging. A large auction sale of silks resulted in prices about ten per cent below the recent market or September prices.

In woollens the openings of the finer grades for the heavy weights season have brought some increase in business, but not at satisfactory prices, while the duplicate orders in the light weights are unusually large. Sales of wool thus far this year have been 17,308,665 domestic, against 12,921,500 last year and 26,500,000 in 1893, but of foreign 11,037,550, against 1,884,200 last year and 10,667,350 in 1893. It is noticeable that sales of foreign wool have not been materially larger this year, without duties, than they were in the same weeks of 1893 or 1892.

No improvement in the prices of farm products has resulted from the somewhat active speculation during the week, wheat being only half a cent higher than a week ago, with western receipts only 792,971 against 2,346,292 last year, while exports have been a little smaller. The western receipts for the month have been 5,112,272 bushels against 2,499,710 last year. Receipts of corn have been small, but prices have slightly advanced.

Prices of cotton are unchanged, although the receipts continue unusually large for the season. The market for cotton goods does not appear to have improved abroad, as it does not here. The failures for the past week have been 281 in the United States against 285 last year, and 58 in Canada against 60 last year.

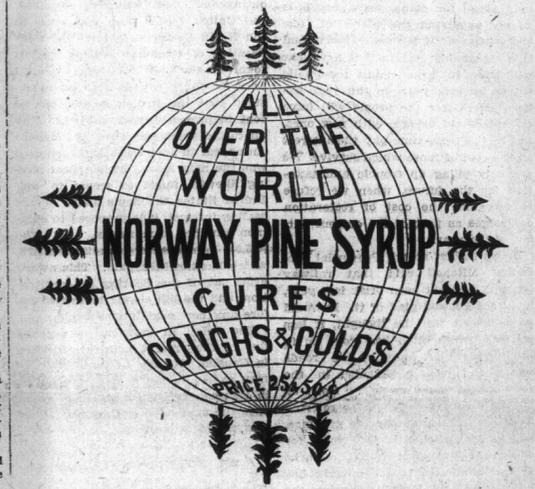
Bradstreet's Review tomorrow will show severe weather in the province of Ontario has interfered with the volume of trade, yet the merchants at Toronto and elsewhere in the province regard the outlook for spring business hopefully. Similar features are reported from the province of Quebec, where merchants' collections have improved when compared with the corresponding period last year. Halifax wires that general trade in Nova Scotia is fair, but commercial payments are slow. The weather conditions, however, favor the lumber industry. Advances from Newfoundland continue the tale of uncertainty and gloom in business circles which has characterized reports from that colony for several weeks past. Bank clearings at Winnipeg, Hamilton, Toronto, Montreal and Halifax this week aggregated \$19,578,000 against \$18,015,000 last week, as compared with \$17,544,000 in the same week last year. There are 51 business failures reported from Canada this week against 56 last week, and 56 in the same week one year ago.

Egypt to the Hebrews and ever since was "the land of the oppression." Ecuador means "equator," an allusion to its geographical position. Bulgaria was formerly Volgaria, so called from the Volga who inhabited it. Jutland was originally Jutealand, or the land of the Jutes, a Gothic tribe. Ontario is a corruption of the Indian word Onatac, "a village on a mountain."

JARDINE & CO.

Wholesale Grocery Business.

Beg to inform their friends and the public that they intend at the 1st of May next to discontinue their RETAIL DEPARTMENT. From that date they will carry on an exclusively Wholesale Grocery Business. Their Seed Department will be continued as usual. In the meantime they will keep their RETAIL STOCK up to the old standard.



HAYKER'S CATARRH CURE. PERFECT POSITIVE PAINLESS CURE SAFE SIMPLE. EFFECTUALLY CURES CATARRH, COULD IN THE HEAD, CATARRHAL HEAD-ACHES AND DEAFNESS, INFLUENZA, ETC. Sold every where. Price, 25 cents. M.B. for THE HAYKER MEDICINE CO. Y. Ltd., St. John, N.B.

NOTICE. INTERCOLONIAL RAILWAY.

Kings County Liberal-Conservative Convention.

The Honorable George B. Foster having intimated his intention of not being a candidate for the representation of Kings County at the next general election, a convention of the Liberal Conservative party of Kings is hereby called to be held at the Court House at Moncton on Thursday, the 15th day of February next at eleven o'clock, a.m., for the purpose of electing a candidate. Hon. Mr. Foster and others will address the convention. All elections favorable to the Liberal Conservative party are invited to be present. Dated at Apohaqui, Kings Co., the 28th day of January, A. D., 1895. JAS. A. SINNOTT, Chairman of Executive Committee Kings County Liberal Conservative Association. GEO. W. FOWLER, Secretary. 113

THE C. P. R. PRESIDENT.

The Sun's New York Correspondent Has an Interview with Sir William.

New York, Feb. 10.—Your correspondent interviewed today Sir Wm. Van Horne, who left tonight for Montreal. The president of the Canadian Pacific stated that the Canadian securities, if fairly well guaranteed, were favorably looked upon, although he knew nothing about the Atlantic and Lake Superior scheme, and Sir Wm. Van Horne believes that more emigrants will come to Canada this season than for several years past. He said he had not gone abroad owing to falling health, as had been reported; that he did not intend to resign the presidency of the Canadian Pacific Railroad company, and that the talk of financial difficulties was without foundation. Jamaica has a name of Indian origin. It means "the country with springs."

ASSIGNEE'S NOTICE.

Arthur W. Wiggins of Waterbury, Queens Co., N.Y., by deed dated 22d January, 1895, convey to me, at his estate and effects for the behoof of his creditors, executing the same, within sixty days (without production). The deed may be seen and all information obtained upon application to such designated solicitor at his office, 43 Prince Street. CYRUS W. WIGGINS, Trustee. ALEX. W. DAIRD, Solicitor.

anetro, has arrived in a battered condition. She reports that she spoke Friday last the Norwegian bark, from Savannah La-Mar, for pool, with her rudder head and otherwise disabled. The crew were in a famished condition, and almost completely exhausted. The Freya supplied them with food. Wincetown, Mass., Feb. 10.—The Rev. Thomas W. Lawrence, which is here today from Pool's Land, reports that on Saturday, about 10 a.m. from Thatcher's Island, a large steamer, apparently in distress, going westward. Wincetown, Mass., Feb. 10.—All in vessels report having experienced a terrible week. The worst day was Tuesday, when several vessels narrowly escaped being blown away, owing to high gales, tremors, and crippled condition of rigging, and the loss of sails. Captain Lewis H. Giles, from Newfoundland, reports that her jibboom broken and that her bulwarks stove in during the storm of Friday. The schooner J. W. Campbell, Dayton, Martha's Vineyard, and other small craft were also damaged. Schooner Augusta E. Hanford from Newfoundland, experienced a terrible passage, during which were twice in danger of going down. Captain Peterson and his seven men were almost overpowered by exhaustion, beside being bad.

MIRACLE IN TEXAS.

Ridden and Without Hope of Relief.

Investigated by the Texas Christian Advocate, and Vouched For by a Well Known Physician.

The Texas Christian Advocate representative has made a careful investigation of the H. E. Spaulding case at Longview, which is here published for the first time, and which is read with great interest by all men everywhere. In reply to Christian Advocate's questions Mr. Spaulding said: About eight years ago I was running a locomotive I contracted sciatic rheumatism in my left leg from my hip down. It came on but sure and in a few months I controlled entirely of that member; just the same as if it was paralytic; I was totally unable to move my room for a year and a half, months of which I was bed-ridden. Every remedy suggested, and regular physicians in constant attendance on me. I was banded up and to Hot Springs where I spent months under the treatment of the most eminent specialists. They did me no good and I came back to the Springs in a worse condition when I went. I came home and sat on my back and suffered the excruciating agonies, screaming in every time anybody walked in the room, the only ease I obtained being from the constant use of opium. After three months of this agony, during which time my left leg perished away to the bone, my attention was called to a remedy called Dr. Williams' Pink Pills for Pale People, by Mr. P. who is now train dispatcher at Arkansas, and who was relieved of motor ataxia of twenty years' duration. At his urgent and repeated entreaty I consented to give them a trial, after taking a few doses I began to improve. I continued taking them and kept right on improving. I was finally cured. My leg is the same size now as the other and I am sure that Pink Pills cured me, but saved my life. I reported next visited Dr. C. H. Shure, a graduate of one of the best schools of Kentucky, and a who enjoys the confidence of every body in Longview. He said: "I know Mr. Spaulding had a terrible case of sciatic rheumatism, and I tried to cure him; used every remedy known to my profession in vain. I finally recommended him to go to Hot Springs. He came back from the Springs worse than when he went, and I thought it was only a matter of time before his heart would be affected and would die. I also know that his cure was a direct result of the use of Dr. Williams' Pink Pills." That is rather an unusual statement for a regular physician to make, but it is a fact, and it is known to hundreds of people right in Longview who know what I mean. I also know that Dr. Williams' Pink Pills relieved of a genuine and severe case of locomotor ataxia of twenty years' standing."

THE GERMAN ARMY.

London, Feb. 11.—A Berlin despatch to the Times says that in his lecture the Royal Military Academy, to which the principal army and navy officers had been invited, Emperor William enlarged upon the necessity of strengthening the German navy. The subject of the lecture was the subject of the Chinese-Japanese war, as showing the necessity of co-operation of the army and navy.

WALTER BAKER & CO. The Largest Manufacturers of PURE, HIGH GRADE COCOAS AND CHOCOLATES. HIGHEST AWARDS Industrial and Food EXPOSITIONS In Europe and America. Walter Baker & Co. Dorchester, Mass.

THE WEEKLY SUN.

ST. JOHN, N. B., FEBRUARY 13, 1895.

THE BORROWING POWER OF THE PROVINCE.

Mr. Powell's amendment to the motion to go into supply was, of course, voted down. But it contained one proposition which may be heard again under circumstances more favorable to its acceptance. It is contained in this clause:

The enormous proportions of our public debt, in view of our limited sources of income, imperatively demand that there should be no further increase, and that an amendment of the constitution is desirable so that the executive cannot, without the consent of at least a two-thirds vote of the legislative assembly, incur expenditures in excess of the income of the province.

The proposal that fresh indebtedness should not be incurred by the province is the result of the present situation. The net debt is now two and a quarter millions, or three times the provincial revenue. The annual interest has increased during Mr. Blair's administration from \$40,000 to \$130,000. It now requires about as much to pay interest as the government contributes to the maintenance of the public roads and bridges of the province.

The United States secretary of state is so dissatisfied with the result of the last Behring Sea commission that he recommends the appointment of a new one to reopen the whole question. The proposition is this time made to all nations having an interest in the sealing business. An arrangement to be effective must not only include all the nations in the world, but must make regulations for the whole Northern Pacific ocean. If any nation does not enter into the compact to preserve seal life, sealing operations will be carried on in the name of that country.

The task of framing complete international regulations for the preservation of the seals will not be an easy one, and no nation except the United States is likely to take a deep interest in it. The United States government has so put itself in the wrong in the matter that it will meet with serious difficulties in the present programme. Had it been suggested at the beginning that steps should be taken by all nations to preserve the seal herds for the benefit of the human race, the suggestion would have had the appearance of fairness. But the United States began by claiming for themselves the whole property in the seals and exclusive jurisdiction in the Northern Pacific waters. When the outrageous claim was not admitted, the United States fleet was sent to the North Pacific to enforce it.

Confiscation of Canadian sealing vessels found on the high seas went on until Lord Selkirk caused it to be understood that the British fleet would be sent to protect British subjects. The appeal to arms was then abandoned. An appeal to an international tribunal was the next move. This appeal having likewise failed to secure to the United States the lion's share of the sealing interest, it is proposed to summon another commission. In the \$425,000 damages to Canadian sealers, which has not been paid, this award grew out of the Behring sea arbitration, and the bill should be settled before any new negotiations begin.

The delay in payment is perhaps due to the present political situation in Canada. It may be that congressmen expect to see a grit government in this country before long, in which case the surrender of Canadian interests would be expected.

MR FOSTER IN QUEBEC. The finance minister has not spoken as often in the eastern townships of Quebec as in some other parts of Canada. His speech this week at Sherbrooke made a great impression upon the audience. It was a clear, straightforward, and convincing presentation of the argument in favor of the present tariff policy of Canada. The Montreal Gazette which publishes the address in full, says:

The speech of Hon. Mr. Foster at Sherbrooke on Tuesday will be remembered as one of the events of the campaign. The finance minister has few equals as a speaker among Canada's public men. He thoroughly masters his subject before he undertakes to discuss it, and is equally effective in exposing the weak points in an opponent's position as in developing the strong points of his own. His review of the past record of the liberals in developing before a community the policy of the tariff issue was a scathing exposure of variation, contradiction and instability. Canada. His exposure of the unsuitableness to Canada's conditions of the free trade policy was delivered before a community chiefly interested in agriculture, and dealt largely with the position of the agricultural interest under the proposed free trade policy; if it should be put in force; but it can be read with profit by all classes.

MARCHING ON. The recent double victory of Japan by land and sea has cost China nearly all that was left of her fine navy. Of the two battle ships which are reported sunk, one was damaged in the battle of Yalu at the beginning of the war. She had been repaired and was commanded by a thoroughly competent American. There is now no adequate coast defence to any part of China, and the Japanese will have things their own way in attacking the remaining posts about the bay which leads toward Peking. While the navy and one wing of the army are making good this way of approach, another land force is marching from Korea through the great province of Manchuria upon the Chinese capital. General January has not proved the obstacle to advance that was expected, and there are no allies left on which China can place reliance.

It is stated that a deputation from Queens and Sunbury have waited upon Attorney General Blair to offer him the grit nomination for that constituency. Mr. Blair did not accept. It is generally thought that Mr. Blair has abandoned the notion of entering federal politics. The prospect for the party is not very bright in that field.

Arabia was so called from its inhabitants, the Arabs. Morocco has always been the "land of the Moors."

THE LA GASCOGNE SAFE.

The Big French Liner Reached New York Quarantine Monday Night.

Her Machinery Disabled on the Third Day Out from Havre.

A Passenger's Account of One of the Longest Steamer Voyages of Recent Years.

Quarantine, Feb. 11, 12.55 a. m.—La Gascoigne, the long over-due French steamship, steamed into this port with red lights hanging from her foremast as a signal that she was disabled. Her passengers were all on deck, some of them singing and most of them cheering, as persons are wont to do when their minds are suddenly relieved of a heavy strain.

For thirteen days of a voyage lasting sixteen days, the ship's machinery had been disabled, her main piston rods had gone on the third day out from Havre. When the break had been repaired the steamer proceeded on her way, but under greatly reduced speed. When near the banks of Newfoundland, La Gascoigne ran into a gale that increased to a hurricane.

While off Sable Island Feb. 5th the machinery broke down again and the steamer was hoisted to, this time for forty-one hours. During all that period the engines did not make a single revolution. When the second repairs had been made the steamer started ahead once more under still further reduced speed and power, and headed towards the Long Island coast. It is a remarkable fact that during the entire voyage across the Atlantic the La Gascoigne did not sight a steamer until she passed one bound for Philadelphia last Sunday.

French steamer signalled Fire Island and then proceeded toward Sandy Hook Lightship. Here she was met by tugs and assisted by them into port. At the request of a reporter, Mr. Mix, a representative of the Thomas-Houston Electric company, one of the cabin passengers, hastily wrote out the following statement, which he threw overboard: All went well until January 23, three days after sailing from Havre, when the ship was stopped, and the passengers in inquiry as to the cause were informed that a part of the machinery had broken down.

We learned that the piston of one of the intermediate cylinders had broken, thus incapacitating the entire machinery. The engine had been stopped as soon as possible and the steamer fell into the trough of the waves, which was not very heavy at the time. The passengers were quite cool and no one apprehended danger. In fact, we were not at first distressed by the knowledge of the accident. None of us realized that the break down was more than an ordinary affair, and many of us began speculating how long a time would elapse before the engineers got the break patched up and we would be again on our course. We lay to for sixteen hours, while the whole corps of engineers worked on the fractured cylinder. A brass sleeve was slipped over the slipper and bolted in position, and in this way the engineers were enabled to again start up the engine. The broken cylinder and its companion could not be used, however, as the steam was cut off from the boiler on the engines. The speed was reduced to one half. Even at this rate we were further handicapped by being compelled to stop every twelve hours to replace the brass linings, which were continually wearing out under the strain.

The passengers and crew alike realized the seriousness of our position then, and for the first time signals of distress were displayed. We also signalled for help, but no one came to our aid. It was not until yesterday that we sighted and signalled a vessel. She was an English steamer, and she proceeded on her way. She was too far away to understand that we required assistance. But for the most part we never saw or experienced such storms. We were frequently beset by gales, which at times threatened to founder the vessel. I cannot say too much in praise of the captain and crew, who behaved manfully and did everything in their power to make us as comfortable as possible.

At the conclusion of Mr. Hazen's speech delegates were elected as follows: E. J. Neve, Councillor John Irvine and Councillor Robert Catherwood.

NEWFOUNDLAND. The Whiteway Ministry Assumes Office—Providing for Destitute Persons.

St. John's Nfld., Feb. 8.—The Whiteway ministry assumed office at noon today. There is a general feeling of satisfaction among the followers of the Whiteway party, although there is much discontent among rural members because the city has captured all the best positions. The legislature has been prorogued for two months in order to permit by-elections to be held, as all the newly appointed officials must obtain constituencies. The relief work continues. From 3,000 to 4,000 destitute persons are fed weekly.

Children Cry for Pitcher's Castoria.

THE LA GASCOGNE SAFE.

The Big French Liner Reached New York Quarantine Monday Night.

Her Machinery Disabled on the Third Day Out from Havre.

A Passenger's Account of One of the Longest Steamer Voyages of Recent Years.

Quarantine, Feb. 11, 12.55 a. m.—La Gascoigne, the long over-due French steamship, steamed into this port with red lights hanging from her foremast as a signal that she was disabled. Her passengers were all on deck, some of them singing and most of them cheering, as persons are wont to do when their minds are suddenly relieved of a heavy strain.

For thirteen days of a voyage lasting sixteen days, the ship's machinery had been disabled, her main piston rods had gone on the third day out from Havre. When the break had been repaired the steamer proceeded on her way, but under greatly reduced speed. When near the banks of Newfoundland, La Gascoigne ran into a gale that increased to a hurricane.

While off Sable Island Feb. 5th the machinery broke down again and the steamer was hoisted to, this time for forty-one hours. During all that period the engines did not make a single revolution. When the second repairs had been made the steamer started ahead once more under still further reduced speed and power, and headed towards the Long Island coast. It is a remarkable fact that during the entire voyage across the Atlantic the La Gascoigne did not sight a steamer until she passed one bound for Philadelphia last Sunday.

French steamer signalled Fire Island and then proceeded toward Sandy Hook Lightship. Here she was met by tugs and assisted by them into port. At the request of a reporter, Mr. Mix, a representative of the Thomas-Houston Electric company, one of the cabin passengers, hastily wrote out the following statement, which he threw overboard: All went well until January 23, three days after sailing from Havre, when the ship was stopped, and the passengers in inquiry as to the cause were informed that a part of the machinery had broken down.

We learned that the piston of one of the intermediate cylinders had broken, thus incapacitating the entire machinery. The engine had been stopped as soon as possible and the steamer fell into the trough of the waves, which was not very heavy at the time. The passengers were quite cool and no one apprehended danger. In fact, we were not at first distressed by the knowledge of the accident. None of us realized that the break down was more than an ordinary affair, and many of us began speculating how long a time would elapse before the engineers got the break patched up and we would be again on our course. We lay to for sixteen hours, while the whole corps of engineers worked on the fractured cylinder. A brass sleeve was slipped over the slipper and bolted in position, and in this way the engineers were enabled to again start up the engine. The broken cylinder and its companion could not be used, however, as the steam was cut off from the boiler on the engines. The speed was reduced to one half. Even at this rate we were further handicapped by being compelled to stop every twelve hours to replace the brass linings, which were continually wearing out under the strain.

The passengers and crew alike realized the seriousness of our position then, and for the first time signals of distress were displayed. We also signalled for help, but no one came to our aid. It was not until yesterday that we sighted and signalled a vessel. She was an English steamer, and she proceeded on her way. She was too far away to understand that we required assistance. But for the most part we never saw or experienced such storms. We were frequently beset by gales, which at times threatened to founder the vessel. I cannot say too much in praise of the captain and crew, who behaved manfully and did everything in their power to make us as comfortable as possible.

At the conclusion of Mr. Hazen's speech delegates were elected as follows: E. J. Neve, Councillor John Irvine and Councillor Robert Catherwood.

NEWFOUNDLAND. The Whiteway Ministry Assumes Office—Providing for Destitute Persons.

St. John's Nfld., Feb. 8.—The Whiteway ministry assumed office at noon today. There is a general feeling of satisfaction among the followers of the Whiteway party, although there is much discontent among rural members because the city has captured all the best positions. The legislature has been prorogued for two months in order to permit by-elections to be held, as all the newly appointed officials must obtain constituencies. The relief work continues. From 3,000 to 4,000 destitute persons are fed weekly.

Children Cry for Pitcher's Castoria.

JOHNSON'S ANODYNE LINIMENT

It was originated in 1850 by the late Dr. A. Johnson, an old fashioned, noble hearted Family Physician, to cure ailments that result from irritation and inflammation, such as asthma, abscesses, bites, burns, bruises, bronchitis, colds, coughs, croup, catarrh, chaps, chilblains, colic, cramps, cholera-morbus, diphtheria and all forms of sore throat, earache, fractures, gout, headache, influenza, la grippe, lame back, lame side, lame neck, mumps, muscular soreness, nervous headache, neuralgia, pimples, pains in chest, stomach or kidneys, rheumatism, scalds, stings, strains, sprains, stiff joints, sore lips, sore lungs, toothache, tonsillitis, wind colic and whooping cough. The great vital and muscle nerve.

For INTERNAL as well as EXTERNAL Use. Its special province is the treatment of inflammation. Its electric energy everlastingly eradicates inflammation without irritation. It is important everyone should understand the nature and treatment of inflammation. Send us at once your name and address and we will send you free of charge our most valuable treatise, "Treatise on Inflammation." This book is a very complete treatise in plain language, which every person should have for ready reference.

The Doctor's Signature and directions are on every bottle. If you can't get it send to us. Price 35 cents; six \$2.00. Sold by Druggists. Pamphlet free. L. S. JOHNSON & Co., 22 Custom House St., Boston, Mass., Sole Proprietors.

however, having had a stroke of paralysis several years ago and his death was not a surprise. He was 34 years of age, and leaves a wife and several small children. His mother resides in New York, his father and brothers and sisters all being dead. The Record Foundry and Machine Co., one of Montreal's most prosperous industries, now gives employment to 110 men, and is working steadily now, though this is the dull season in most establishments of this sort. About 50 moulders are employed.

Yesterday's storm was so bad that many residents this morning obliged to crawl through the windows and shovel their doors clear before they were able to open them. Teams are out breaking roads in town, and the street department has not yet made any attempt to clean up the sidewalks, the corporation snow plow being unequal to the task of moving the immense drifts, for the first time in many years. It was the worst storm since 1873.

THE LIBERAL CONSERVATIVES. Lancaster Voters Listen to Speeches From Messrs. Chesley and Hazen, and Then Elect Delegates.

There was a large and enthusiastic meeting of the liberal conservatives of Lancaster at the Orange hall, Friday evening. Dr. Gray was called to the chair and Councillor Catherwood appointed secretary. John A. Chesley, M. P., the first speaker, was well received. After stating the object of the meeting he said that the campaign of misrepresentation had been going on for some time, and that the liberal conservatives were morally bound to pay the other bills. It is understood that Mont. McLeod of this city is one of the largest creditors. The building at St. Martins is now vacant. There are a few students in a private house in the village, but these will not remain longer than spring.

The Baptists have been discussing the advisability of erecting a building at Hampton, but nothing has yet been done. ST. JOHN COUNTY L. O. L. To Look After the Interests of the Order in Elections.

The annual meeting of the St. John County Lodge, L. O. L., opened at three o'clock p. m. of the 5th inst. in the Orange hall, Germain street, Wm. Rodgers, county master, was in the chair. There was a large representation from all the primary lodges in St. John county east. The reports of the district master and officers of the several primary lodges showed that large gains in membership had been made by all the lodges during the year. All the lodges were in a sound financial condition; each one owned its hall.

There was a short discussion with reference to the Bathurst school matter, which will be resumed at the meeting of the grand lodge, which opens in Moncton on the 19th inst. Grand Master Kelly installed the following officers: Wm. Rodgers, county master; Geo. B. Baxter, deputy county master; Geo. Jenkins, county chaplain; Allen O. Crookshank, county recording secretary; M. A. McLeod, county financial secretary; J. A. S. Mott, county treasurer; J. J. Gordon, county lecturer; Peter Smith, Wm. McAfee, deputy county lecturers.

The following resolution was, on motion, unanimously adopted: That a committee of seven be appointed to look after the interests of the Orange association in the city and county of St. John during the coming election, with power to take such steps as to them may seem right in carrying out the object of this resolution.

The meeting was the largest ever held in the interest of the St. John County lodge. The discussions were entered into freely and heartily, and the best of feeling prevailed at both sessions. At the close of the evening session about forty of the members dined at Prof. Washington's.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

HUMPHREYS' Nothing has ever been produced to equal or compare with Humphreys' Witch Hazel Oil as a CURATIVE and HEALING APPLICATION. It has been used 40 years and always affords relief and always gives satisfaction.

It Cures Burns, Scalds and Ulceration and Contraction from Burns. Relief Instant. It Cures Torn, Cut and Lacerated Wounds and Bruises. It Cures Boils, Hot Tumors, Ulcers, Old Sores, Itching Eruptions, Scurfy or Scald Head. It is infallible. It Cures INFLAMED or CANKERED BREASTS and Sore Nipples. It is invaluable. It Cures SALT RHEUM, Tetter, Scurfy Eruptions, Chapped Hands, Fever Blisters, Sore Lips or Nostrils, Corns and Bunions, Sore and Chafed Feet, Stings of Insects.

Three Sizes, 25c., 50c. and \$1.00. Sold by Druggists, or sent post-paid on receipt of price. HUMPHREYS' CO., 111 & 113 NASSAU ST., NEW YORK.

Children Cry for Pitcher's Castoria. WITCH HAZEL OIL.

VETERINARY DEPARTMENT.

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

The Weekly Sun takes pleasure in notifying its readers that it has perfected arrangements with J. W. Manchester, V. S., whereby all questions with respect to diseases of the lower animals will be answered by him, and treatment prescribed in those cases where it is asked for through the columns of the Sun.

All enquiries must be addressed: VETERINARY DEPARTMENT, Weekly Sun, St. John, N. B.

R. N.—Have a large pet dog that has some kind of skin disease; scratches himself until he bleeds. Has fallen very much in flesh. What is the trouble and what shall I do for him? Ans.—Your dog has the mange. Shear his hair off close, feed him on milk, oatmeal and bread diet. Do not allow him to eat. Mix 2 oz. of sulphur and 6 oz. of lard, and apply a little to the diseased parts of the skin every day.

JAMES W.—My eight-year-old mare due to foal in about three weeks, swells a good deal in hind legs and along under the belly. Is it dangerous? What had I better do? Ans.—Feed well and give regular exercise. It is due to debility and will probably disappear after foaling.

B. C.—Grey gelding, four years old, lame in left leg, is lame after resting; enlargement on inside of gamble. Ans.—Your horse is probably spavined. Get your local veterinary to fire and blister him, or else blister with biniodide of mercury, one part to four parts of lard. Repeat blister at intervals of three weeks.

M. R.—What would you advise as a good purgative for cattle? I often need one. Ans.—Take of sulphate of magnesia 1 pound, gamboge 4 drams. Mix and dissolve in a quart of warm water and give as a drink.

ROBERT C.—What do you consider the best class of horses to raise for sale? Ans.—It is scarcely a question for this column, and would be a difficult question to answer in any case, especially as I know of no one in the neighborhood. However, a good horse of any kind will generally find a market at a paying price.

ST. JOHN CONSERVATIVES. Elect Ward Delegates to an Organizing Convention. Last week largely attended meetings of the liberal conservatives of the various wards of the city began the work of organizing for the next election campaign by electing the following officers and delegates to a central convention: Wellington ward—T. M. Robinson, chairman; J. A. Sinclair, secretary. Delegates, A. W. Macrae, Thos. Kichham, John E. Wilson.

Prince ward—Delegates, Robt. L. Smith, S. D. Scott, Robt. Maxwell. Kings ward—Frank L. Tufts, chairman. Delegates, Col. Armstrong, Frank L. Tufts, F. McCarthy. Queens ward—W. M. Jarvis, chairman; J. S. Knowles, secretary. Delegates, E. C. March, W. Watson Allen, T. Partelow, Mott.

Dukes ward—Jas. H. Hamilton, chairman; R. A. Payne, secretary. Delegates, W. H. Thorne, S. S. de Forest, Jas. H. Hamilton. Sydney ward—James Lewis, chairman; T. E. G. Armstrong, secretary. Delegates, James Lewis, J. Kinney, Jr., Wm. Quinlan.

Lorne ward—Delegates, W. J. Forbes, A. A. Mabee, Isaiah Holder. Lansdowne ward—Delegates, Dr. Gilchrist, Charles F. Brown, Dr. Christie. Stanley ward—Delegates, Ald. McGoldrick, H. T. Giggey, D. W. Morrow. Guy's ward—W. D. Baskin, chairman; J. E. Cowan, secretary. Delegates, Ald. C. B. Lockhart, W. D. Baskin, James Carleton.

Brooks ward—Major J. J. Gordon, chairman; George E. Brown, secretary. Delegates—Ald. Baxter, Major Gordon, T. Donovan. THE LIBERAL CONSERVATIVES OF KINGS. Arrangements have been made with the Intercolonial railway authorities that the usual excursion rates will be granted from all ticket stations between Petticoat and St. John (both inclusive) to persons desirous of attending the liberal conservative convention at St. John on Thursday, the 14th inst. The person purchasing a ticket will pay to the station agent one first-class fare to Hampton, receiving from the agent a certificate. On presentation of this certificate to the secretary of the convention he will sign the same, and this will be honored at Hampton for free return journey.

The various parish committees of the Liberal Conservative association are requested to meet at the court house on arrival of the morning train from east and west at 9 o'clock a. m. in order to attend to necessary preliminary work connected with the organization of the party. The party will meet in general convention at 11 o'clock for the nomination of a candidate.

With the spring tide comes the flowers, but before them comes the frustrated seed and flower catastrophe. In its way almost as attractive as the flowers themselves. We have just received the catalogue of The Steele, Briggs, Maroon Seed Co., of Toronto, full of instructive details of great value to all interested in plant and flower life—and who is not? The reputation of this house stands high, and no reader of this journal can do better than consult their catalogue or write them personally.

Prussias was at first Borussia, the country of the Borussia.

CITY NEWS.

The Chief Executive Week in S.

Together With Correspondence from Correspondents. Exchange.

When ordering the WEEKLY SUN to be sent to you, please give the NAME of the person to whom the paper is to be sent, and the address of the office to which it is to be sent. Remember! The N. B. Office must be sent ensure prompt comp request.

TO CORRESPONDENTS. As the Proceedings of the Legislature make our space, correspondents to the smallest of the next four or five.

Alfred Morrissey, bookbinder, has assigned a rymen. At Chubb's corner of W. Gerow, gold property at St. Martineford for \$250.

E. S. Murchie's steam elevator, Calais, contains of corn and a quantity were burned on the \$5,000; insurance, \$2,000.

The Sun's Monday telegraphed Sunday morning. For many years the general Manager Potting this morning of parade sick a few days.

Thos. L. Bourke's property on Water street to James C. Robertson occupied by Schofield amount paid was \$7, will move into his May.

D. McArthur, book street, has on sale a letter and note sizes, line "St. John, N. B." on each sheet. For pondence these pads thing, and they are.

A water pipe in floors of the Mellick building Lurst Sunday the store occupied by hatters and furriers, floor was flooded. The crew the accident soon and Mr. Bourke was.

Alfred M. Pound, the employ of P. S. M. some time, has been a partner in the firm was connected with of the Daily Telegraph and is well known as business man.

The causes of death Board of Health of ending February 9th pneumonia, bronchitis, premature birth, inflammation, malignant disease of tal. 8.

At a meeting of the Keystone Fire last on Wednesday last of last year were Howard D. Troop, P. W. Weldon, vice-president, managing ward L. Temple, secretary.

In acknowledgment of A. M. Belding's O'Brien, his poetic tribute and poem it must hold a highly gratifying position, as it was signed by Sir Hibbert Trupper and other public men.

I. H. Page of the Royal, says the American side for the province will be far more. The weather very favorable since of January, but since been what the lumber business, can be relied upon.

Perley T. Day and French Mattie, have John. They have to dence on Peters' street. On Saturday went down to see the small quantity of Mr. and Mrs. Day the result will be to pay \$20 for keep without a license.

The annual report of the Assiniboia B.B. is now being printed the various branch province, who have so, will please forward general secretary a list of their office subscribers, in order may appear in the.

Jardine & Co. in the retain grocery list and attention to business. The firm has business for fifty their business has that the firm find able to attend to the retirement from men. Up to May retail trade will be entirety, and custom securing the usual goods.

THE PILOTAGE QUESTION.

An Enquiry Before Capts. Smith and Douglas, R. N. R.

A Strong Array of Legal Counsel to Watch the Proceedings.

Pilot Trainor Examined at Length Before the Commissioners.

The inquiry into pilotage matters at the port of St. John was begun Thursday morning at the Custom House before Capt. W. H. Smith, R. N. R., and Capt. Bloomfield Douglas, R. N. R. The large room was filled with spectators, and the board of trade's committee on pilotage matters were in attendance, and G. G. Gilbert, Q. C., and C. A. Palmer, Q. C., appeared to watch the investigation in the interest of the shipowners.

The majority of the pilotage commissioners were on hand and the pilots were there in force. Among the vessel owners present were Geo. F. Barré, M. P., J. Fred Watson, D. J. Macdonald, J. P. Macdonald, and J. P. Macdonald. Precisely at 11 o'clock Capt. Smith read the letter from the marine and fisheries department appointing him to hold the inquiry, also that naming Capt. Douglas to sit with him. Capt. Smith acquainted with the establishment of the pilotage commission of St. John and the changes made in the statutes relating thereto. Any counsel that might appear on behalf of the pilots or ship owners would be given the right to question the witnesses called. There was nothing before him and Capt. Douglas to indicate that there was anything wrong about the system. He asked if either party had any documents to offer.

Mr. Skinner said he and Mr. McLean appeared for the pilots. The commissioners did not object to St. John to investigate any charge, but simply to obtain information regarding the system in vogue. The board of trade had given some attention to the matter and this inquiry was the result of what they had done. The history of the pilotage commission was contained in the New Brunswick statutes before confederation and in the dominion statutes since the union, and the by-laws of the St. John council and the pilotage commission. It would take some time to get all this in condensed form, but they would agree to submit it if given time to do so. He suggested that the board of trade committee submit their case. It would be shown what the status of pilotage was through the world.

Mr. Jarvis said that the board of trade was anxious that the evidence that could be obtained should be complete. First he offered a letter written by him and published in a city paper giving the history of the present system.

Mr. Palmer said if there were any inaccuracies in this article they could be corrected. Mr. McLean felt that there were objections to this article. It could not go in as evidence. Capt. Smith thought they might make use of the letter in so far as it was right.

Mr. Jarvis next submitted a copy of the report of the board of trade on the pilotage question.

Mr. Skinner objected to this. Capt. Douglas remarked that the report contained much valuable information. Still it contained opinions that could not be admitted. Mr. Skinner said that the commissioners and the various parties interested did not come together to try the matter out on reports of the board of trade and newspaper articles.

Mr. Jarvis—it is an inquiry only. No charges are made. It is simply an inquiry into the system.

Mr. Skinner—if there are no charges why should there be an opening of the case.

Capt. Douglas—These things might be regarded as their briefs.

Mr. Skinner—What Mr. Jarvis is to come in with a smile on his face and a dagger behind him.

Capt. Douglas—There are no daggers here.

Mr. Jarvis remarked that he had not been in politics enough for that.

Mr. Jarvis said he had been secretary since May, 1885. He explained what his duties are.

In answer to Capt. Smith Mr. Thomas said: There are six pilot boats here, all of them over 30 tons register. The largest boat is about 45 tons register. The boats are owned by the pilots themselves and the last one built cost between \$6,000 and \$7,000. He could not say what the other vessels cost.

Each pilot has a share in one of the boats. Before he can get his license he must own not less than four tons in one of the licensed pilot boats. There are 28 pilots on the roll now, but this number does not include the Musquash pilot. That place has a man of its own. A pilot could own in more than one boat, but none of them do have any interest in more than one. There are three pilotage districts, and Mr. Thomas pointed out on a chart what they were. The pilot boats have no particular station laid down for them, but are usually to be found between Briar Island and Cape Sable Seal Island and near Little River. The boats are out cruising the greater part of the time. They are engaged for cruising are left entirely in their own hands. Mr. Thomas told how the vessels were spoken by the pilot boats and what they did when taking them out. A pilot, who took a vessel out, left her either in his small boat. When a pilot left a vessel at the lower district he landed in his small boat either at Briar Island or at Little River.

Mr. Palmer asked Mr. Thomas to furnish the commissioners with the rule or regulation which compelled a pilot to cruise in his boat.

Mr. Thomas replied that the regulation said a boat in active service.

boat laid up would not be in service. The competitive system in vogue made it necessary for the boats to go down to the outside district. Each boat was run in opposition to the others. The earnings of the men in each boat went to the men earning the same. Each man in the several boats got what he earned unless there was a change. Capt. Beck—they adopted the turn system. Each man in the boat took his turn.

The inquiry was then adjourned until 2 p. m.

Afternoon Session. In the afternoon Pilot Thomas Trainor was put on the stand. His evidence was substantially as follows: Had been a pilot since October, 1874. Served the usual apprenticeship, five years. Was bound in 1868. Before and after serving his apprenticeship he went to sea, making the required number of voyages. It was in his bark to be born. They sailed from this port. Was born in St. John. While serving his apprenticeship he occasionally went in a schooner, running to Boston and Providence, with the consent of his master. Was bound under the Common Council of St. John. His master was somewhere in the city building. Worked as seaman and mate of the coasting vessel. This gave him a good knowledge of the coast. Was regularly on the articles. The vessel was the schooner Ernest. Got from \$15 to \$20 per month. Did not pass the color test. He received nothing from his master during that time. About twelve months of his apprenticeship was spent in the Ernest. He went at different times, his master was the pilot boat at the examination. It was not required then. Having completed his apprenticeship, he made two voyages across the Atlantic in a ship and a bark. Went as a seaman in them. This made him eligible for a license to trade in the government. He was then examined by proper examiners in the city building. The examiners were the mayor, A. Chipman Smith, two aldermen, Henry Duffell and John Kerr; two portwardens, Augustus Quick and Robt. Leonard; the harbor master, Chas. S. Taylor, and two branch pilots, Mr. Quick and the pilot examiner. Witness then explained the examination which he had to stand. Capt. Douglas remarked that the examination seemed to have been very complete.

The witness said that at the time he passed his examination a change occurred in the government. The new system was introduced. The control was taken out of the hands of the Common Council and given over to a board of commissioners. He understood that this was done under the provisions of the act of confederation. No objection was raised to the change by the pilots. He was given his license. Changes were made in the rate of pilotage. Under the new system the rate of pilotage was made the same for all pilots and mates as at present, viz., that they must first become thoroughly qualified for their positions, and then seek employment from those who may wish to avail of their services. The protection from unlicensed pilots in the bay of late years, with the suspension of pilots consequent thereupon; the earnings of the various pilots for the past five years; the payments to retired pilots and widows and orphans for 10 years; the balance in the hands of the commission at the close of 1894; a copy of the agreement between the commission and the agent of the Furness line in St. John; the amount kept out of Richard Cline's earnings from these boats, and how it was distributed, and what had been paid the commissioners for their services.

Mr. Skinner suggested that the secretary be called and asked to furnish this information.

Mr. Palmer said he had no right to call any witness. He was here only through the courtesy of Capt. Smith and Douglas.

After some further discussion it was decided to have a stenographer to take the evidence.

Pilotage licenses to be obtainable by all competent men, who are residents of St. John, over 25 years of age, and of good character, who have also had sufficient nautical experience and acquaintance with the Bay of Fundy and port of St. John, and can pass a thorough examination upon all essential matters connected with the pilotage business before a duly qualified and competent examiner. The continuance of such license to be conditional upon usual and proper requirements to be made by the pilot commissioners.

A new code of pilotage regulations, to be carefully prepared by the commissioners, after a full examination of the regulations in force at other ports, the best features of which are to be embodied in the new St. John code, which should also remedy all existing defects in the present regulations.

A new scale of maximum pilotage fees, to be arranged by the commissioners based upon the principle of fair compensation for services rendered by the pilots and bearing fairly and evenly upon all classes and sizes of vessels, regardless of cargoes carried or the living requirements of any particular number of pilots. The pilots to be at liberty to accept of less than the maximum fees whenever they see fit to do so, but in the absence of any arrangement to the contrary the regulation fees always to be paid by vessels.

Protection for the licensed pilots to be provided by necessary enactments compelling vessels to employ only licensed pilots whenever such services are required by captains, and preventing all other persons from acting in the capacity of pilots within the district.

Vessels not to be compelled to employ pilots unless the captains require their services, and then to be employed by whichever duly licensed pilot they may prefer.

The shipowners' committee believe that under the foregoing system a sufficient number of competent pilots would always be available for the shipping requirements of the port, and that with reduced pilotage charges and improved regulations St. John would be much better able than at present to compete for business with other Atlantic seaports. The proposed system would also prevent the pilotage business from being monopolized by a limited number of men, who appear to think that they have an exclusive right to monopolize the business, and also to compel vessels to pay their enormous fees whether or not their services are required by the owners or captains of the vessels. The proposed system would place pilots in the same position as captains and mates are at present, viz., that they must first become thoroughly qualified for their positions, and then seek employment from those who may wish to avail of their services. The protection from unlicensed pilots in the bay of late years, with the suspension of pilots consequent thereupon; the earnings of the various pilots for the past five years; the payments to retired pilots and widows and orphans for 10 years; the balance in the hands of the commission at the close of 1894; a copy of the agreement between the commission and the agent of the Furness line in St. John; the amount kept out of Richard Cline's earnings from these boats, and how it was distributed, and what had been paid the commissioners for their services.

Mr. Palmer appeared for the ship owners asked the commissioners to request the secretary of the pilotage commission to furnish in addition to other information the following: The regulations and dominion act governing the pilots; all accounts and statements sent to the government in 1894; a list of the pilots taken over and licensed by the commissioners in 1874, with their ages; the shipping casualties in the bay of late years, with the suspension of pilots consequent thereupon; the earnings of the various pilots for the past five years; the payments to retired pilots and widows and orphans for 10 years; the balance in the hands of the commission at the close of 1894; a copy of the agreement between the commission and the agent of the Furness line in St. John; the amount kept out of Richard Cline's earnings from these boats, and how it was distributed, and what had been paid the commissioners for their services.

Mr. Skinner suggested that the secretary be called and asked to furnish this information.

Mr. Palmer said he had no right to call any witness. He was here only through the courtesy of Capt. Smith and Douglas.

After some further discussion it was decided to have a stenographer to take the evidence.

James U. Thomas, the secretary of the pilotage commission, was the first witness called. He said he had been secretary since May, 1885. He explained what his duties are.

In answer to Capt. Smith Mr. Thomas said: There are six pilot boats here, all of them over 30 tons register. The largest boat is about 45 tons register. The boats are owned by the pilots themselves and the last one built cost between \$6,000 and \$7,000. He could not say what the other vessels cost.

Each pilot has a share in one of the boats. Before he can get his license he must own not less than four tons in one of the licensed pilot boats. There are 28 pilots on the roll now, but this number does not include the Musquash pilot. That place has a man of its own. A pilot could own in more than one boat, but none of them do have any interest in more than one. There are three pilotage districts, and Mr. Thomas pointed out on a chart what they were. The pilot boats have no particular station laid down for them, but are usually to be found between Briar Island and Cape Sable Seal Island and near Little River. The boats are out cruising the greater part of the time. They are engaged for cruising are left entirely in their own hands. Mr. Thomas told how the vessels were spoken by the pilot boats and what they did when taking them out. A pilot, who took a vessel out, left her either in his small boat. When a pilot left a vessel at the lower district he landed in his small boat either at Briar Island or at Little River.

Mr. Palmer asked Mr. Thomas to furnish the commissioners with the rule or regulation which compelled a pilot to cruise in his boat.

Mr. Thomas replied that the regulation said a boat in active service.

boat laid up would not be in service. The competitive system in vogue made it necessary for the boats to go down to the outside district. Each boat was run in opposition to the others. The earnings of the men in each boat went to the men earning the same. Each man in the several boats got what he earned unless there was a change. Capt. Beck—they adopted the turn system. Each man in the boat took his turn.

The inquiry was then adjourned until 2 p. m.

Afternoon Session. In the afternoon Pilot Thomas Trainor was put on the stand. His evidence was substantially as follows: Had been a pilot since October, 1874. Served the usual apprenticeship, five years. Was bound in 1868. Before and after serving his apprenticeship he went to sea, making the required number of voyages. It was in his bark to be born. They sailed from this port. Was born in St. John. While serving his apprenticeship he occasionally went in a schooner, running to Boston and Providence, with the consent of his master. Was bound under the Common Council of St. John. His master was somewhere in the city building. Worked as seaman and mate of the coasting vessel. This gave him a good knowledge of the coast. Was regularly on the articles. The vessel was the schooner Ernest. Got from \$15 to \$20 per month. Did not pass the color test. He received nothing from his master during that time. About twelve months of his apprenticeship was spent in the Ernest. He went at different times, his master was the pilot boat at the examination. It was not required then. Having completed his apprenticeship, he made two voyages across the Atlantic in a ship and a bark. Went as a seaman in them. This made him eligible for a license to trade in the government. He was then examined by proper examiners in the city building. The examiners were the mayor, A. Chipman Smith, two aldermen, Henry Duffell and John Kerr; two portwardens, Augustus Quick and Robt. Leonard; the harbor master, Chas. S. Taylor, and two branch pilots, Mr. Quick and the pilot examiner. Witness then explained the examination which he had to stand. Capt. Douglas remarked that the examination seemed to have been very complete.

The witness said that at the time he passed his examination a change occurred in the government. The new system was introduced. The control was taken out of the hands of the Common Council and given over to a board of commissioners. He understood that this was done under the provisions of the act of confederation. No objection was raised to the change by the pilots. He was given his license. Changes were made in the rate of pilotage. Under the new system the rate of pilotage was made the same for all pilots and mates as at present, viz., that they must first become thoroughly qualified for their positions, and then seek employment from those who may wish to avail of their services. The protection from unlicensed pilots in the bay of late years, with the suspension of pilots consequent thereupon; the earnings of the various pilots for the past five years; the payments to retired pilots and widows and orphans for 10 years; the balance in the hands of the commission at the close of 1894; a copy of the agreement between the commission and the agent of the Furness line in St. John; the amount kept out of Richard Cline's earnings from these boats, and how it was distributed, and what had been paid the commissioners for their services.

Mr. Skinner suggested that the secretary be called and asked to furnish this information.

Mr. Palmer said he had no right to call any witness. He was here only through the courtesy of Capt. Smith and Douglas.

After some further discussion it was decided to have a stenographer to take the evidence.

James U. Thomas, the secretary of the pilotage commission, was the first witness called. He said he had been secretary since May, 1885. He explained what his duties are.

In answer to Capt. Smith Mr. Thomas said: There are six pilot boats here, all of them over 30 tons register. The largest boat is about 45 tons register. The boats are owned by the pilots themselves and the last one built cost between \$6,000 and \$7,000. He could not say what the other vessels cost.

Each pilot has a share in one of the boats. Before he can get his license he must own not less than four tons in one of the licensed pilot boats. There are 28 pilots on the roll now, but this number does not include the Musquash pilot. That place has a man of its own. A pilot could own in more than one boat, but none of them do have any interest in more than one. There are three pilotage districts, and Mr. Thomas pointed out on a chart what they were. The pilot boats have no particular station laid down for them, but are usually to be found between Briar Island and Cape Sable Seal Island and near Little River. The boats are out cruising the greater part of the time. They are engaged for cruising are left entirely in their own hands. Mr. Thomas told how the vessels were spoken by the pilot boats and what they did when taking them out. A pilot, who took a vessel out, left her either in his small boat. When a pilot left a vessel at the lower district he landed in his small boat either at Briar Island or at Little River.

Mr. Palmer asked Mr. Thomas to furnish the commissioners with the rule or regulation which compelled a pilot to cruise in his boat.

Mr. Thomas replied that the regulation said a boat in active service.

casualties. He could not say within what period. There are 28 pilots now. The work might be done with fewer, but that depends entirely on the trade. Only one pilot on the list does not take his regular turn. That is Richard Cline, who looks after the Furness boats. The others go out in their boats. Every vessel over a certain tonnage has to take a pilot as far down as Partridge Island. He returns in his small boat or in a tug. Witness has gone down as far as Briar Island and Cape Sable in vessels. He boarded fishing vessels there. Pilots frequently made arrangements with the captains of vessels to go down the bay after Partridge Island was reached. Have known the captain of a vessel to take a pilot down the bay contrary to the wishes of the owner. Two dollars a foot is the charge for taking a vessel down the bay over and above the \$1.25 to Partridge Island. The law does not allow pilots to take less, and he could not say that any pilot ever accepted less. He felt the same responsibility when taking a vessel down the bay as when piloting her out to the island. Our pilots do not have to file bonds. His vessel was going down in a vessel and the weather was fine, he would leave her if the captain agreed to it to catch an inward bound vessel. He never did it though. He has towed behind an outward bound vessel in the hope of catching a vessel bound in.

Mr. Palmer suggested that one of the commissioners question Mr. Trainor as to the deviation of the compass.

Capt. Smith said he would do as Mr. Palmer desired later on.

To Mr. Palmer—He had passed no examination since 1874. The government told the commissioners to take the pilots as they were. He had never passed any examination as to colors. He could not say much about Captain Quick. He was an old, retired shipmaster. He did not think it necessary to pass the color test. All the pilots could distinguish a light at a considerable distance.

Mr. Palmer did not think color blindness was as rare as this.

Capt. Smith said he had seen men who could not tell a red light from a green one.

In answer to Mr. Palmer, the witness said the State of Maine ran ashore near Point Leporeux and the New England was ashore at the Wolves. He also thought the Cumberland struck on Grand Manan.

Capt. Smith said this information could be got easily enough.

The witness said a brig that he had charge of struck on the Beacon bar some years ago.

To Mr. Palmer—How about the bark Tanjore? Witness—She went ashore on Little River Head, but I had left her before she went ashore.

Mr. Palmer—How about schooners trading between St. John and New York? Witness—Schooners engaged in the coasting trade between St. John and New York would make eight or nine trips in a year. The average draft of vessels of 200 to 250 tons register loaded was between 11 and 12 feet.

Mr. Palmer—Don't these vessels pay on an average 18 or 19 cents per ton. Witness—Yes, they are very good men.

Mr. Palmer—Had there not been a general understanding between the masters of the coasters and the pilots that these vessels should pay a certain amount and be allowed to pass in and out of the bay? Witness—Not to my knowledge. If it was done I know nothing about it.

Mr. Palmer—Was the thing not done seven or eight years ago? Witness—I do not know.

Mr. Palmer—Do you understand you to say that only one pilot does not go out regularly? Witness—Yes.

Mr. Palmer—Is there any regulation compelling the boats to go out? Witness—Nothing except the agreement among them. The number of charges. Mr. Palmer—You can go out in your boat or not, just as you please? Witness—Yes, but if we want to make a living we must work.

Mr. Palmer—You are not compelled to cruise in the bay? Witness—We cruise where we think we will catch vessels.

Mr. Palmer—You need not go more than five or ten miles south of Partridge Island? Witness—No, but starvation staring us in the face would compel us to go further. In foggy weather there is a chance of a vessel passing a pilot boat down the bay.

Mr. Palmer—Can you tell me the eastern boundary of the first pilotage district? Witness—I take it to be as far east as the county of St. John goes.

Mr. Palmer—What is your age, Mr. Trainor? Witness—42 years.

Capt. Smith—About the Tanjore investigation, was the captain censured? Witness—Yes, he was. His certificate was suspended for six months. The mate had a master's certificate and it was suspended for the same period.

Capt. Smith—Were you blamed at all? Witness—No, sir, I left the ship where it was customary to leave them. It was in the winter season and a heavy gale was blowing.

Mr. Palmer—How long after you left her did she go ashore? Witness—I left her in my boat in thick weather and can't say.

Mr. Palmer—Didn't you tell me at the investigation that fifteen minutes after you left her she struck? Witness—Yes, sir.

Capt. Douglas—Could a qualified pilot ashore four tons in a pilot boat stay on shore and give up the pilotage business without interference? Witness—I don't think so. I think he would have to give up his branch.

Mr. Palmer—Can a man go seeking vessels in any way except in one of the licensed pilot boats? Can a man make use of the American boats and coasters to go down the bay and bring in vessels? Did any one think this was the proper way of conducting the pilotage business? Capt. Douglas said he did not look at the matter in the same way as do,

Mr. Palmer did. What he wanted to know was if a pilot could stop his business for a time and take it up again?

Witness—The commission will look after such cases.

Mr. Palmer—Is it not a fact that one of the pilots never goes out in the boat in which he owns, but carries on his business as he sees fit? Witness—Yes, that is so.

Capt. Smith—Does he get his pilotage money? Witness—Yes, it is paid over to him. He has to pay his share of the running expenses of the pilot boat he owns in.

Capt. Smith—Does this man pay his share towards the superannuation fund? Witness—Yes, he does. So much is taken off his outward pilotage for that.

Mr. Gilbert—Are there any regulations which compel the pilots to remain out in the bay for any time. Witness—No, there is not; but the pilots will stay out as long as they think it possible to catch a vessel.

Mr. Gilbert—Suppose you were ten miles below the island and had weather came on, would you feel it your duty to stay out or would you seek shelter in the harbor? Witness—There is no law compelling us to stay out.

Mr. Gilbert—Are vessels going up the bay compelled to pay pilotage? Witness—No, but many of them take St. John pilots up to Parrabro, where they get the local pilots.

In answer to Mr. Gilbert, Pilot Cline said the most dangerous place in the bay was between Grand Manan and the Nova Scotia coast.

Mr. Gilbert—Do vessels in tow have to take pilots? Witness—Yes, if they have a register.

Mr. Gilbert—Do the Parrabro coal barges have to pay? Witness—Yes.

Mr. Gilbert—Do they have to pay what they go to St. Andrews? Witness—I don't know.

Mr. Gilbert—Could one of these barges be worked by the sails she carries? Witness—I suppose so. They use their sails.

Mr. Gilbert—Are these sails of any use except to steady the barges? Witness—Yes, they are. One day the Springhill left two barges outside the island and came up the harbor to get another one. The barges continued under way with their sails on.

Capt. Smith said the str. Dorcas and the barge Etta Stewart were lost.

Capt. Smith—How is it that steamers pay a higher rate of pilotage than sailing vessels? The commissioners were responsible for this. Steamers carried twice the quantity of deals sailing vessels did and did not pay any more pilotage. It was, therefore, decided to increase the rate on steamers.

Capt. Smith and Capt. Douglas were of the opinion that steamers going to other ports paid less than sailing vessels.

Mr. Gilbert made some inquiries as to why a vessel drawing twelve feet of water should pay more than one drawing ten. Pilot Trainor contended that she should, as the lighter draught vessel was easier to handle, etc.

In answer to Mr. Skinner, Pilot Trainor said he understood that the commissioners increased the rate on steamers at the request of the merchants of St. John.

Pilot Trainor pointed out that the competitive system was intended to make the pilots go as far down the bay as possible. The vessels never had any occasion to complain except when they might pass the pilot boats in foggy weather.

The inquiry will be resumed at 10.30 this morning.

Mr. Skinner, before continuing the examination of Pilot Thomas Trainor, said the two pamphlets on the table contained a number of charges. They were formally before the court. It would hardly be proper for him to examine the witness relative to them. Let the board of trade put in evidence to sustain the charges in their indictment. Then he would know just what they were.

Mr. Jarvis said the whole matter had been fully considered by the board, whose committee were willing to take up any legislation the shipowners might think advisable.

Capt. Douglas called attention to one section of the board's report on the pilotage question, which set forth that the pilotage authority here did not have the confidence of the business community.

Mr. Palmer said it was for this that he called the witnesses in whatever order they saw fit.

Capt. Douglas remarked that there were many charges in the board's documents. Mr. Palmer asked the secretary of the pilotage commission to hand in a statement showing how many vessels were boarded in each of the three districts in 1894, and how many escaped inward pilotage.

In answer to Mr. Skinner, Pilot Trainor said: The barges which now carry as much as eight of the schooners, which used to carry three or four men, and the barges were manned by four men. These schooners did not pay pilotage unless they were over 125 tons register. If pilots were out at sea when a storm came on they would lay as long as they thought it was possible to board a vessel.

Mr. Gilbert said this question arose from one put to the witness by him. What he had desired to elicit was whether the pilots were compelled by any rule or regulation to remain outside at any time. Capt. Smith and Capt. Douglas said they had endeavored to find this very thing out. Both gentlemen admitted that the competitive system was a good one. Mr. Skinner said no regulation would keep the pilots out any longer when bad weather came on. In answer to Mr. Skinner, Mr. Trainor said: My experience down the bay is that the vessels do not fly their Jacks, as they are supposed to do,

when they come into pilotage waters, nor do they show their flash lights at night. Sometimes we fall in with vessels whose captains are anxious to get pilots. Occasionally we run across a St. John vessel just as anxious to avoid pilots. Steamers coming here to load deals often try to get past us, having been informed that the further up they get the less their pilotage bill will be. But this is only in fine weather.

Mr. Skinner—Suppose vessels only took pilots in bad weather, could a competent corps of pilots be kept up? Witness—No, not unless the vessels paid a very high rate of pilotage. It would operate against their coming here. I know of no instance where a pilot has given up his business and gone into any other business on shore. The distance from St. John harbor to the outside of the lower district is 120 miles.

Mr. Skinner put some questions as to a certain pilot marking practice of going out in his small boat.

Witness—This is an isolated case. Mr. Palmer—Yes, that is very true. This one man does it right along. I simply brought this up to show that the pilots were not compelled by the commission to go out in their boats. As long as he owned the four tons in the licensed boat he had complied with the rule.

Mr. Skinner then returned to the Tanjore case. The witness: We left St. John at 11 o'clock in the morning, I having been which needed pilots down the bay. I left her near Little River. She was in a good position to go out of the bay. I told the captain where the vessel was and what course she should be steered. The captain said all right, the mate would attend to it. The wind was N. N. W. when I left her, right off shore.

Capt. Smith—Didn't the captain say his vessel was run in too close in order to let you get off? Witness—I got off where it was customary to leave vessels.

Capt. Douglas—How was the wind? It was off shore.

Mr. Palmer—Would a N. N. W. wind be off shore? Yes, where I left the Tanjore. I was brought up before the pilotage commissioners and was exonerated by them.

Mr. Skinner—If all vessels up to 200 or 250 tons were exempted would it be possible to keep up the corps of pilots if the rates on other vessels remained as they are? No, the rate on larger vessels would have to be increased.

Mr. Palmer said the ship owners were not asking for the exemption of vessels up to a certain tonnage. What they sought was the abolition of compulsory payment of pilotage. Vessels should not be obliged to pay for the services of men they did not require. Let the vessel which needed pilots take them and pay for their services. He said that in many English ports compulsory pilotage was done away with in 1855. Capable pilots were yet to be found there. If pilots were needed so far down the bay as the second and third districts for vessels coming here, then the government should authorize the levying of pilotage on vessels bound for West Bay, etc., too. The pilotage charges had driven trade away from the port of St. John, as could be seen by the trade returns.

Look at the vessels which went up the bay now instead of coming here. The witness said in effect if we are not allowed to collect pilotage from all vessels over 125 tons register, we pilots cannot make a living. It was not a question as to whether the pilots could get a living or not. If pilots were required for the protection of life and property, all right. But the pilots had no more right to consideration than the ship owners. The pilots had no vested rights. This was an interference with trade and was making a privileged class of the pilots. The law compelled the captain of a vessel, who was just as competent to pilot the vessel himself, to take a pilot, and the man he might desire to have either, but the first one that spoke his vessel.

Mr. Skinner—A dangerous doctrine was implied by Mr. Palmer's statement. The pilots and commissioners did not pretend that what they were looking for was a living for the pilots. What they wanted was that a good system of pilotage should be preserved. Take the city of St. John. How many men who had no children had to pay school taxes? Why was this? Not, of course, that their children should be educated, but that the educational system should be maintained.

Mr. Palmer—Children are wards. Is it intended to make the pilots the same? Mr. Skinner—Of course not. But if the law compelled the commission or the government to keep the system up, and the pilots in a few years of pilotage made compulsory no longer. That was not in accordance with natural justice. Mr. Palmer said the merchants had abandoned the idea of extending the exemption of vessels, and were going in for the abolition of the compulsory payment. This change had recently been made. In parliament and out of it the only clamor hitherto had been for the exemption of vessels up to 250 tons.

Capt. Douglas said the pilots would of course have to be considered in whatever was done. This commission was intended simply to inquire into the present system.

Mr. Gilbert said what was to be sought was the benefit of St. John. Pilot Trainor said: One of the iron steamers which came here carried as many deals as two large sailing ships would take. A higher rate of pilotage has to be paid by the steamer. It is about 25 per cent. higher. The same rate is charged the year round. In Quebec the rate is much higher than here in the fall of the year.

Mr. Skinner said he simply put this in to show that while in Quebec a higher rate was charged in the fall, here in St. John the rate was the same summer and winter, despite the fact that it was harder work in the winter.

Pilot Trainor—The

is difficult of approach without the requisite knowledge. If I had to go out in search of only what vessels I could get to take me, I would give up the business. If the compulsory payment of pilotage was abolished, I would look for another occupation. It takes us three or four days to go down to Cape Sable in bad weather.

To Captain Smith—it is difficult to bring a vessel from Cape Sable Seal Island up to St. John. There are at times irregularities in the tides. They are caused by strong winds, and sometimes the tides set in harder towards the shore. Then the fogs are hard to contend with.

To Mr. Skinner—About the latter part of September the fogs begin to disappear. In May, June, July and August fogs prevail to a very great extent. Last June or July for almost eighteen consecutive days. A pilot boat might have to remain down on the outside station a week without getting a vessel.

Mr. Skinner—How many times do you pilots go down the bay to the outside district in your boats each year? I can hardly say. Mr. Skinner—Well, how many do you think? Possibly twelve trips. I should say that the pilots would average ten vessels every season. That is, large vessels coming here to load deals. I did not get that many last year. I was on board the pilot boat the most of the time.

The pilots all had to pass the same examination. He knew none of them to be color blind. It was the captain's duty to give the pilot the deviation of his compass. The pilot told the captain the course he wanted the vessel steered, that is the true magnetic course.

Mr. Palmer—If the compulsory system of pilotage was abolished what per centage of vessels from 125 to 300 tons would take pilots? Somewhere about 8 or 10 per cent, I should say.

Mr. Palmer—Ninety per cent would do without them? Yes. Mr. Palmer—Of sailing ships from 200 tons upwards, what per centage of them would take pilots then? That is hard to answer. The masters of nearly all vessels from 400 tons upwards would like to have pilots if their owners would agree to it.

Capt. Smith—You are of the opinion that the masters would be glad to have the pilots? Yes; but they might not be allowed to take them. Mr. Palmer—When you said it would not do to exempt vessels up to 250 tons, did you mean that by so doing you would reduce the receipts from pilotage to such an extent that the 25 pilots could not make a living?

Yes, sir; that is what I meant. Mr. Palmer—That is your objection to it? Yes, sir. Mr. Skinner—That is hardly putting it fairly.

Mr. Palmer—Well, then, witness, the reason you say it would not do to exempt vessels up to 250 tons is that sufficient would not be collected to pay the 23 pilots? That is one reason. Mr. Palmer—What other reasons are there? That we would not be able to keep up a good staff of pilots for the vessels that did need them.

Mr. Palmer—How many apprentices are there now? Three or four, I think. Mr. Palmer—What per centage of small vessels frequenting St. John pay pilotage and do not take a pilot? I could not say. Mr. Palmer—As near as you can say? About six per cent, I should think.

Capt. Smith—What is that? I said about 6 per cent of the small vessels coming here pay pilotage, but do not take a pilot. Capt. Douglas—If the exemption of vessels up to 250 tons was determined upon and the 23 pilots could not make a living, how many pilots could be supported? I could not say.

Mr. Skinner—Give us your opinion. Well, perhaps eighteen, but I am not sure. Mr. Gilbert—About these coal barges. Have you known them to take pilots? Yes, sir. Mr. Gilbert—How often? It boarded one once. The captain stopped for me and took me on board. This was of Black River. Others have come in with pilots on board, but I can't say whether the barges wanted them or not.

Mr. Gilbert—They would have had to pay anyway. Yes; that is true. Mr. Skinner—Is it not universally known that there is a struggle between the owners and masters of vessels owned here, the captains desiring to take pilots and the owners refusing to let them?

Mr. Palmer objected to this question. It could not be so. Find this out from the masters and owners. Mr. Skinner repeated the question at the suggestion of Capt. Smith. He said it would be hard to prove this by either the owners or the masters. The owners, perhaps, did not do it in exact words, but the captains knew they were threatened with a kind of boycott if they did not do all they could to keep out of the way of the pilots.

Captains Smith and Douglas—This is only hearsay, of course. Let the masters be examined as to this. Mr. Skinner—They are afraid of their owners. Mr. Palmer—This could not be. When the pilotage vessels are spoken they have to pay whether they take a pilot or not. Any answer the witness might give would only be speculation as to what might occur if compulsory pilotage was abolished. During the past 20 years it had made no difference whether schooner captains took pilots or not, if they were over 125 tons they had to pay. How, then, could there be any trouble between owners and masters as to the taking of a pilot?

Mr. Skinner—What we want to show is that the owners don't want their captains to take pilots. If Captains Smith and Douglas lived here they would understand this matter. Mr. Palmer—If the question is answered I will ask the commissioners to inquire of Mr. Trainor where he received his information. Mr. Skinner—The masters favor compulsory pilotage, but are afraid to say so, for fear their owners get men to take their places.

Capt. Smith—Didn't the pilots get a paper signed by captains favoring the present system? Mr. Skinner—Yes; but they do not want their owners to be informed of that fact. The inquiry was then adjourned till 2 o'clock.

AFTERNOON SESSION. The attendance at the afternoon session was the largest yet. There were all sorts of people present, and a keen interest seemed to be taken in the proceedings. Howard D. Troop was put on the stand. Am a ship owner in this city, a member of the firm of Troop & Son. Can not say how many vessels are owned by our firm. Am connected with the pilotage commission as chairman, and attend and preside at all meetings of that body. We meet once a month. Those are the regular meetings. The public are not admitted to our meetings unless it is requested. There are seven commissioners appointed under the act. We have one official member, Capt. Wm. Thomas. The commission have all to do with the control of the pilots. Our system of pilotage is compulsory; that is, every vessel over a certain tonnage is compelled to take a pilot or pay the pilot's charges. There are three classes of vessels exempted from this, and under 125 tons. Coasting steamers are also exempt; that is, vessels plying between St. John and ports in the bay and also other ports in Nova Scotia.

Mr. Palmer—The act says all steamers running between St. John and other provincial ports, and all ports along the Atlantic coast this side of New York. Mr. Troop—There is no penalty for a vessel that does not take a pilot. She has to pay all the same. Vessels spoken have to pay full rates; there is no such thing as half pilotage. We have six pilot boats, which are owned by the pilots themselves. Of course the widow of a deceased pilot might retain an interest in a boat. We have 23 pilots now. There were 44 in 1874, when the commission assumed charge, but they have died off. We have taken on three apprentices of late, to provide for vacancies, as many of the pilots are growing old. The number of pilots now in the service is able to look after all the vessels. There has been no complaint, at all events. We have never been told that we have too many. I do not think we could get along with many less. Twenty-five men are required, anyway. All the pilots are efficient, so far as we know. We know no difference. They are all licensed men. The commission has only made three pilots in the 20 years. The others came in to us with licenses and we took them. These three men were examined by a committee of our commission. The first examining committee consisted of Capt. Pritchard, Harbor Master Taylor and myself, and the second Capt. Cruikshank, the harbor master and myself.

Mr. Troop here read the commission's list of questions put to those who had come up for examination. Capt. Smith—This seems very complete. Mr. Troop said when a pilot boarded a vessel he told the captain the course he should steer. I don't know whether the pilot should understand how to apply the deviation to the compass. Still, if it was better for the pilots to understand it, he thought it would be no harm for them to be able to do it.

Mr. Troop described the districts, etc. The boats could cruise in them or outside of them if they liked. Vessels are not bound to take pilots till they reach pilotage waters. Years ago an effort was made to bring about the establishment of pilot boarding stations, but it would not work. I do not think it could be successfully carried out any way. There was too much fog for it. Sixty-three per cent of the vessels which took pilots last year were boarded in the outer district.

Capt. Smith—That is the sea district. Mr. Troop—We have a record of the vessels which were spoken in the outer district, but which did not take pilots. All vessels outward bound, over 125 tons register, have to take pilots as far down as Partridge Island. Sometimes they do not take them, but they have to pay just the same. All pilotage monies are supposed to pass through the office. We have the card system. The captain signs it and the money is paid over to the secretary of the commission. A vessel has either to pay or guarantee her pilotage before she can clear at the custom house. After a vessel reaches the Island an arrangement may be made between the captain and the pilot for the latter to go down the bay. The pilot is supposed, on his return, to hand this money over to the secretary. Have had very few complaints from the captains of vessels as to how they have handled their vessels. We have had a number of pilots before us charged with negligence, but I can't say how many. In several instances men have been punished therefor. That punishment has been the suspension of their licenses for a certain period. We have never dismissed a man.

Capt. Smith asked if our system exempted the master from liability. Mr. Palmer said the system here was the compulsory payment of pilotage, not compulsory pilotage. The captain or owner was not therefore exempted from liability because a licensed pilot was in charge. Even if the loss or damage was due to negligence on the part of the pilot, the master and vessel were liable for the same.

Mr. Troop—Our pilots have to give no bonds. When an accident occurs the pilot may be suspended, but the ship has to bear all the expenses. During the last year I think 25 pilots were spoken. The charge was about 20 cents a ton on his vessel. He paid \$2 for pilotage in and out. Sometimes took a pilot when he was going out, that was if the pilot was ready when he

I cannot say, not having considered that matter. Still, I think 20 men would be required. Capt. Smith—Have any complaints been made against the system? No written complaints. The principal complaints seem to be in the larger schooners. Mr. Palmer then began to examine Mr. Troop, who said: I have been chairman of the commission about ten years. The meetings are not private. Mr. Palmer asked the press ever invited to attend? No. They did once apply for admission, but the application was refused. This was not done by resolution of the commission, but by me without consulting the other commissioners.

Mr. Palmer—Are you interested in coasting steamers? No, I am not. Mr. Skinner—Are you not interested in the steamer which runs to Digby. Yes, I am. Mr. Troop refused to say whether or not he was interested in a steamer which was plying between St. John and New York a couple of years ago. Mr. Palmer repeated his question several times, wording it a little differently each time.

Mr. Skinner submitted that Mr. Palmer had no right to question Mr. Troop as to the firm's business. That was clearly going outside of the scope of the inquiry. That was why Mr. Troop declined to answer. Capt. Smith—Do you know whether this could be said to be an inquiry into the firm's business or not. Mr. Palmer—It was a matter of common knowledge that Troop & Son was the firm of the steamer. His objection in questioning Mr. Troop was to ascertain from the agents themselves if pilots were employed in this steamer coming to St. John.

Mr. Skinner—This steamer was examined under the act. Mr. Palmer—If a steamer coming from New York was exempt why should one from Baltimore be obliged to pay pilotage. It was his wish to take a pilot when his firm were the agents of the steamer, that she came here with a captain unacquainted with the Bay or Fundy or the harbor of St. John, and that she did not take a pilot.

Capt. Douglas—It is competent for Mr. Palmer to ask if the steamer took a pilot. Mr. Troop—Mr. Palmer can find out at the pilotage office. Mr. Palmer—The best way to get at this was from the agents of the boat. Mr. Troop then said his firm were the agents of the steamer. She was not registered here, being an American vessel.

Mr. Palmer—To the best of your knowledge, Mr. Troop, did she pay any money into the St. John pilotage office? Yes, she did. I can't say how much. She did take a pilot, but how often I don't remember. The records would show that.

Mr. Palmer—Will you furnish us with that information. The secretary will. Mr. Palmer—When and for what reason did the pilotage commission increase the rate of pilotage in the first and second districts? There were originally five districts. The outside one took in some American territory, and the captains of American vessels, who were spoken in their own waters refused to pay. They disputed the claim and the commission were forced to alter the districts and bring them within our own waters. The districts were reduced to three.

Mr. Palmer—Is it not a fact that you did not change the bounds of the first district? I am not sure as to that. Mr. Palmer—Was the original rate per foot inwards in the first district? I don't remember what it was. Mr. Palmer—Is it not a fact that, though you increased the rate of pilotage in the first district you increased the rate 50 cents per foot? I can't say. I can't be expected to remember all these things. You can learn at the pilotage office.

Mr. Palmer—I assume that the bounds of the first district were not changed and that you increased the rate, why was it done? You will have to look up the minutes of the commission. Mr. Troop then said the commissioners, Capt. Smith and Douglas, could have any books out of the pilotage office that they desired to refer to. The court adjourned until this morning.

The inquiry into the pilotage question was continued on Saturday morning. As H. D. Troop was unable to attend to continue his evidence, Capt. Robert Gale, of the schooner Carlotta was put on the stand. The witness said he belonged to Queens county and had been engaged in the coasting trade for 25 or 30 years. He held a certificate for commercial service. His vessel was a three masted schooner of 210 tons register. She was formerly 243 tons, but her tonnage was cut down to reduce expenses. The dues in the United States was what he meant. It was a national tax he paid at the custom house. The tax was three cents per ton and they only charged for five trips, making the maximum charge 15 cents per ton. He knew of no other object in reducing the Carlotta's tonnage. He made 8 or 9 trips a year, laying up in the winter season, as freights were so low that they would not pay. With certain exceptions, Capt. Gale said there were none at some ports, Portland, Me., was such a port. When he went to Boston he had to pay pilotage when spoken, but he did not take a pilot and escaped with half pilotage. You get clear at New York if you are not spoken. But if you are spoken you have to pay. He considered himself able to take his vessel into either of the ports mentioned. At New York he usually took a pilot when spoken as he had to pay full rates. The pilot made a reduction on vessels that towed in through Hell Gate. Pilotage had to be paid by vessels over 125 tons coming into St. John when they were spoken. The charge was about 20 cents a ton on his vessel. He paid \$2 for pilotage in and out. Sometimes took a pilot when he was going out, that was if the pilot was ready when he

Canada! Music by J. E. Marsh. Words by A. M. Belding. (Copyright 1895). 1. Shore of the sea-way North strong Standing alert in the dawn day Yet for the light of thy day. 2. What will thy day be as dawn's first light comes to thee? See it shall fade and be gone away. 3. Nations whose glory hath fled, Empires now but a name Traced in the dust of the dead, Once were as proud of their fame. 4. They in the moon of their pride Scaled the lone heights of renown, Had their brief hour—and died—

United States ports for St. John used the North Channel almost all the time, particularly during the winter season. Mr. Palmer—Is the engagement of pilots by vessels officered and manned by local men who have grown up in the trade essential for the protection of life and property? I do not consider it necessary at all. The men on the vessel are just as competent to navigate here as are the men in the vessels under 125 tons, and they don't have to pay pilotage. Irrespective of tonnage the men in the vessels which do our coasting business are capable of handling their vessels without the pilotage. When a storm comes on we can make a harbor without their assistance. We don't have to pay any pilotage anywhere along the Maine coast. Mr. Palmer—How are the soundings in the bay? They are well defined and you can tell where you are by them. They are a good guide for us. Mr. Palmer—Do not all the principal dangers to navigation in the bay lie between Grand Manan and the Nova Scotia shore? Most of them do. They are in the third district and lie between Grand Manan and Nova Scotia, and to the southward of that. Once you get above Grand Manan you are all right. Mr. Palmer—There are no great difficulties? Nothing more than what you will encounter any other place. We have a good weather. When a storm is empty protected by whistles and light houses. Mr. Palmer—If you are bound up the bay how is it? It is easier to come to St. John than to go to a port further up the bay. It is not nearly as dangerous to come here. Up above St. John the tides are stronger. Yet vessels bound for Parrsboro, West Bay, etc., are not compelled to pay pilotage. Capt. Douglas—Am I to understand that if a vessel is bound for a port further up the bay than St. John that she is not obliged to take a pilot. Mr. Palmer—That is the case. The vessel only has to pay when she is coming to St. John. Mr. Palmer asked some questions as to pilotage at Boston. I can't say much about it. I never took a pilot there. Mr. Palmer said there was a reduction in the charge when a vessel took a pilot at Boston. Mr. Palmer—Is there any understanding between the owners of our vessels and the masters thereof for the captains to refuse to take a pilot at the port of St. John? No; but one of my owners has advised me to take a pilot here, as we have to pay. It was Mr. Baird, the managing owner of the Carlotta, who told me this. Mr. Gilbert made some inquiries as to the Parrsboro coal barges. The witness knew of no great dangers between Parrsboro and Saint John after Quaco ledges were passed. The barges did not need a pilot after passing the ledges. He did not think the barges required a pilot anyway when they were in tow. There was no danger from Cape Spencer in. Mr. Skinner asked Capt. Gale as to his ability as a master mariner. Witness—When I went to sea first that was about 30 years ago, I owned the vessel and went as master of her. I took a man along to sail her and learned to navigate the schooner from what I saw and from studying the charts. Mr. Skinner—That is, you started out as a captain. Some day you may become a seaman? Capt. Smith—In those days it was not necessary to have a certificate in order to take command of such a vessel. Witness—I had a competent man to sail the vessel. In the course of a few years I dispensed with this man's services. It was about 5 or 6 years, I should say. The inquiry was then adjourned till 10.30 this morning.

L. O. ASSOCIATION. Formation of Dominion Lodge, No. 1. Ladies' Benevolent Orange Association. On the 7th, Grand Master Kelly assisted by P. G. M. Armstrong, D. G. C. Maxwell, Co. M. Rodgers, Co. T. Mott, Co. Chap. Jenkins and others, in the Orange hall, north end, organized the first ladies' lodge in the maritime provinces, under the jurisdiction of the Grand Lodge of New Brunswick. The lodge is known as Dominion, No. 1, of the Ladies' Orange Benevolent Association, and its officers are: Trustees—Miss Minnie Bambury, Miss Maggie McDonald, Miss Tillie Mahe. Auditors—Miss Ella R. McDonald, Miss Ada Austin, Miss V. Shannon. Finance Committee—Miss P. S. McConnell, Mrs. Andrew Lindsay, Miss Annie Maud Stockton. The executive committee is composed of Jas. McCallum, Thos. M. Corbett, Geo. Saunders, John Kinney, sr., and Geo. Moore, with John Kinney, sr., as secretary. During the evening speeches were made by the grand master and most of the visiting brethren. PROVINCIAL APPOINTMENTS, ETC. Christopher T. Rhodes of Halifax, England, solicitor, to be a commissioner under chapter 36 of the Consolidated Statutes for the United Kingdom of Great Britain and Ireland. Jacques Auger of Quebec to be a commissioner under chapter 36 of the Consolidated Statutes for the province of Quebec. Carleton—Lewis P. Fisher re-appointed chairman of the board of school trustees of Woodstock. Stephen B. Appleby to be judge of probate, pro hac vice, in reference to the estate of Thomas McCafferty, deceased. Kings—George W. Palmer to be a coroner, appointed order in council, 18th April, 1895. William E. S. Wetmore to be a justice of the peace. Albert—Charles A. Peck, Q. C., to be judge of probate, pro hac vice, in reference to the estate of the late Silas Purdy, M. D., late of the parish of Hopewell, deceased. John I. Steeves to be an issuer of marriage licenses, in room of John L. B. Steeves, deceased. Northumberland—John H. Sergeant, John D. Creighton, James O. Fish, Michael R. Boyce, Robert C. Clarke, Boyce, John Stymest and Thomas D. Doolan to be justices of the peace. Hon. Frederick E. Barker's appointment as a trustee of the Madras school is approved of. The lieutenant governor has been pleased to accept the following resignations: Of John McKelvey, as a justice of the peace for Westmorland; of James Buttner, as vendor of law stamps at Bathurst, in the county of Gloucester. GOVERNMENT SUSTAINED. London, Feb. 8.—In the house of commons this evening, an amendment offered by Mr. Jeffrey to the address in reply to the Queen's speech, censuring the government for ignoring the claims of the agricultural classes and the unemployed, was rejected by a vote of 272 to 261. The Parliaments voted against the government.

St. John Business College ESTD 1867. "There is no royal road to learning." Real skill in accounts can only be got by honest hard work. Any system of training which enables either teacher or student to shirk hard work and can only end in dismal failure for both. Here we have honest work and plenty of it, and corresponding success. Send for catalogue. S. KERR & SON, Odd Fellows' Hall, St. John, N. B.

THE MARKETS.

Revised Every Monday for the Weekly Sun

COUNTRY MARKET.

The country market has stood the severe weather without any noticeable advance in prices. Stocks in most lines have been somewhat reduced, but there is no shortage in supply. Speaking generally, the market is steady at unchanged prices.

Table listing various commodities such as Beef, Pork, Butter, Eggs, etc., with their respective prices.

Table listing various commodities such as Flour, Beans, Corn, etc., with their respective prices.

The only thing to note is a little better demand for fish, with dry cod decidedly firm. There are no frozen herrings in the market, but frozen cod and haddock are in store, with further supplies available at Grand Manan. There have been some small arrivals of smoked fish. The catch of lobsters continues very small in the bay.

Table listing various commodities such as Fish, Lard, etc., with their respective prices.

There is no change in quotations in either ocean or coastwise trade. Ship-owners have had a hard year.

Table listing various commodities such as Groceries, Tea, etc., with their respective prices.

Table listing various commodities such as Flour, Meal, etc., with their respective prices.

Can High Grade Fam. 3.50 1.85
Medium Patents 3.25 1.50
Outward Standard 4.00 2.00
Rolled Oatmeal 4.00 2.00
Western Gray B. W. Meal 2.25 1.00
Cornmeal 2.50 1.25
Granulated 3.50 1.80
Middings (on track) 2.50 1.25
Bran (on track) 2.00 1.00
Cottonseed Meal, per ton 23.00 30.00

PROVISIONS.
Pork and beef are both marked lower than last Monday's quotations. Spot pork closed at \$9.00 in Chicago on Monday. The market is dull.

FRUITS.
The only change is an advance in Florida oranges, caused by the recent destruction by frost among the orange growers of the south.

GRAIN, SEEDS, HAY, ETC.
Quotations are unchanged. Oats are firm, beans are very strong and even higher in the west. There is no large movement in hay.

LUMBER AND LIME.
There is nothing new to report regarding the markets, but evidence accumulates that the lumber cut in this province will be much larger than was anticipated early in the fall. Up to the recent storm the season had been very favorable for operations generally, and there appeared to have been an unusually large number of small operators at work. The Frederick Clearer recently said there were more logs yarded on the Miramichi waters two or three weeks ago than was got out there altogether last winter.

Table listing various commodities such as Lumber, Lime, etc., with their respective prices.

There has been no improvement in either ocean or coastwise trade. Ship-owners have had a hard year.

Table listing various commodities such as Groceries, Tea, etc., with their respective prices.

There is no change in quotations in either ocean or coastwise trade. Ship-owners have had a hard year.

Table listing various commodities such as Groceries, Tea, etc., with their respective prices.

There is no change in quotations in either ocean or coastwise trade. Ship-owners have had a hard year.

Coastwise-Sch Buda, McDowell, for Beaver Harbor.
Feb 11-Brkr Emma, Salisbury, for Liverpool.
Feb 11-Brkr Emma, Salisbury, for Liverpool.
Feb 11-Brkr Emma, Salisbury, for Liverpool.

CANADIAN PORTS.
Halifax, NS, Feb 10-Ard, str, Halifax, Pys from Boston, Carthaginian, Franco, from Glasgow and Liverpool, met with very heavy head gales and high seas, but retained in port since Saturday.

BRITISH PORTS.
At Newcastle, NSW, Feb 5, ship Creedmore, Kennedy, from Boston 31 days.
Barbados, Feb 5, bark Ella, from Pernambuco, 23 days.

FOREIGN PORTS.
At Macao, Dec 27, sch Deer Hill, Cleveland (or Burns), for New York.
At Pernambuco, Dec 27, brig Plover, Fanling, from Santos, 23 days.

At Portmouth, in lower harbor, Feb 4, sch Sarah G Smith, Donovan, from St John for New York, 23 days.

At Buenos Ayres, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.
At Santos, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.
At Buenos Ayres, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.

At Buenos Ayres, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.
At Santos, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.
At Buenos Ayres, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.

At Buenos Ayres, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.
At Santos, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.
At Buenos Ayres, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.

At Buenos Ayres, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.
At Santos, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.
At Buenos Ayres, Jan 2, bark Pericles, Davis, from Piscoagua, 23 days.

Centennial, for St John; E V Glover, for Boston.
From New York, Feb 8, bkts Golden Rod, for Montevideo; bkts Emma L Shaw, for Algiers; bkts Ebel Granville, Howard, for St John (land anchored in St John's harbor); bkts Ayr, Brinton, for St John (and anchored on Hammond's flats).

From Salem, Feb 6, sch Diane, Karille, and L T Whitmore.
From Perth Amboy, Feb 7, sch William Jones, for Salem.
From Madeira, Jan 23, sch Molega, for Lunenburg, NS.

From Buenos Ayres, Jan 23, brig G B Lockhart, Davis, for Macoris, St Domingo.
From Pernambuco, Feb 8, brig Ora, Davis, for Macoris, St Domingo.
From Manila, Jan 4, bark Encarnada, Toye, for Cadiz.

MEMORANDA.
Returned to Vineyard Haven, Feb 2, sch Edna.
In port at Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

Returned to Table Bay, CGH, Jan 3, brig Westaway, Westaway, for Rio Janeiro.
Passed out at Port-au-Moore, Feb 4, brig Harry Stewart, Brinton, for St John's.

FINANCIAL AND COMMERCIAL.
Profits Realized from Shipments of Eggs to New York.
General Trade Notes of Interest from the Upper Province Markets.

The severe weather of the last two weeks in the states has been a great boon to the upper Canadian egg merchants, turning prospective losses on held stock into handsome profits and clearing up the local markets of about all surplus stocks. The American market is still very strong.

The Trade Bulletin notes sales of Canadian fleece wool at an advance of 2c.
Canned lobsters have advanced 30c. per doz. in England and orders are said to have been taken there for Canadian at the advance. Orders have also been booked for Canadian canned apples.

The top price for creamery butter in Montreal is 21c. in wholesale lots, while western dairy sells at 10c. The market is demoralized.
Some 200,000 boxes of cheese have been exported from Montreal since the close of navigation. The price there is about 9 to 9 1/2c. The Liverpool cable is lower at 47s. for white and 48s. 6d. for colored.

Inquiries from U. S. dealers have stiffened the market for dried apples in Montreal.
Onions have been sold in car lots to American buyers in Montreal at \$1.75 to 1.90 per bbl. Several cars were sold on lower province account also.

The Montreal fish market is reported firmer, with stocks considerably reduced from the heavy supplies of a few weeks ago.
The upper province apple market has improved considerably. There has been a demand of late from the western states, and one dealer sold 2,000 bbls. at \$3 1/2 c. o. b. for Chicago. Other sales have been made at \$3 to 3.25, and one western holder says he expects to get \$3.50 for fancy selections shortly. Enormous receipts of oranges from the Mediterranean have depressed the English market for apples to some extent.

TRADE OF ST. JOHN-IMPORTS.
Summary statement of goods entered for consumption at the port of St. John, N. B., for the month of January, 1895, compared with January, 1894.

Table comparing imports for January 1894 and 1895 across various categories like Agricultural implements, Iron and steel, etc.

EGG EXPORTS.
(Toronto Mail)
We seem to be getting back our egg market across the border. Last week ten car loads were shipped from Montreal to New York, and realized a net profit to the shipper 3c above what he could get at home. The demand there is still far from exhausted, and further supplies from Canadian ports will probably find a rising market. This reminds us of old times. Before the passage of the McKinley act into effect exports across the border ran into quite large figures, amounting in 1889 to 14,011,017 dozen, of the value of \$2,567,725. The 5c duty of that tariff cut down these exports to the value of \$234,355 in the fiscal year ended June, 1893. The present duty is 3c a dozen.

WANTING CANADIAN POTATOES.
(Montreal Trade Bulletin)
An American buyer was in the city a few days ago, enquiring for car loads of potatoes; but as there were no large quantities to be had here, he left for Quebec. As stated by us about two weeks ago, prices in the United States had advanced, and it is possible that the country may be felt at the close of the season; and in that case our surplus tubers may be required for export. Car lots of choice Early Rose and Hebron could not be laid down here from the interior, and sold at less than 55c. per bag of 30 lbs. Advertisers from Chicago report a falling off in receipts and an advance in prices. Ten cars were on the track here on Monday last. We notice there has been some shipments of Canadian Hebron potatoes to New York, sales of which are reported at \$2 to \$10 per bbl. of 180 lbs.

BUCKWHEAT STRAW FOR FODDER.
Not many of our breeders have much confidence in buckwheat straw as a food for prize animals. Yet many beasts will thrive well on buckwheat straw and what they can pick up on the barn yard. If given Dick's Blood Purifier, because it gives good health, good appetite, good digestion. Try a box on your horse which is not thriving.

Tasmania was named in honor of Tasman, the discoverer.
Formosa is a Portuguese word signifying "beautiful country."
Nicaragua was thus named in honor of a chief called Nicaro.

MEMORANDUM OF EXPORTS FROM THE PORT OF ST. JOHN, N. B., FOR JANUARY, 1895.

Table listing various export commodities such as Soft coal, Salt, Sand, etc., with their respective values.

MEMORANDUM OF EXPORTS FROM THE PORT OF ST. JOHN, N. B., FOR JANUARY, 1895.

Table listing various export commodities such as Soft coal, Salt, Sand, etc., with their respective values.

MEMORANDUM OF EXPORTS FROM THE PORT OF ST. JOHN, N. B., FOR JANUARY, 1895.

Table listing various export commodities such as Soft coal, Salt, Sand, etc., with their respective values.

THE DEPARTMENT STORE. GREY FLANNEL. 7 Yds. for \$1.50

This is an All-Wool Flannel, 27 inches wide, and worth 27c. a yard. See how much you are saving by getting it at the above prices.

PRINTS. We have a few pieces that are slightly damaged by water. The price is also slightly damaged.

12c. Print for 8c. 10c. " " 7c.
SPRING PRINTS. We now have a large assortment of these goods from 5c. a yard up.

BLANKETS. 1 pair left, \$1.50. CRAIG W. NICHOLS, 19 Charlotte Street.

Table listing various commodities such as Shingles, Birch timber, Pine timber, etc., with their respective prices.

Exports for January, 1894, \$118,479

Exports for January, 1895, \$118,479

Exports for January, 1895, \$118,479

Exports for January, 1895, \$118,479

Exports for January, 1895, \$118,479

Exports for January, 1895, \$118,479

Exports for January, 1895, \$118,479

Exports for January, 1895, \$118,479

Exports for January, 1895, \$118,479

Exports for January, 1895, \$118,479

DR. PUGSLEY. His Candidature. Endorsed. Enth...

Hon. Mr. Foster. Nomination. Acc...

Messrs. Pugsley, For...

The Third Party Con...

Hampton, Feb. 1. Best political conv...

moved a resolution...

who was given a...

great gatherings...

and no man in pu...

earnest support...

emphatic way at...

calls to the polit...

banner of Kings...

years of hard pu...

was forced today...

turned an unskill...

all countries, and...

in all his career...

him with wrong...

men were who...

to serve, stating...

felt the loss of...

who had entered...

same year with...

of the older me...

had gone there...

upon the part of...

should part with...

not go far afield...

of the provi...

sent course he a...

of the old l...

him and his kin...

As a King...

from this provin...

to still maintain...

Kings. Last year...

somewhat broken...

on the advice of...

clans, he came...

take some care...

to bear the full...

He felt th...

the fair thing to...

them to run him...

to take full pa...

work. He had...

stare, he had m...

from this provin...

to the convent...

them to take a...

could put some...

the campaign...

necessary for hi...

to recover...

physical condit...

tended to wou...

become a perm...

was not coward...

this course; his...

stood against t...

was never afraid...

upon the part of...

to sell than on...

(Cheers.) He...

Kings should re...

valative as his...

phatically dep...

the party's forc...

stare, he had m...

from this provin...

to the convent...

them to take a...

could put some...

the campaign...

necessary for hi...

to recover...

physical condit...

tended to wou...

become a perm...

was not coward...

this course; his...

stood against t...

was never afraid...

upon the part of...

to sell than on...

(Cheers.) He...

Kings should re...

valative as his...

phatically dep...

the party's forc...

stare, he had m...

from this provin...

to the convent...

them to take a...

could put some...

the campaign...

necessary for hi...

to recover...

physical condit...

tended to wou...

become a perm...

was not coward...

this course; his...

stood against t...

was never afraid...

upon the part of...

to sell than on...

(Cheers.) He...

Kings should re...

valative as his...

phatically dep...

the party's forc...

stare, he had m...

from this provin...

to the convent...

them to take a...

could put some...

the campaign...

necessary for hi...

to recover...

physical condit...

tended to wou...

become a perm...

was not coward...

this course; his...

stood against t...

was never afraid...

upon the part of...

to sell than on...

(Cheers.) He...

Kings should re...

valative as his...

phatically dep...

the party's forc...

stare, he had m...

from this provin...

to the convent...

them to take a...

could put some...

the campaign...

necessary for hi...

to recover...

physical condit...

tended to wou...

become a perm...