

THE MARKETS.

Revised Every Monday for the Weekly Sun.

COUNTRY MARKET.

There is no change to note beyond the usual day to day fluctuations.
Beef (country) per lb. 0.05
Lamb, per lb. 0.05
Pork, fresh, per lb. 0.07
Sausages, per lb. 0.11
Hams, per lb. 0.12
Butter (lump) 0.13
Butter (creamery) 0.14
Eggs, per doz. 0.15
Chickens, fresh 0.16
Turkey, per lb. 0.17
Dressed, per lb. 0.18
Geese, per lb. 0.19
Ducks, per lb. 0.20
Poultry, per lb. 0.21
Potatoes, per bushel 0.22
Onions, per bushel 0.23
Carrots, per bushel 0.24
Cabbages, per doz. 0.25
Spinach, per doz. 0.26
Lettuce, per doz. 0.27
Cucumbers, per doz. 0.28
Peas, per bushel 0.29
Beans, per bushel 0.30
Corn, per bushel 0.31
Wheat, per bushel 0.32
Rye, per bushel 0.33
Oats, per bushel 0.34
Hay, per ton 0.35
Straw, per ton 0.36
Lumber, per cord 0.37
Timber, per cord 0.38
Coal, per ton 0.39
Fuel, per ton 0.40
Iron, per ton 0.41
Steel, per ton 0.42
Copper, per ton 0.43
Zinc, per ton 0.44
Lead, per ton 0.45
Tin, per ton 0.46
Silver, per ton 0.47
Gold, per ton 0.48
Rubber, per ton 0.49
Glass, per ton 0.50
Paper, per ton 0.51
Cloth, per ton 0.52
Shoes, per pair 0.53
Hats, per pair 0.54
Furniture, per set 0.55
Crockery, per set 0.56
Linen, per set 0.57
Cotton, per set 0.58
Wool, per set 0.59
Silk, per set 0.60
Flax, per set 0.61
Hemp, per set 0.62
Jute, per set 0.63
Sisal, per set 0.64
Cane, per set 0.65
Hemp, per set 0.66
Jute, per set 0.67
Sisal, per set 0.68
Cane, per set 0.69
Hemp, per set 0.70
Jute, per set 0.71
Sisal, per set 0.72
Cane, per set 0.73
Hemp, per set 0.74
Jute, per set 0.75
Sisal, per set 0.76
Cane, per set 0.77
Hemp, per set 0.78
Jute, per set 0.79
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Cane, per set 0.81
Hemp, per set 0.82
Jute, per set 0.83
Sisal, per set 0.84
Cane, per set 0.85
Hemp, per set 0.86
Jute, per set 0.87
Sisal, per set 0.88
Cane, per set 0.89
Hemp, per set 0.90
Jute, per set 0.91
Sisal, per set 0.92
Cane, per set 0.93
Hemp, per set 0.94
Jute, per set 0.95
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Jute, per set 0.99
Sisal, per set 1.00

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MYSTERY OF THE DIVINING ROD. While alchemy has been revived in the United States, the divining rod has gained a fresh hold in England. The mystery of this instrument is explained by Prof. M. E. Wadsworth of the Michigan School of Mines, who has often shown his classes that if any tough twig bark is grasped with the palms upward, the branches of the rod bend downward, the twig will bend downward whenever the grasp is tightened. The harder the grip, the more it must curve. Water or no water, mineral or no mineral, the result must always be the same when the conditions are fulfilled, and it can be easily understood. Prof. Wadsworth adds, how an ignorant operator may deceive himself and be perfectly honest, and not his hands, forces the rod downward.

AN IMPORTANT NEW PREPARATION. La Clinique, a monthly review of medicine and surgery, says of Abbey's Effervescent Salt: "The most important preparation which has been placed before the public through the drug trade of late, is without doubt, Abbey's Effervescent Salt. In cases of Dyspepsia, Flatulency, Headache or Headiness after Meals, Abbey's Effervescent Salt is giving the most important results. It is an excellent preparation, and is particularly agreeable to the taste."

Expressions such as these from medical journals should convince the public of the value and excellence of Abbey's Effervescent Salt as a family medicine. The daily use of this standard English preparation will keep you in good health. Sold by all druggists at 60 cents a large bottle. Trial size, 25 cents.

TEMPERANCE COLUMN.

By the Women's Christian Temperance Union of St. John.

Trust the people—the wise and the ignorant, the good and the bad—with the greatest questions, and in the end you educate the race.

THE LATE FRANCES E. WILLARD. A London cable on Wednesday told of a memorial service in St. John's church, Westminster, at which Canon Wilberforce delivered a eulogy of the late Miss Willard. This fact, and the honor paid to her remains in New York and Chicago, indicate in some degree the universal recognition of her worth and the sincere sorrow caused by her death.

For weeks it had been known that Miss Willard was ill

NOVA SCOTIA NEWS.

AMHERST, Feb. 24.—The marriage took place last evening at the residence of James Macdonald, of the village of Amherst, N. B., to Stewart J. Chapman, son of Martin Chapman, also of Fort Lawrence.

On Wednesday afternoon the service in St. John's church, at which Canon Willard officiated, was held in honor of the late Mrs. J. W. Hunter, who died on Monday last.

On Monday last William Jones of Canaan, a young man, was killed by falling off of a load of wood, some of which, it is supposed, fell on him.

On Thursday morning Daniels Bros' camp was destroyed by fire. Quite a large amount of bedding and other useful articles were burned.

On Monday last the steamer La Champlain, from Havre for New York, was wrecked on the coast of Nova Scotia, with broken shaft by the steamer Roman, from Liverpool for Baltimore.

The Boston Herald of Thursday says: The Dominion Atlantic railway of Nova Scotia, which operates the steamship Prince Edward from Boston to Yarmouth, has lately made a number of important changes in the personnel of its official staff.

Exercising Pains Have You Suffered from Rheumatism or Sciatic Pains? South Am Blean Rheumatic Cure will relieve in Six Hours and Cure.

ATHLETICS ALL ROUND THE YEAR. "No" we play Hiddlewinks.—Chicago Record.

LETTERS FROM THE PEOPLE.

To the Editor of the Sun: Sir—Having been away from the city for a few days I have not had time to notice that portion of your issue of the 25th inst. which contains a letter from the members of the Methodist choir, to which body he has been appointed for at least twenty-five years.

I spent about \$100 in bringing a man and machine from West Chester, Ohio, to the city, expecting to have a test of six runs at the very least, or whatever number was necessary for a fair and complete trial.

CHARLOTTE CO. COURT. A Case Where School Trustees Might Have Leaned Towards Mercy.

ST. ANDREWS, Feb. 22.—The Charlotte county court was opened this forenoon by His Honor Judge Stevens. Following are the cases on the docket.

CRIMINAL.—The Queen v. William Sampson and Frederick Sampson, breaking and entering, and stealing, in the parish of St. Andrew, on application of James G. Stevens, Jr., judge of the peace.

THE BOSTON HERALD OF THURSDAY says: The Dominion Atlantic railway of Nova Scotia, which operates the steamship Prince Edward from Boston to Yarmouth, has lately made a number of important changes in the personnel of its official staff.

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P. E. ISLAND NEWS.

BEDEQUE, P. E. I., Feb. 22.—On Tuesday A. T. Wright left via the ice-boats for the Klondike. On the eve of his departure he was presented with an address from the members of the Methodist choir, to which body he has been appointed for at least twenty-five years.

A very pleasing event took place at the manse in Summerside on Wednesday afternoon. It was very profitable and was largely attended.

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AT OTTAWA.

Where the Maritime Members Live While in the Capital. Mr. Bell of Pictou—203 Gloucester street. Mr. Bell of Pictou—203 Gloucester street. Mr. Bell of Pictou—203 Gloucester street.

MARINE MATTERS. Ship Ruby, Captain Robbins, will load lumber at Tusket Wedge for Cardiff for Wicker's Express, and will sail on Monday.

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"The Alaska-Yukon Gold Placer And Quartz Mining Company.

Organized Under the Laws of the State of Washington. Authorized Capital, \$5,000,000. Shares fully paid up and non-assessable, par value, \$1.

MOORE KELLY & CO., 220 Board of Trade, MONTREAL. THE BEST MINING PAPER IN THE WORLD.

Feels His Oats. This will not be the case with an animal whose blood is out of order. When a horse is all run down he needs a tonic the same as a man. Often he cannot have complete rest. Give him Dick's Blood Purifier.

Home Work for Families. WE WANT the services of a number of families to work for in existing industries. Bicycle Stockings, Woodmen's Socks, and Motorists' Mittens.

Free Trial To Any Honest Man. The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

Veterinary Column. J. F. H. Cambridge, Mass.—A sprain such as you describe is not incurable. Use TUTTLE'S EXLIXIR.

TUTTLE'S EXLIXIR. will do all that we claim for it or we will refund your money. It will cure all the ailments of the system.

TAX ON SHIPPING. As it may (Boston Herald) be that the Spanish government is levying a special war tax against shipping, it may be well for local shipping merchants to know that a Portland owner recently received disbursements from one of his vessels at Seattle, showing that a tax had been imposed at the rate of 7 1/2 cents per ton.

Water Fruits. are scarce. Fruit is not only delicious to the taste but necessary to the health. The salt extracted from the juice of pure fruit is the best of all.

Abbey's Effervescent Salt. Its use promotes health. 50 cents a large bottle. Trial size 25 cents. All drug stores.

FERRY'S SEEDS. In buying seeds, economy is not to be sought. The seeds of the best quality are always largely selected.

Free Trial To Any Honest Man. The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

Free Trial To Any Honest Man. The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

ADVERTISING RATES.
 \$1.00 per inch for ordinary transient advertising.
 For Sale, Wanted, etc., 50 cents each insertion.
 Special contracts made for time advertisements.
 Sample copies cheerfully sent to any address on application.

SUN PRINTING COMPANY,
 ALFRED MARCHEM,
 Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., MARCH 2, 1898.

THE DRUMMOND INVESTIGATION.

The government organs seem to be anxious to make it appear that somebody has backed down in the Drummond railway matter. Now where are the indications of such a movement? The opposition party in the House of Commons opposed the measure last year. The same members oppose it still. The senate threw out the bill last year, and would, doubtless, do the same again. The senate last year proposed an investigation into the history of the transaction. This year the senate began again where the matter was left last year, and a special committee has already been appointed to carry on the enquiry. No sign of a change of opinion is discernible in these events.

But the ministers and their organs claim that Mr. Foster and other liberal conservatives now say that they do not charge corruption or personal booting on the part of any one connected with the transaction. The fact, however, is that nothing said last year in the House of Commons has been in the least degree changed or modified. The measure was attacked because it proposed to give Mr. Greenfield more than a million dollars for which he gave no value. It was proposed to pay him a million dollars more than it cost Mr. Greenfield, and more than that sum in excess of the price for which the railway would have been sold to others. Whether this was booting or not is a question of interpretation, and it is also a question of interpretation whether a co-incident payment by the contractor of large sums of money for campaign purposes, and the assistance rendered by him to Mr. Tarte's sons, were connected with the railway contract.

The present complaint is not that the government proposes an investigation as to the suggestions of corruption, but because the ministers decline to allow the inquiry to cover the question of the original cost of the road, its value to the Greenfields company, and the price for which it may have been offered before the government bought it. This is the root of the whole question, and it is hardly a back-down for the opposition members to want to know the bottom facts. It will be time enough for Mr. Blair and Mr. Tarte to boast when the inquiry is over.

COST OF A SECRET BARGAIN.

The people of this country are now in a position to estimate the loss to the country by the Mackenzie-Mann deal. It is not of the first importance to know whether Sir William Van Horne made fully known to Mr. Sifton the plans and propositions which Hamilton Smith communicated to him as a mutual friend. Possibly Sir William did not give his friend much assistance, but Mr. Sifton has admitted that he was informed of Hamilton Smith's desire to construct a railway from the Pacific toward the Yukon. He knew that Hamilton Smith's associates had spent the summer exploring the country. Yet we have the minister's own statement that he never so much as entered into communication with him, and it is learned from Hamilton Smith himself that the contract was made before his syndicate even knew that the government was prepared to receive offers. In short, it is proved that the opportunity was only open to one firm. Therefore, when the government and its organs dwell upon the alleged circumstance that Hamilton Smith withheld his proposition so long as the offer was open, they suggest a state of things that never existed. There was never a day when the minister was known to be ready to receive offers. He never invited them, except privately, and then, so far as is known, only invited those to whom the contract was given. He never even let it be known publicly that the Stikine route was the only one to be considered. And no contractor but Mackenzie ever dreamed that the bargain would be closed before the offer was open.

If the opportunity had been open and Hamilton Smith had withheld his offer until a contract had been made, his proposition might now be dismissed. But as all the circumstances go to show that he was ready to make the same proposition three months ago as he makes now, it is obviously fair to compare his offer with the bargain that has been made.

The difference between them is what the country has lost by the secret deal.

The comparison is worked out with some care in our Ottawa letter. The sum of it is that there are two routes in question from the Pacific coast. One has the advantage of directness, easy despatch, freedom from obstruction in river navigation, and escape from the inconvenience of transhipment. The other, which has been chosen, is supposed to be safer from obstruction by United States regulations, though it is not absolutely secure. The government is giving Mackenzie and Mann the right to select 4,000,000 acres of gold lands, and a transport monopoly, as a reward for constructing 160 miles of railway by the Stikine route. Hamilton Smith offered to provide this same route for a subsidy of 1,000,000 acres. He offers for 2,000,000 acres to provide this same light railway, together with a more substantial line of 283 miles by the Dalton route. He offers to take the land allowance for the longer line in blocks as they come instead of demanding his choice.

Supposing, however, that there were no differences in the method of locating the lands, it is established that Hamilton Smith would have built the two roads, each having special advantages, and would have accepted for both one-half the land subsidy that the secret agreement gives Mr. Sifton's friends for building one. This would leave 2,000,000 acres in possession of the public after the two roads were built.

If the government was determined to get rid of 2,000,000 acres, a contract might have been made for both roads. If it was thought necessary to get rid of 4,000,000 acres, the remaining 2,000,000 is offered to procure the construction of a genuine all-Canadian route on the eastern side of the Rocky Mountains straight through four or five hundred miles of fine agricultural lands, and onward to the Yukon gold fields. This is a road that the ministers have declared must next be constructed. It is the route by which in time all the food and supplies from the east will go into the gold fields. It is probable that before the session ends, a vote will be proposed towards this work. Sooner or later large subsidies are sure to be proposed for the Edmonton-Yukon railway.

By its most astounding bargain the government has given to one short tramway, connecting a shallow river which reaches the sea in United States territory with a line of shallow lakes at the headquarters of the Yukon, land enough to pay for three railways approaching the Yukon from different directions. The people are losing these three million acres of land. They will still have to pay for the other railways that are to be built.

It is a vicious policy to lock up these mineral lands, and to give any private person the right to choose all the best areas for six years to come. But when the ministers decided to take these lands away from the people and give them to two persons, they might have tried to get some decent return for them. When the government made Mr. Sifton's cronies a Christmas present of 3,000,000 acres of the choicest gold lands in the world's favorite gold fields, they committed a crime for which they will be condemned by every just Canadian. On the January day when the Sun first announced the terms of the disgraceful bargain, it observed that the miners and prospectors would curse the day on which the government first met Mackenzie and Mann. A month of observation shows that the curse will be re-echoed by all classes of people, except those that are directly or indirectly in the job.

HARBOR WORKS.

The mayor of Montreal has laid before the harbor commissioners of that port a resolution calling upon the federal government to assume the construction and cost of permanent harbor works necessary to make that city the national port of Canada. By this means, he points out, the traffic through the port would be saved from the additional burden of charges that it might be necessary to levy if the city itself had to finance the improvements. His wording incidentally directed attention to the money Montreal had already spent in the work of harbor improvement. The commissioners have taken a few days to consider the proposition. It may be remarked that all the arguments Mayor Prefontaine can present in favor of federal aid for the port of Montreal, the summer port of Canada, will apply with equal force to the case of St. John, the winter port of Canada.

The interstate commerce commission has come to the help of the Grand Trunk in its fight with the Canadian Pacific for the Klondyke passenger traffic by suspending the long and short haul clause of the Interstate Commerce act in favor of the G. T. R. and its American connections.

The death of Mr. Perry, M. P. for West Prince, P. E. I., is the ninth in the present parliament, senators included.

THE MAINE WRECK.

Court of Enquiry Now in Session at Key West.

Nothing Yet Known Publicly as to the Cause of Disaster.

An Officer of the Vessel Believes the Ship Was Blown Up by Design.

WASHINGTON, Feb. 22.—At the close of office hours today the following telegram came to the navy department from Admiral Sigsbee at Key West, in the following terms: "Court of enquiry will commence session at Key West today. They must resume session at Havana to obtain evidence of divers after their work upon the wreck is completed. This communication sets at rest rumors current for some days that the court was not to return to Havana for the reason that it had discovered the cause of the sinking of the Maine was not an accident. One important deduction to be drawn from the message is that the report of the court of enquiry can scarcely be expected for several weeks to come. The court will be occupied at Key West for some days at least in taking the testimony of the survivors there. Then upon the return to Havana it is expected that the good deal of time must elapse before the divers can get through the mud which now encompasses the lower part of the Maine and examine the bottom. After this is done the court must deliberate in order to secure an agreement upon its findings. The prevalent belief at the navy department is that up to this moment the court has now only undertaken to compare notes and endeavor to reach an agreement. A Cuban mail was received during the day, and Secretary Long caught it to be given to the reporters. It was made up of one letter from Captain Sampson, dated at Havana, Feb. 22, and although it is simply a statement of events already reported by telegraph, one fact is significant, viz., the statement that the testimony of certain civilian witnesses before the court would be of importance. The letter is as follows:

"Sir—The court has taken the testimony of all the officers of the Maine and still here. Tomorrow will take such testimony as the divers have accumulated. The Right Arm arrived here this morning and reported to Captain Sigsbee according to the orders."

I trust some working company will be given the entire job, as no other plan will be feasible.

There are two citizens in the harbor who have signified their willingness to testify, although they have nothing important. After taking this evidence and that of the divers, I propose to return to Key West and make such testimony as the divers have accumulated. The Right Arm arrived here this morning and reported to Captain Sigsbee according to the orders."

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adjourned until tomorrow morning at ten o'clock.

Judge Advocate Marx said: "The stenographers have all they can transcribe in record form, and there is no use of our working longer today."

In reply to a question as to what would be done with witnesses when no longer of service to the court, he said no decision had been reached on that point, but one would be shortly. Capt. Sampson seemed satisfied with the day's work, but said nothing could be given out.

After the court room was cleared for the day, Capt. Sampson had a short interview with Rear Admiral Sigsbee, and then returned to the Iowa. Capt. Chadwick and Lieut. Commander Porter were taken on board the New York.

Few knew more than was known this morning. An officer of the Maine, however, who had been examined by the court, when the day talked at length with the correspondent of the Associated Press. "I can't tell you," he said, "what line of questioning was adopted, but the court will find, I believe, that the Maine was blown up by design, though I don't think it will be able to ascertain exactly how."

The court's finding will be based on negative rather than positive evidence. "By this I mean that all the testimony heard so far has bit by bit frustrated the theories of those who think the explosion was the result of an accident. This negative evidence is so strong and so general that I see no possibility of the court deciding that the explosion was internal."

"The only alternative then left for the court is to fast back on evidence which points to the intended blowing up of the Maine. This, I think, will be done unless the court declares that it does not know how the disaster occurred, both of which conclusions I think improbable."

As hearing the views of the opinion of the officer in question, it must be borne in mind that he was before the court for about fifteen minutes only, and that he has at all times expressed himself as confident that the Maine's fate was not due to accident. Members of the court, whose assistance of the interview was brought to their attention, declined to have anything to say. All the high naval and military officials here, when asked crucial questions, invariably reply to a state of polite ignorance.

HAVANA, Feb. 23.—Only one body has been identified, though there are hopes that it may be later. With any others recovered in time, it will go with the wounded on the Bache to the Dry Tortugas and Key West. On her next trip north, the Bache will carry to Key West the first company of wounded taken to the Dry Tortugas.

The Spanish divers did not make their examination today. Captain Sigsbee examined them and probably will be advised today as to where they will begin the investigation. He was much gratified at recovering the good condition, his order of the Red Eagle (Prussian), and the gold medal presented him by the International Fisheries Exhibition in London in 1883.

Lieut. Commander Wainwright, the executive officer of the Maine, was almost worn out with constant work on the wreck, had a good rest yesterday, and says he feels now like a new man. Capt. Sigsbee reports that the work of the divers today was slow and unproductive, but the continuous slow, owing to the difficulty of making an impression upon the mass of heavy debris.

Late today Capt. McGee of the Right Arm, received orders from the contractors to hire such lighters as are necessary to remove the debris from the wreck. This will facilitate the work of removing the dead and generally hasten operations. Senator Proctor, who has spent most of the day in-doors writing private letters and reading, says his visit will be too brief to make his observations of any interest to the public, and therefore, he has nothing to offer for publication.

LONDON, March 1.—The Daily News, commenting editorially, this morning on the relations between the United States and Spain, says: "Spain can expect no moral support, or otherwise, from England against the United States. She has ruined Cuba as she has ruined or lost every other colony by the grossest corruption, cruelty and maladministration; and she must be left to settle the account for it with the world. It may concern without any aid or sympathy on our part."

The Standard in an editorial on the same general topic highly praises President McKinley's statesmanlike moderation, and recognizes that "it would only be true to make his observations of the Maine's having been blown up from the outside should engender a dangerous war feeling in America."

Sir Edward James Reed, the eminent naval expert, writes to the Times this morning expressing the opinion that the Maine could be refloated for a fifth of her cost.

SUNBURY CO.

SHEFFIELD, Sunbury Co., Feb. 22.
 —Mrs. Thomas Bridges of Lilly's Landing, "travellers' home," has just returned to her family in Sheffield proper, after visiting sons in Maugeville and her father, the Hon. W. E. Perley, and sisters in Ormotto. Her daughters celebrated her "home coming" with a very creditable tea party. Mr. and Mrs. Howland Corbett of Carleton Co. are the guests of Mr. and Mrs. Thomas Thompson this week. Mr. Page and sister of Carleton Co. are visiting the Rev. Mr. Parkins. Miss Hattie Purdy of Jemsee is spending the week with Miss Laura Bridges of Lower Sheffield.

The snow is that deep and the country so blacked with snow that there are one or two lumber operators on Little River, Sunbury Co., whose camps are inaccessible with snow. Provisions for the use of the party, and produce must be taken to them by men with hand sleds or toboggans.

MANCHESTER'S TONIC Condition Powder.
 A Preparation put up by qualified Veterinary Surgeons and compounded from the purest drugs and best ingredients to obtain a medicinal powder of the day, it is not only a most popular and useful home medicine for Cures Diarrhoea, Swollen Legs, Hides, Dropsy, Drops, and Worms, but also a most valuable remedy in every case of indigestion, biliousness, and all the ailments arising from a disordered stomach. Do not be put off with an inferior powder. Demand the Best. Sold by Druggists and Merchants. A. W. HALL, MANCHESTER & Co., 200, St. John St., Montreal, P. Q.

CARLETON CO.

WOODSTOCK, Feb. 23.—The snow is so exceptionally deep that work in the woods is practically hung up. Last summer on the occasion of the celebration of the Queen's Jubilee L. P. Fisher offered to give \$5,000 towards a public library, if within eighteen months, the townspeople would raise another \$5,000. The announcement was received with applause. In the early fall a public meeting was held to consider ways and means of profiting by Mr. Fisher's offer. The opinion was expressed by many at the meeting that the necessary \$5,000 would be easily forthcoming. Resolutions were passed and committees duly appointed, and so it appears to have ended. It was brought out, however, that the old John W. Connell bequest in lands and money, which might be devoted towards a library or public park, would now amount to between four and five thousand dollars. There is another sum of money, the old Mechanics' institute fund, which the town has in trust, amounting to several thousands. Altogether it was estimated that if Mr. Fisher's donation was met by the public with the \$5,000, the town could have a beautiful public park, room for a public library, an art gallery and museum. On Connell street in the centre of the town is a similar amount, surrounded by handsome grounds. Since the death of Mrs. Connell the house is practically unoccupied, and the heirs are anxious to dispose of it. It has been suggested that the town buy this property with the money already available to the town council for such a purpose. It is understood that the Connell family would be pleased by such a use of the property, and it is not likely that the price asked would be anything more than fair. The council could not do a wiser thing than to take the town council to the heirs, with the view of ascertaining the cost of the property. It is not as if the council would be called upon to raise money. The John W. Connell bequest was made for the public good, but the public so far has derived no benefit from it. The Mechanics' institute fund is held in trust by the town, and must be forthcoming from the town when the citizens so require. It would add immensely to the attraction of Woodstock as a place of residence in its heart, was a park, with a museum and art gallery. The Connell estate exactly fills the requirements. Some of the councillors have been spoken to, and they appear to favor the scheme. All depends of course on the price which would be asked for the estate. And there is good reason to suppose that the price asked would not be exorbitant.

FREDERICTON.

The Divorce Court—Soldiers Under Court Martial—Oddfellows' Anniversary.

FREDERICTON, Feb. 23.—In the divorce case this afternoon, Mr. Vanwart, Q. C. for plaintiff withdrew the record and Mr. Gregory, Q. C. for defendant, moved to dismiss the libel with costs. It is understood that the defendant will now take her innings and institute an action against her husband for divorce. About twenty witnesses were in attendance. Corp. Ross, Pte. Harris and Bugler Kiddy of the R. C. I. were tried before a court martial today composed of Major Cropley, Captain Maxwell and Captain Thacker. It is understood they pleaded guilty. The findings were forwarded to headquarters at Ottawa.

Victoria lodge, Odd Fellows, celebrated their twenty-fifth anniversary this evening by a very interesting musical entertainment.

LITTLE BOY JACK.

The little boy Jack was a Jack-o'-Hearts. For every one loved the lad, And the birds from near and foreign parts Were some of the friends he had. The man in the moon was his friend at night; When little Jack's prayers were said And his dotting mother had dimmed the light. And cuddled him up to his bed, He'd lie and talk to his friend in the sky, Through the casement open wide, And ask if the stars were not the eyes Of good little boys who had died. O, the moon man laughed at this odd conceit. Of his little boy friend on earth, And the stars to him seemed passing sweet With the ring of his childish mirth. But once when the moon rose over the hill And shone on cottage wall, Of good little boys who had died. And a gloom hung over all. Then the moon man wondered much of Jack. And his heart with doubt was sore, Till he saw two stars in the sky at his back That he never had seen before. T. A. Daly.

A PRETTY GOOD WORLD.

This world's a pretty good sort of world, Taking it all together, and in spite of the grief and sorrow we meet, In spite of the gloomy weather, There are friends to love and hopes to cheer For every aching of those who make The best of the situation. There are quiet nooks for lovers of books, With nature to soothe and soothe the soul, There are cool retreats from the noontide heat, Where souls may have sweet communion, And if there's a spot where the sun shines not, There's always a lamp to light it. And if there's a wrong we know are long That the God above will right it. So it is for us to make a fuss Because of life's sad mischances, Nor to wear ourselves out bringing about A change in our circumstances. And he to whom we are indebted, Appoints us places and supplies the grace To help us to make it better. —Josephine Pollard in New York Ledger.

NORTHUMBERLAND CO.

NORTHESK, Northumberland Co., Feb. 22.—Bass fishing is a failure on the river this season. There are a few landings of logs along the river, but nothing comparatively speaking to what there was last winter. Miss Jane Brander paid a visit to her home last week. Rev. Mr. Murray attended a session meeting in Douglastown on Monday, 21st. The snow is so deep at present that the farmers have discontinued hauling fire wood. On Monday the 14th, Robert McKay, an old resident and native of this place, died, aged 82 years. His father came from Scotland and settled here just about the time this part of the country was opened up. Mr. McKay was a hard working industrious citizen. His remains were laid beside those of his wife in the Baptist burying ground at Whiteville. Rev. Mr. Clarke of Newcastle performed the ceremony.

Mr. and Mrs. Nevil Whitney buried their infant daughter on Friday, the 11th. Much sympathy is felt for the parents in their sad bereavement. Mrs. William Rae's children are down with croup. Mrs. John De Armond is suffering with a slight attack of bronchitis. Mrs. H. Cowperthwaite is visiting Mrs. Evered Goodfellow of South Esk.

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GERMAN THREATS TO BRITAIN.

If England thinks fit to oppose Germany in China, Germany will pay her in her own coin in Egypt. The warnings of the British press are, therefore, quite acceptable. As soon as France is quite sure of Germany's support—which probably includes the co-operation of Austria and Italy—France will not hesitate to demand a regulation of the Egyptian question, and that would be rather embarrassing, from a British point of view. —Vossische Zeitung, Berlin.

MR. SIFTON'S BARGAIN.

(Toronto Telegram.)
 References by the Globe to the "youthful minister of the interior" are entirely superfluous. The extreme youth and inexperience of Hon. Clifford Sifton are quite sufficiently emphasized by the bad character of the bargain he made with Messrs. Mackenzie and Mann.

THE PARTITION OF CHINA.

The heathen Chinese! The heathen Chinese! What an opening for Christian exertion we see! Then his for the howling land of the east, Like vultures we'll swoop on the promising feast. Man, man all the fleets of the brave and the free, And bombard all the coasts of the heathen Chinese. Let the Russians go here and the Russians go there. But, by Jingo, we'll each have a slice, we declare. We English are bound to look after our trade. There are men to be plundered and cash to be made. With the "maxims" of christendom soon we shall see. A wonderful change in that heathen Chinese! Then come, all ye teachers and preachers and fighters, Backed up by the press and its wonderful writers. And give to this darkened and down-trodden nation A touch of the blessings of civilization. When Russians are robbing and Germans are raiding, Never let it be said that we were not aiding. The pride of the land and the queen of the seas, We'll do what we like with that heathen Chinese! We'll rob him and shoot him and burn each small village. And give every town which is larger to pillage. To the conquest, ye Christians, sail swift o'er the sea, And make what you can of the heathen Chinese! —Westminster Gazette.

HONEST HELP FREE!

An old clergyman, deploring the fact that so many men are being imposed upon by unscrupulous quacks, is willing to inform any man who is weak and nervous or suffering from various effects of errors or excesses, how to obtain a permanent and permanent cure. Having nothing to sell, he asks for no money, but is desirous for humanity's sake to help the unfortunate to regain their health and happiness. Perfect secrecy assured. Address with stamp, REV. A. H. MACFARLANE, Frankton, Ontario.

OVERLOOKED.

(From Answers.)
 A story is told of a certain committee meeting in which the proceedings commenced with noise, and gradually became "uproar"ous. At last one of the disputants, losing all control over his emotions, exclaimed to his opponent: "You are the biggest ass I ever had the misfortune to see eyes upon!" "Order, order!" said the chairman, gravely. "You seem to forget that I am in the room."

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The motion that Mr. Speaker do now...
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 Alward took the floor.

Recess till 7.30.

After supper speeches were made by...
 Alward, White and Pitts, the latter...
 having the floor at midnight and...
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 bate, which will be resumed...
 Adjourned.

I BEGGED A KISS OF A LITTLE MAID.

I begged a kiss of a little maid,
 I begged a kiss of a little maid,
 They of a sudden she consented,
 They of a sudden she consented,
 After she gave it, she repented,
 After she gave it, she repented,
 And now as penance for that one kiss
 She asks a poem—I give her this.

But how can my song be my very best,
 When she, with a voice so sweet,
 Has charmed the heart from my lonely...
 breast.

The heart, the fountain of all true verses,
 Why, oh, why should a maid do this?
 No—I must give her back her kiss.

—Robert H. Johnson.

A new broom doesn't sweep cleaner
 than an old one with a new hired girl
 attached.

KEEP CLOSE WATCH!

Look to it that you are well Guarded
 Against that Southey Enemy,
 Kidney Disease—South American
 Kidney Cure is the Only Remedy
 Which Will Relieve at Once and
 Cure.

Michael McMullin, of Chelsey, writes: "I
 had been troubled with gravel and kidney
 disease for eight years. The pain was
 so severe I could not lie in one position
 except a kidney cure according to directions.
 I got immediate relief. The soreness and
 weakness all left. I can testify to the
 remedy being a wonderful cure. This
 steady enemy will not quit you by usage
 till it does. It must be a kidney specific—
 a liquid that will dissolve all the hard sub...
 stances and carry them off through nature's
 channel. South American does this. It is a
 liquid and never fails to cure."

He (Black)

had asked the chief superintendent if
 that bill had passed if it would result
 in the reduction of the provincial grant
 for educational purposes. The chief
 superintendent replied that he did not
 understand that to be the intention of
 the bill, but he would not say that that
 might be the result. To use the words
 of another member of the house: "The
 affairs of the province had reached a
 condition where it was necessary that
 we should call a halt."

The item of interest was one which
 deserved the most serious considera...
 tion of the members of the house.
 Page 76 of the auditor general's report
 showed interest not chargeable to
 special accounts to be \$12,733.25.
 Page 29 will show the interest on
 horse importation to be \$1,850; page
 37 will show interest on board of
 works account of \$10,350, and on by...
 road account \$421.65, making a total
 of \$18,934.75. This alarming state of
 affairs should not go on.

In 1880 the contingencies of the
 legislature was \$18,826.66. He read
 from the official debates of that year
 a report of the present minister of
 railways, Hon. Mr. Blair, to show
 that in that hon. gentleman's opinion
 there could be saved on that item of
 contingencies enough money to pay
 the cost of interest on the new par...
 liament buildings. Deducting \$1,900
 as the legislative council's share of
 the contingencies of that year it
 would be seen that the contingencies
 which Mr. Blair then so strongly con...
 demned cost \$11,926.66, as against \$15...
 083.63 paid for contingencies by this
 government last year. There was an
 increase in this item of contingencies
 of \$1,869.41 since 1885. The same evi...
 dence of extravagance was to be no...
 ticed in every department of the gov...
 ernment. Speculative government in
 1883 cost \$24,374.42 last year it cost
 \$21,278, or an increase of \$5,992.51. This
 is the work of the gentlemen who pro...
 fess such an interest in the farmers
 of the country. They profess to be
 blessing with the desire to work in
 the interest of the farmers, but they
 are doing everything in their power
 to send the tax collector to the doors
 of the farmers in order to maintain
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ONTARIO AND QUEBEC

A. M. Burgess, Late Deputy Minister of Interior, Dying.

Both Sides Confident in the Ontario Election Campaign.

J. D. Hazen to be Paymaster of the Artillery—Militia Matters—G. T. R. Accident.

OTTAWA, Feb. 22.—The house is taking a vacation tomorrow as Ash Wednesday and a holiday. The premier proposed today that when the house adjourned tonight it stand adjourned to Tuesday of next week. The reason he gave was the storm, which he said had made it impossible for members to get to the house after having gone home for Sunday. But while the reason appears on the surface it is well known that the real reason of adjournment is to allow members from Ontario to take part in the provincial election campaign.

The premier today read the correspondence and made a statement concerning Hamilton Smith's offer to build the Yukon railway. The correspondence was embraced in one letter from Smith to Laurier, written last week, containing an offer already wired to the Sun. Mr. Smith began by pointing out the great advantage of the Dawson trail, where he wanted to place the railway. He went on to say that he had some time before communicated to Hon. Mr. Sifton, through a Montreal friend, a proposition to construct that railway. This friend brought back word that the government would probably prefer the Stikine route, whereupon Mr. Smith stated that his company would build the road by the Stikine if that route were selected, for the same subsidy. He added that he had been greatly surprised recently on returning from abroad to find that the contract had been made with other capitalists without giving his company even a chance to make a formal proposition. The letter went on to offer to build the Stikine road for one million acres of land. After reading the letter, Premier Laurier stated that when he received it he arranged a meeting with Hamilton Smith, Sir Richard Cartwright and Hon. Mr. Blair being present at the meeting. Mr. Smith was asked the name of the Montreal friend by whom he sent his offer to Mr. Sifton. He named Sir William Van Horne. Afterward Hon. Mr. Sifton stated that no offer had been received through Mr. Van Horne. Mr. Laurier concluded by reading a letter from Mr. Van Horne, in which the latter said he had not made any offer to Sifton for the construction of this railway, and that he was not authorized by Smith's company to do so. The latter ended the statement read by Mr. Laurier.

It seems to show that there was a misunderstanding between Hamilton Smith and his Montreal friend. However, there is no doubt that the government did not give Hamilton Smith a chance to tender after the route was decided, and that Mr. Smith lost no time, as soon as he knew of the government's intention, to place before the government his offer to construct the railway for one-quarter of the subsidy proposed in the measure before the house.

Mr. Monk continued the debate in a strong, yet moderate speech, condemning the transaction as not affording a guarantee of the all Canadian route and as squandering the public domain. With which light he could get on the subject he favored the Edmonton route.

NOTES.

It is understood that Major Cook of the Prince of Wales regiment, Montreal, will command the next Blesley team, and that Capt. A. E. Smith of St. John will be adjutant.

The Ottawa Board of Trade tonight endorsed the proposition of the St. John board that all canned goods should be marked with the net weight of the contents and date when packed.

Sir Wilfrid Laurier brought down today appropriation made last December by G. Verberckmoes, who wants to establish a steamship line between France and Canada. He offers to place on the route a line of twelve-knot ships of 4,000 tons, exclusively freight vessels. Houlogne or Dunkirk, with choice of the contractors, are the French ports. Montreal in summer and Halifax in winter are the Canadian ports. The sailings are to be direct except for calls at St. Peter's or Miqouelon. Twelve trips to be made in summer and six in winter. The annual subsidy to be \$100,000, to be given by Canada, and the same amount by French, or else a guarantee of five per cent on \$300,000.

OTTAWA, Feb. 23.—An important change has been made in the Canadian customs regulations recently promulgated, requiring that goods purchased in Canada and destined for the Yukon must be carried in British bottoms, otherwise full duties will be charged at the frontier port. A number of companies, as for instance the Alaska Commercial Company, are purchasing supplies in Canada and intending sending them to Dawson by way of St. Michael's, as it is unlikely that there will be any British vessels plying between St. Michael's and Dawson this year. It has been considered unfair to purchasers of Canadian goods using that route that they should be compelled to pay duty on such supplies. An order in council has accordingly been passed which provides that during the season of 1888 goods purchased in the dominion, upon being properly certified, may enter the Yukon district free, even if carried in foreign bottoms, whether from a port in the United States or Canada.

The capital is not yet deserted by members, but this is mainly because they cannot get away. Twenty-four inches of snow fell since Sunday, and tonight the first mail train from Montreal since Monday

morning got through to this city. Toward the west the country is more open; but the campaign is carried on with great difficulty.

Mr. Perry was still alive at midnight, but was not expected to last till morning.

A good deal of interest is felt here in the arrangement understood to have been made concerning the Manitoba schools. Archbishop Langevin of St. Boniface was here last week, and was Dr. Bryce, representing the advisory board of Manitoba, and one at least of the French school inspectors. It is expected that as a result of this conference the separate schools of Winnipeg will become public schools on the same conditions as those in the Catholic schools of St. John and Halifax.

Several eastern members are addressing meetings in the Ontario campaign. Mr. Powell has also spoken at meetings in Russell county and one tonight in this city. Mr. Powell also spoke tonight, and with Mr. Gilles and Mr. McInerney is to take part in another one in this city tomorrow evening. Mr. Powell has also spoken at Ganouque in Leeds county. Hon. John Costigan has addressed one meeting in Ottawa, and Hon. Mr. Foster has spoken twice in Algoma. Mr. Fraser addressed Mr. Hardy's meeting in this town last week, and he and Mr. McClure are on the stump at Carleton Place this evening.

In reply to a telegram of enquiry to Hamilton Smith, who is at present in New York, regarding his offer to the government, the following message was received from Mr. Smith: Mr. Van Horne at my request approached Hon. Mr. Sifton the day after the latter's return from the west, showing my plan, naming most of London associates, and indicating my desire to build the line by the Dawson route.

OTTAWA, Feb. 24.—L. E. Perry died at half past three this morning at the Bodega hotel. Mr. Perry had been ill at home and would perhaps have come up so soon had he not felt that his claim to the vacant senatorship ought to be established. It is said that he was much disappointed at the failure of the ministry to recognize his past services in this way.

Two troubles are afflicting the government under the present ministry. The first is not included in the senatorship issue, but is a matter which man can take up a claim. The United States miners want to get certificates at Tangish, a Canadian port near the United States port of Dyes, but the government, to encourage exports to that port, has granted licenses to Vancouver and Victoria rather than from Seattle, issues these licenses at these two cities and not at Tangish. The United States government now declared that the ports of Dyes and Skagway will be closed.

The second trouble is that the right of transit is not included in the Canadian right of navigation on the Stikine. If this claim holds, the proposed Stikine railway will be deprived of its usefulness, for it can only be reached with freight by transferring goods at Wrangle from ocean ships to river boats of light draft.

Messrs. Wainwright and Green-shields of the Grand Trunk and Drummond County railway were with Hon. Mr. Blair here today. It is understood that the minister has at last consented that the government made a bargain last year and is seeking modifications.

The impression prevails that Traffic Manager Harris has been entertaining Hon. Mr. Blair by telling him that the Grand Trunk people cheated the rest out of him. The modifications are in the way of reducing the government's obligations as to the cost of any increased facilities the Grand Trunk people may choose to provide at Montreal or on leased lines.

The remains of the late Mr. Perry were despatched by train for Prince Edward Island, this evening, in charge of his son. In the funeral procession to the station was Sir W. Laurier, Sir Louis Davies and other maritime members of parliament. Flags fly at half-mast on the parliament buildings.

A deputation from Winnipeg, Toronto and Ottawa boards of trade waited on the premier today to urge the necessity of an all Canadian railway to the Yukon by way of Edmonton. Sir Wilfrid Laurier spoke words of encouragement and promised that

the government would cause exploration and surveys to be made as soon as possible.

Hon. Messrs. Foster, Borden of Halifax and Powell of Westmorland were among the speakers at the conservative mass meeting in this city tonight.

OTTAWA, Feb. 24.—Mr. Harris, general traffic manager, of the Canadian government railway system, has written to the Board of Trade informing the members that on Tuesday, March 1st, the extension to Montreal will be open for business. The communication goes on to state that a close connection will be made, with the C. P. R. and G. T. R. express trains to and from points in the lower provinces.

The Herald tonight publishes a synopsis of the new freight tariff which will be sent to Montreal for distribution in the course of a few days. The most important feature is that while the position of Halifax has been materially improved, it has not been placed on the same basis as St. John. The import tariff from St. John is published on a Portland basis, and from Halifax to Montreal the figures are the same as from St. John; west of Montreal all classes being one cent over St. John. The export tariffs are being prepared on the same basis east-bound. The tariff on domestic traffic between Halifax and Montreal has been reduced ten cents per 100 lbs. first class, and the difference which used to exist between Halifax and St. John of eight cents down to two cents in several classes have been adjusted to two cents on the first three classes, and one cent on the seven lower. This relative difference has been extended into Ontario. The tariff on coal has been materially reduced, and railway officials evidently recognizing that an article of such general consumption should be carried on the lowest possible basis.

The general mileage tariff has been reduced on most of the lines as the old one, relative differences, however, being maintained between several classes, as is customary on all Canadian railways, fifth class rate being one-half the first, and regular per centage basis, and the other being second and the five lower classes are lower, and the third, fourth, fifth and sixth classes are somewhat higher.

Separate special class tariffs are being issued from the principal cities and towns to replace the general mileage tariff heretofore in force. Average of the classes, there is no increase in these rates. The tariffs have also been published, covering almost every staple commodity handled by the manufacturers and shippers in the maritime provinces. A specially low tariff has been issued on the export of lumber, timber and deals. A new tariff is also being issued on fish. The commodity tariff on pig iron is little changed.

The tariff on bar iron and such like articles, applies on traffic shipped from Trenton, Perrons Junction, London-derry and St. John, and is on slightly higher basis than heretofore. There has been a modification in the hay tariff and a slight reduction in live stock rates.

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Grand Trunk train from Montreal to Island Pond, due here at 7.55 p. m., jumped the track where about three miles west of Sherbrooke. The train consisted of a first-class, second-class, express and baggage cars, four in all, Conductor Poulin being in charge.

The car after leaving the track completely turned over twice before reaching the bottom of the embankment. It was fairly full of passengers at the time, all of whom sustained a severe shaking up, and some being seriously hurt.

The train was delayed about an hour and the passengers from the first-class car were transferred to the other cars and brought to Sherbrooke.

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Mr. Dupont, M. P. of Bagot, taken to hospital.

Mrs. (Dr.) Williams, out of back of head and otherwise bruised.

Miss McKinnell of Sherbrooke badly bruised.

Mr. Campbell, Waterville.

Rev. Mr. Crank, Waterville.

Arthur Dussault, Windsor Mills, badly cut in face.

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