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WAR COMES HIGH.

Fight With Spain Cost United States \$275,000,000.

And the Expenditure in Connection With Cuba and Philippines Still Goes On.

The Public Debt Walked Up Over Twenty-two Million Dollars During the Month of April.

WASHINGTON, May 1.—The monthly comparative statement of the government receipts and expenditures show the total receipts for April, 1899, were \$41,811,587, an increase as compared with April, 1898, of about \$8,800,000.

The expenditures during April, 1899, were \$65,949,106, an increase over April last year of \$21,700,000. Included in the expenditures is the payment of \$30,000,000 to Spain.

The total receipts for the ten months of the present fiscal year were \$424,056,014, as compared with \$340,928,000 for the same period of the last fiscal year. The expenditures for the last ten months aggregated \$533,451,409, as compared with \$347,673,195 for the same period last year. During April, 1899, the receipts from the several sources of revenue were: Customs, \$17,846,945; internal revenue, \$22,207,093; miscellaneous, \$1,758,541.

The expenditures on account of the war department since July 1, 1898, aggregate \$210,445,586; on account of the navy department, \$66,522,384.

The amount of cash payments already made on account of the war is approximately by the treasury at from \$275,000,000 to \$275,000,000. Of this amount about \$18,000,000 is estimated to have been paid through the war department, \$64,000,000 through the navy department, and \$20,000,000 under the treaty with Spain, and \$4,000,000 on account of increased expenditures in the civil establishment.

WASHINGTON, May 1.—The monthly statement of the public debt, issued today, shows that at the close of business April 29, 1899, the debt less cash in the treasury amounted to \$1,173,787,264, an increase during the month of \$23,061,701. This is accounted for by the payment of \$20,000,000 to Spain in settlement of treaty obligations.

WASHINGTON, May 1.—The comptroller of currency says the total national bank circulation on April 29, 1899, was \$242,714,333, an increase for the year of \$15,101,488 and a decrease for the month of \$337,984. The coinage executed at the mints of the United States during April, 1899, aggregated \$10,066,994.

FREDERICTON.

Exports Fell Off But Imports Increased in April.

Mr. Ryan Elected Alderman in Wellington Ward—U. N. B. Societies and Their New Officers.

FREDERICTON, May 1.—The election of officers took place at the university this morning and resulted as follows: Literary editors of Monthly, W. E. Clawson, Harrison, McNally, Page, J. Clawson and Raymond; business manager, J. R. C. Macroderie; assistant manager, A. H. McKee; corresponding editor, F. P. H. Smith. Debating society—President, W. H. Clawson; vice-president, Hamilton; 2nd vice-president, Martin. Athletic association—Honorary president, Dr. Ellis, M. F.; president, F. P. Burden; vice-president, G. Johnson; secretary, John Lenihan. Members of council—A. H. Green, T. Eddy Legere. Captain of foot ball team—Walter Wilson. University financial association—President, F. O. Erb; secretary-treasurer, G. C. Crawford.

The customs receipts for the past month show a falling off in the value of exports and a considerable increase in the value of imports as compared with the corresponding month of last year. The aggregate values of goods imported in April, 1898, were \$14,849; and for April, 1899, \$11,532. The chief articles of export last month were: Potatoes, \$5,568; shingles, \$4,605, and turpins, \$400. The goods imported last month were valued at \$38,326, upon which \$8,979.08 duty was paid. In April, 1898, the imports totalled \$29,854 and the duty was \$2,785.76.

The police court receipts for April were \$328, of which \$250 was for violation of the Scott act and the remainder for ordinary fines. In the aldermanic election for Wellington ward today, Mr. Ryan polled 275 votes and J. S. Bailey 119; majority for Ryan, 156.

PARLIAMENT.

Sir Wilfrid Laurier Outlines the Government's Programme.

Mr. Blair Admits Giving Intercolonial Railway Contracts to Americans Without Tender.

Miners Protest Against the Manner in Which the Yukon Enquiry is Being Conducted—The Case of Collector Costigan.

OTTAWA, April 28.—It was the intention to take up the Drummond Railway bill this afternoon, but Sir Charles Tupper, who is to reply to Mr. Blair, is ill and the house went into supply instead. Before 6 o'clock the committee had got through the civil service and contingencies, and was dealing with the appropriations for legislation.

The house in supply spent the whole evening discussing the failure of the government to perfect the dominion voters' list, as required by the franchise act passed last year.

In the senate, Hon. Mr. Polier made a strong speech pointing out the necessity for better accommodation for travellers in the geological survey museum and of documents in the archives department.

The minister of justice intimated that something would be learned about the intentions of the government when the supplementary estimates were brought down.

An interesting discussion took place in the senate on the subject of the Pacific cable. Sir Mackenzie Bowell, Hon. Mr. Scott, and Hon. Mr. Mills all agreed that strong influences were operating in England to prevent the laying of the cable to the shores of Canada. This opposition is in the interests of the Eastern Extension Telegraph Co., whose lines reach Australia by way of India, and whose monopoly would be broken by the construction of the proposed line.

NOTES. The Donville case still attracts attention. Colonel Donville, who left for the east today, has given notice of motion for a lot more papers relating to his various troubles.

Mr. Morrison of British Columbia will ask whether the Dominion government has given leave of absence, and why? The minister of defence, who is in the command of the 1st regiment devolves upon Colonel Mackham, and whether General Gaseigne did not at one time report adversely to Col. Mackham's succession to the command?

A delegation of brewers waited upon the ministers today, asking that the duty on beer be increased from 15 to 20 cents, to assimilate it to the United States tariff.

A rather exciting war is going on between Mayor Payment of Ottawa and Mr. Belcourt, one of the members of the city. Belcourt had charge in the house of the Ottawa Street Railway bill, and Payment charged that the terms of the bill had been arranged in the railway committee, Belcourt caused changes to be made in it favorable to the company and contrary to the city interests. Mayor Payment caused his strictures on Mr. Belcourt to be printed in a morning paper, and the evening papers carried Mr. Belcourt's reply as follows: "Mr. Payment, Esq.—Sir—I have your communication of this date. You can go to the devil." Yours truly (Sgd.), N. A. Belcourt." What adds interest to the correspondence is the fact that both are active liberals, and Mayor Payment is understood to be a competitor for nomination as a candidate at the next election in place of Mr. Belcourt.

OTTAWA, April 30.—It is reported that the government will defer the proposed redistribution bill until next session.

It is supposed that controversial legislation will be avoided as far as possible in order to bring the session to an early end, but it seems rather early to speak of the close of the session as the estimates are only fairly before the house, and the budget speech is promised for Tuesday.

In anticipation of a budget, some twenty liberal members waited on Messrs. Fielding and Joly yesterday asking for reduction in oil duties and relaxation of the regulations in respect to shipment in tank cars. Mr. Fielding gave a non-committal reply before the house, and the budget speech is promised for Tuesday.

Word of this interview soon reached the persons concerned in the oil interest, and an influential deputation from London, Sarnia and Petrolia arrived today and will keep company as far as possible with the minister of finance until after the budget speech is made.

The Dominion Rifle association prize list will be increased this year by two thousand dollars.

The committee appointed last week by the Dominion alliance have prepared a scheme of provincial prohibition on lines suggested at the general meeting by Mr. Flint. It will probably be proposed in the house by a private member.

OTTAWA, May 1.—Before the orders of the day were called this afternoon, Sir Wilfrid Laurier gave his promised explanation of the government's programme for the session. He promised the budget speech for tomorrow. At the end of the budget debate, the Drummond railway bill and the Pacific cable scheme would be taken up. The re-distribution bill would be brought in before other business was completed. Supplementary estimates

and railway subsidies would exhaust the government programme.

Hon. Mr. Blair, in reply to Mr. Borden, today stated that the government hoped for the completion of the Halifax grain elevator by the first of October of this year. The contract was made last September.

Hon. Mr. Blair, replying to Mr. McInerney of Kent, said tenders were asked for steel rails for the Intercolonial, but the lowest tenderer did not accept the contract. The contract was then made without new tenders with the United States firm.

Hon. Mr. Meacock informed Mr. Martin of P. E. Island that Mr. Dixon had the contract last winter to carry mails from the Intercolonial to Cape Tormentine. There was not time to call for tenders. The price paid was six dollars per trip, the total sum being \$7000 for the year.

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RAILWAY HORROR.

A Sunday Excursion Train Wrecked Near Rochester.

Two Killed Instantly and a Dozen Others Expected to Die.

The Train Left the Track While Going Round a Curve at Full Speed.

ROCHESTER, N. Y., April 30.—A disastrous railway wreck occurred this afternoon on the Rochester and Lake Ontario railway at Rosenburg's Corners, about one-half mile north of the city line, when two cars on an excursion train filled with passengers left the track while going around a curve at full speed and were completely wrecked.

Over fifty persons were injured, two are dead and at least a dozen are fatally injured.

The dead are: John Helberg, aged 20, died at the Homeopathic hospital; unknown man, died after being removed from the wreck.

The train, which was crowded with excursionists bound for different points along the shores of Lake Ontario in the Irondequoit Bay district, left the Bay depot in this city at 2:41 o'clock this afternoon, about fifteen minutes late. Every seat in the coaches was filled and a large number of people were standing on the platforms. The train was made up of an engine, one closed and two open coaches. There is a grade about one hundred yards from the corner of North avenue and Ridge road, and when the grade was reached the speed of the train increased perceptibly. Down the grade swept the train, its speed increasing almost constantly. When the far curve was reached, the engine rounded it with startling rapidity. Next to the engine was the closed carriage, divided into two compartments and when it reached the curve it veered over to the north and rode around the curve on the wheels on the left side. It had crossed but part of the bend in the track when it left the rails and shot straight ahead. There was a sudden crash as the couplings between the engine and coach were severed, and then it again veered over and plowed through the earth for several feet before dropping on its side at the front of the Ridge Road hotel.

When the first coach left the track the engine sped on down the track, and the other coaches were forced off the track. The second coach scraped along the side of the one which first left the track, tearing away the platform and otherwise injuring the car. These cars, impelled by the force they had already received, ran ahead for about one hundred feet. The second car had been drawn off the track by the first coach, and being tossed to one side poised in the air as though it was ready to follow the other and topple over in the road. But the next instant it struck one of the trucks of the coach already derailed, and the car was thrown back on the track, where it came to a standstill. The engine whirled on down the track and was not stopped until it had gone nearly a mile.

The closed coach which was overturned had in it a partition that divided the front part from the rear. The front apartment was a smoking compartment. In it were several men and women and a little girl. These were thrown over against the roof of the car and were slung under the seats and the partition in the car which was torn to pieces.

The scene which followed was heartrending in the extreme. The moans and shrieks of the injured filled the air, and a sickening sight met the eye. John Hilberg was standing on the platform between the second and third cars when the crash came, and was caught between the two cars and crushed to death. His body was recovered with great difficulty and sent to the morgue.

Little Emma Tuofel was among the first of the wounded taken from the wreck. Her face was covered with blood, her nose broken and cuts and bruises all over her face, hands and arms. She was crying piteously, and said she was sure both her father and mother, who were aboard the train, had been killed. George Brasser, who sustained a compound fracture of the forearm, was found pinned under a heavy beam, and was recovered with considerable difficulty. The work of rescue was energetically carried on, and as soon as each sufferer was taken out he was sent to the hospital. Ambulances had been quickly summoned from the city, and although it was a long run remarkably quick time was made. The ambulances carried extra doctors, so that the wounded were quickly attended to, and the more seriously hurt were hastily removed to the several different hospitals.

SHEFFIELD NEWS. SHEFFIELD, Sunbury Co., April 28.—The river boats are now making their regular trips and are getting a good freight of vegetables and live stock from all the river wharves.

Dr. J. W. Bridges from Fredericton and his brother, Sidney F. Bridges, a graduate from Pennsylvania Dental college, are spending a few days hunting on the lower intervale in Sheffield.

Albert Ferguson of Lakeville Corners lost a valuable young horse this week. A number of valuable horses have died in that village this spring and winter.

Ship Lenzie Burrell has been chartered to load lumber here for Buenos Ayres.

AMERICA LEFT OUT.

News of An Anglo-Russian Agreement Regarding Spheres of Influence in China.

LONDON, May 1.—Pending detailed information, the London papers comment approvingly but cautiously upon the news of the Anglo-Russian agreement regarding spheres of influence in China.

The Daily Chronicle points out that the agreement will produce similar arrangements with Germany and France, resulting in the partition of China, which Lord Charles Beresford predicts will bring about war.

"America," says the Daily Chronicle, "will apparently be left out in the cold, and she really deserves no sympathy for her statesmen had been willing to join us at an earlier stage in keeping China open to the world, the present situation would never have arisen."

PARIS, May 1.—The French papers comment acidly upon the Anglo-Russian agreement. La Liberte says: "There are millions of French capital embarked in commercial and industrial undertakings in the Yangtze section, and we refuse to believe that Russia has so completely disregarded the interests of her ally as to recognize Great Britain's sole right of commercial exploitation in that valley."

A NOVA SCOTIA. John P. Ross, Shot by His Wife at Sharon, Mass., on Friday.

SHARON, Mass., April 23.—John P. Ross of this place was shot and killed by his wife, Mary E. Ross, in the course of a quarrel at their home this morning. Mrs. Ross was taken into custody at once. She admitted the shooting, claiming that she acted in self-defense, as her husband was choking her at the time. Ross was 59 years of age and his wife 49. They had been married about a year.

Those who live in the vicinity state that Ross was of a quarrelsome disposition, especially when under the influence of liquor, in which condition, it is claimed, he frequently had been of late.

The family lived in a tenement in the Morse block. The other occupants of the building were started at about breakfast time by the sound of a

WINTER PORT TRADE

The Record of the St. John Season of 1898-99 Shows An Increase

In Number of Sailings, Tonnage of Vessels and Tonnage and Value of Outward and Inward Freight.

Value Increased Over Fifty Per Cent.—Great Increase in Package Goods—No Accidents or Delays to Record, So Far as This Port Is Concerned.

The Sun gives herewith a statement of the exports from St. John during the season just closed, by the steamship lines to Liverpool, Glasgow, Manchester, London, Belfast and Dublin. The statement has been carefully prepared, and is believed to be accurate. It shows that there were more steamships, larger tonnage, and larger cargoes than in the season of 1897-98.

The following table shows the increase in tons of western freight inward and outward compared with last year. It only includes goods handled by the C. P. R. east and west.

Table with columns: Tons, Inward, Outward, 1897-98, 1898-99. Shows an increase in both directions.

In connection with this statement it must be pointed out that the loss of the direct London service, which in the previous season carried cargo to the value of \$1,109,476, deprived the trade of a most important factor. It is also to be noted that the Manchester line sent only six steamers instead of ten, and of these two brought no inward cargo. Of course this was due to the difficulties of inaugurating the new service and to accidents to steamers of the line.

It is also to be noted that if we add to the 23,109 tons increase over last year the equivalent in weight of the shortage of grain compared with last year, the total quantity of package goods handled was increased last season by about 38,000 tons.

The above statement does not include cargo landed at St. John for local merchants, which also showed an increase. The local lumber or other cargo originating here also showed an increase.

For purposes of further comparison, as showing the growth of trade, there were only 46 steamers in the season of 1896-7, and only 36 in 1895-6. There was a falling off this year in the quantity of grain carried, also in flour and meal, live stock, and cheese, but an increase in the quantity of butter, eggs, meats, apples, lard, hay, pulp, sugar, starch, and a great many other items.

From the following tables and detailed statements the reader will get a clear knowledge of the business of the winter port season of 1898-99. It will be noted that the Dominion line leads in value of cargo, the Allan line second, the Donaldson line third, the Manchester line fourth. The proportion of American produce carried was much larger than last year.

The tabulated statement showing the distribution by ports of twenty-two leading items of cargo does not include the London service, but the detailed statement of the London shipments will enable the reader to get the slight additions necessary to complete the table. The chief London items are 17,397 bales pulp, some cheese, apples, canned goods, and 526,041 sup. feet deals, etc.

7 pkgs radiators, 2 organs, 14 mts woodwork, 10 bxs lawn mowers, 17 pcs timber, 10 bds windows, 50 bds picture backing, 38 bxs iron, 28 bars steel, 4893 bds nail rods, 39 bags fertilizer, 6 bxs closet seats, 500 pcs lumber, 41 bds maple, 2,213,574 sup feet deals, etc, 2453 cattle, 299 sheep, 2 horses.

Table: HEAD LINE (BELFAST AND DUBLIN). Lists steamers, tonnage, and sailing dates for various lines.

Table: ALLAN LINE (TO LIVERPOOL). Lists steamers, tonnage, and sailing dates.

Table: VALUE OF OUTWARD CARGO. Lists Canadian and American produce with values.

Table: MEYER'S (BEAVER) LINE (TO LIVERPOOL). Lists steamers, tonnage, and sailing dates.

Table: DONALDSON LINE (TO GLASGOW). Lists steamers, tonnage, and sailing dates.

Table: MANCHESTER LINE. Lists steamers, tonnage, and sailing dates.

Table: DOMINION LINE (TO LIVERPOOL). Lists steamers, tonnage, and sailing dates.

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Table: MANCHESTER LINE. Lists steamers, tonnage, and sailing dates.

Table: VALUE OF OUTWARD CARGO. Lists Canadian and American produce with values.

Table: DOMINION LINE (TO LIVERPOOL). Lists steamers, tonnage, and sailing dates.

Table: VALUE OF OUTWARD CARGO. Lists Canadian and American produce with values.

Table: GENERAL SUMMARY. Lists Dominion line, Allan line, Donaldson line, and others with tonnage and value.

Table: OUTWARD CARGO VALUES. Lists Dominion, Allan, Donaldson, and others with values.

POLITICAL FAVORS. Local Government, Appointments, and Removals from Office.

The last issue of the Royal Gazette contains the following announcements: Resignations—The lieutenant governor has been pleased to accept the resignations of Robert Morrison, as clerk of the circuits for the county of Kings, and of James Miller, as a justice of the peace and commissioner of the parish of Northfield civil court in the county of Sunbury.

Appointments—Henry Spawforth Holt of the parish of Northfield civil court in the county of Sunbury, and James Powers of the parish of Northfield civil court in the county of Kings, have been appointed as commissioners for the taking of affidavits to be read in the supreme court.

James Powers to be commissioner of the parish of Northfield civil court, in room of James Miller, resigned. Charles Brown of the parish of Meagerville to be a commissioner for taking affidavits to be read in the supreme court. Harvey S. Upton to be a justice of the peace.

Robert W. McElellan to be registrar of the court of divorce and matrimonial causes in the county of Kings. In Queens Co.—Patrick Walsh to be a justice of the peace. In Kings Co.—James S. Hayes, Fred W. Allen, and Wilford Nutter to be justices of the peace.

William H. Henderson of the parish of Springfield civil court, in room of John R. Merritt, removed from office. Edwin Peters, W. M. Jarvis, W. H. Thorne, James Belyea and J. M. Scott, removed from office.

Children Cry for CASTORIA. DOUGLAS HARBOR, QUEENS CO. There are signs of spring! The birds are already arrived, and are to be seen in the woods, the robins are hopping over the fields, and the melodious notes of the little feathered songsters have a tendency to cheer us on our dark and gloomy way.

Further resolved, that a copy of this resolution be sent to Mrs. Pittfield with the expression of the deep sympathy of this society with her and her family in their bereavement. At the board of trade rooms, Saturday, the following resolution, moved by R. B. Emerson and seconded by C. F. Kinnear, was passed unanimously: It is with great sorrow that this board gives expression to its deep regret at the untimely death of its late member, Ward Chipman Pittfield.

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WILL ARRIVE BEFORE PROHIBITION. The steamship Netherlands, of the Home line of steamers, left Rotterdam on Saturday for Montreal with a full cargo of grain. A site recently acquired for a London police station cost the government \$165,800.

NOT GUILTY.

White Man Would Not Convict a Lyncher.

GREENVILLE, S. C., April 28.—The trial of the famous McCormick conspiracy case, growing out of the Phoenix riot and lynching in Greenwood county last November, ended in the federal court today with a verdict of not guilty. The jury, composed entirely of white men and half of them Greenwood county men, was out less than fifteen minutes. The defendants were prominent Greenwood county men, who at the time of the Phoenix riots served resolutions upon James W. Tolbert, the republican assistant postmaster at McCormick, advising him to leave, and telling him they would not be responsible for his life, though they would protect him for thirty-six hours. Six hours after he left a mob rode into McCormick to kill him.

DEATH OF GEORGE F. BAIRD.

One of St. John's Most Enterprising and Most Capable Citizens.

The death of George F. Baird, which took place at his home on Main street, north end, at five o'clock Saturday evening, was heard of by all classes in the community with genuine sorrow. His family and some immediate friends were at his bedside when the doctor pronounced his health to be such that it was not until about a month ago that he recognized its serious nature. He then went to New York and consulted that specialist, Dr. James W. Sumner of Montreal, who instantly gave up work of all kind, and only his return of prolonging his life. After many months Mr. Baird failed rapidly. His death was due to endocarditis, brought on by overwork. The lining of the heart, and particularly the valves, were highly inflamed.

Mr. Baird was conspicuous in the last election and did not suffer much pain, except the distress in breathing. During his illness he was desirous of being upon the river, and twice within a week his wish was complied with. Of late he was an attendant upon the services of the Main street Baptist church. The deceased was a native of Wickham, Queens Co., the son of George and Mary Baird, both natives of New Brunswick, and both descendants of United Empire Loyalists. He was born in September, 1848. He was educated at the Kingston, N. B., grammar school, and then of farm life, but took up the study of law in the office of C. N. Skinner, Q. C.; was admitted attorney Nov. 15th, 1874, and began the practice of his profession in St. John. He was a successful barrister, and soon gathered around him a goodly array of clients, but a strong leaning towards mercantile pursuits led him into the shipping business, in which he became a large operator and managing owner. No man in the city had a more thorough knowledge of the coasting trade, and none were more familiar with the intricacies of trade with the United States, West Indies and South America. Mr. Baird was the moving spirit in the organization of the Canada, West India and South American Steamship Co. When a steamer was put on he was the managing director of the company, and he labored unceasingly for the society and by the enterprise. He put more money into it than he took out, and eventually the management was transferred to Halifax, but Mr. Baird's efforts were nevertheless the means of opening up to St. John a good business with the West Indies, which in the past had been in a dormant state.

At a meeting of St. George's society the following resolution was adopted: Resolved, that the members of the St. George's society of St. John desire to place on record their sense of the loss of the late member, Ward Chipman Pittfield, and to express their sympathy with the bereaved family. Mr. Pittfield inherited from his English ancestors the straightforwardness of purpose and deep sense of duty which distinguished him in all his relations of life. Unaffected in his manner, plainspoken at all times, and energetic in everything he undertook, he was also genial and kind-hearted with all, and his early death has created a void which it will be difficult indeed to fill.

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Advertisement for FITS. The binding that fits. S. H. & M. Bias Brush Edge. It is the only binding that can fit the skin, because the binding edge is woven with one long side and one short side, and is velvet, cut on the bias, is inserted in between the long and short sides of the head, forming the famous and only Natural Curve.

Advertisement for SURPRISE Soap. is stamped on every cake of Surprise Soap. It's there so you can't be deceived. There is only one Surprise. See to it that your soap bears that word—SURPRISE. A pure hard soap.

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OTTAWA LETTERS.

Piling Up the Expenditure Year After Year.

The Civil Service Act is Not Binding on the Present Administration.

The Free Trade Government Continues to Impose a Duty of Sixty or Seventy Per Cent. on Burning Oil.

OTTAWA, April 25.—It is not very long since Mr. Tarte, speaking in Valleyfield, explained that the government was spending much more money because it had taxed much, meaning that it had taxed much out of the people. He concluded his observations with the triumphant exclamation: "We are spending a good deal of money this year, but wait till you see us next year." Now that the estimates for next year are down we see the fulfillment of Mr. Tarte's boast.

Mr. Fielding asked in the main estimates last year for \$39,126,879, which is \$2,402,419 less than he is asking in the same estimates this year. In the first year of the Laurier regime the government spent a million dollars more than was expended in the last year of the previous government. The second year showed an increase over the first, the third year is not quite completed, but already it is certain that the outlay will be two millions more than the second year. And Mr. Fielding has now made it clear that he is going to call for two or three million dollars more for the fourth year than he asked for the third year. This is rapid climbing.

Most of the important details have already been placed before your readers by telegraph. It may, however, be proper to add a few items. Of the additional interest charged the larger part is appropriated to savings bank interest. Mr. Fielding did not make a sufficient appropriation last year, as he allowed for only two and a half per cent. interest, whereas he found it necessary to pay three per cent., and apparently he intends to go on paying that amount. At all events he is only changing three per cent. on \$50,000,000 this year, and therefore will have to pay all that he has down. Under the head of charges of management it is found that Mr. Fielding intends to increase the payment for printing dominion notes from \$40,000 to \$100,000. His New York bank note printers are evidently going to take more out of him than the Canadian firm from which he took the work, and which did it a good deal better.

The finance minister has a motto which he is upholding with great pertinacity. This motto is "notwithstanding anything to the contrary in the Civil Service Act." In the estimates for civil government there are 25 items. In twelve of these the close words are those above quoted. This means that the Civil Service Act is not binding on this government.

The bill now before the senate to amend the Exchequer Court act called for an additional salary of \$1,000 for local judges in admiralty in the Quebec district. For exchequer judges in Ontario \$15,000 will be added and the additions in Quebec are the same. Mr. Fisher asks for \$310,100 this year, which is \$32,100 less than he had last year. Mr. Sifton takes all this and \$70,000 more as the additional outlay for bringing in immigrants from abroad. Mr. Borden's total proposed expenditures exceeds \$2,000,000, of which \$386,000 is chargeable to capital. The increases have already been mentioned, \$100,000 extra being required for annual drill, \$10,000 extra for the salaries of civil employees, \$30,000 extra for military properties, of which \$30,000 is for "construction and repair, including purchase and construction of rifle ranges at different places," \$6,000 extra for warlike and other stores, \$100,000 extra, making \$536,000 in all, "to provide for clothing for the entire militia and permanent corps, including great coats, boots, caps, and necessaries." The grant to the Dominion Rifle association is \$10,000, a reduction of \$5,000, but \$5,000 is added to unforeseen expenses. The much maligned Royal Military college comes in for \$15,000 extra, bringing the appropriation up to \$70,000, and the equally maligned cartridge factory is to cost \$95,000, as compared with \$65,000 last year. The vote for the defence of Esquimaux is placed at \$109,000, which is \$33,000 more than last year. The appropriations for monuments on battlefields are to be spent at Stony Creek and Burlington, two spots very close together, while other battle fields are left as yet unmarked. The expenditure of \$368,000 is divided into two items, \$41,000 being for expenditure on the Esquimaux works, and \$325,000 for "purchase of field guns, fortress armament, rifle ranges and military equipment."

We are to hear no more of the statement that the capital account of the Intercolonial railway is closed forever. Mr. Blair intends to spend \$41,000 on construction this year. This includes \$100,000 for strengthening iron bridges, a vote which before Mr. Blair's time was always charged to current account. He is also talking out of the current account and placing to capital no less than \$343,000 for rolling stock.

For maintenance and repairs to government steamers the vote is increased from \$102,000 to \$145,000, but Sir Louis Davies has cut down the sal-

aries of lighthouse keepers by \$10,000. There is to be \$5,000 more spent on the meteorological survey, but the fishery inspector, overseers and guards are cut down from \$95,000 to \$70,000. The fisheries protection service is increased from \$95,000 to \$100,000. The geological survey will take \$60,000, which is \$5,000 more than last year. On the other hand, Mr. Sifton hopes to save \$28,000 in the department of Indian affairs, reducing the appropriation for that service to a little less than a million. This saving is mainly in two items, that of annuities and commutations, and that of industrial schools.

The Yukon offers a pretty heavy bill for administration, including the Mounted Police. Salaries of officers, post office, customs and public works. The vote is \$814,000, and the increase of \$270,000 over the last year. But there are other items scattered through the book which still further increase of \$270,000 over the last year. The land appropriation belongs partly to the Yukon, and something is to be spent in improving the navigation of the river and in railway surveys.

The minister of customs wants \$393,000 this year, which is \$38,000 more than he had last year. The minister of inland revenue asks for an extra \$10,000 for excise and \$7,000 for weights and measures. Mr. Blair having charged a great deal of his prospective railway expenditure to capital, does not expect to spend any more in operating the Intercolonial than he is spending this year. Mr. Mulock is asking for a small addition in his department, exclusive of the Yukon, and speaking generally, the expenditure is "vaster than has been."

Before these facts were announced the house had been indulging in an interesting question affecting the revenue. The debate on the oil duties is an annual offering, which always excites some interest, particularly now that the party is in power which spent so much time denouncing the oil tariff. Davis of Alberta is an ardent supporter of the government, but he is not a supporter of the oil tariff. It is probable that he did not intend to do the government any mischief when he moved his resolution, asking that oil be made free, and he began by saying that the tariff generally had his approval. But Mr. Davis must square himself with the people on the Saskatchewan. So he denounced the oil combine with great fervor, and explained that the Standard company, had got hold of the industry in Petrolia, and was making \$600,000 a year out of the poor, but honest purchaser of coal oil, all because the government maintained the duty. He protested against the assumption that all the people of Canada should contribute to the support of a few producers in Lambton and of the Rockefeller. In fact it seems to Mr. Davis no more proper to impose a duty upon oil than it would be to encourage the production of hothouse oranges in the dominion.

Lambton has two grit members, Fraser and Johnston, who are of course opposed to protection and enemies of the N. P. But it was beautiful to see how they stood up for the oil duty. Mr. Fraser is quite enamored with the present tariff. He says it suits the country, and nobody can touch it without spoiling it, particularly that part of it which relates to the oil industry. He went into an elaborate explanation of the educational effect of the oil industry, explaining that Canadians who learned to bore for oil were in demand in all the countries of the world. They held high positions in Borneo, Sumatra, Australia, Italy, and South America. This consideration, Mr. Fraser said, had not hitherto been presented to the house. As a matter of fact, Mr. Fraser's predecessor, Mr. Moncrief, a young N. P. man, discussed it extensively some years ago in one of the most instructive speeches ever made in parliament.

Mr. Ellis, who seconded the motion of Mr. Davis, was consistent in his treatment of the case. He spoke of the oil duty in the house just as he spoke of it on the hustings and pressed the argument rather strongly that an article of common consumption should not pay a duty of 60 or 70 per cent. Mr. Oliver of Alberta, another government supporter, followed out the line or argument more fully. Mr. Oliver says he is a protectionist in theory, and is willing to allow protection all the protection that a revenue tariff affords. He does not believe, however, that articles of common consumption among the poorer classes ought to pay quite the average rate of duty. If the average rate is 25 per cent. he would levy about 20 per cent. on oil. But the government, which levies a duty of not more than 30 per cent. on luxuries, charges more than twice that much on this necessary of life. Mr. Richardson, still another government supporter, addressed his argument to the records of the ministers. He reminded them of the obligations they assumed before the election, declaring that such were the pledges of the party that all the people in Manitoba believed that the triumph of the liberals would mean free oil. Mr. Beattie, a conservative member for London, represents a constituency somewhat interested in oil, and stood up for the tariff, while Mr. Monk of Montreal, a conservative, spoke for abolition. Mr. Davin also wants free oil, especially now that the business has fallen into the hands of a combine. Mr. Davin was rather effective in producing the campaign hand book of the liberal party which was used in the election of 1896 and which pledged the party to free oil.

In the end Mr. Davis, the mover of the resolution, backed down by accepting Mr. Fielding's motion to stand the matter over until the budget speech. Mr. Oliver and Mr. Richardson also voted for the amendment, while most of the conservatives voted against it. Two French liberal members, Monet and Legrie, voted against the finance minister's motion, as did Mr. Smetinger, the grit member for Cornwall. Mr. Ellis did not vote, as he was paired with Mr. Hae. This produced a peculiar state of affairs,

for Mr. Hae would undoubtedly have voted against Mr. Fielding's amendment, and Mr. Ellis in making his explanation said that he would have voted the same way. Thus one member who would have opposed the amendment refrained from voting because he was paired with another member also opposed to the amendment. S. D. S.

OTTAWA, April 28.—The annual discussion on statutory increases and other increases took place yesterday in supply. The new system under the Laurier government differs from the old. Under the previous regime the vote relating to the \$50 a year annual increase was applied generally in the case of all efficient men who had not reached the salary limit of their class. Under the present system the increase was given or withheld according as the ministers may arbitrarily decide, and is frequently enlarged to \$100 or \$200 instead of \$50. On the whole it comes to nearly the same thing so far as the cost of government is concerned, but it enables the ministers or their deputies to discriminate in favor of particular persons who may be favorites, or who may be better able to push their claims or are favored with "pull." The Civil Service Act does not permit increases of salary beyond fifty dollars at a time, and in all cases where larger advances are made the vote contains the words "notwithstanding anything to the contrary in the Civil Service Act."

Mr. Foster, Mr. Borden of Halifax, and Mr. McNeil insist that this is a virtual overruling of the law. The Civil Service Act was framed by both houses of parliament as a well considered measure of general application. By the supply votes of the house of commons alone this law is regularly abrogated twenty times in a day. Mr. Fielding of course is able to claim that the vote is not an abrogation of the law but merely a repeal of it to that extent. The question is whether the act should not be repealed altogether rather than have it treated in this contemptuous manner. In its practical operation the present system is annoying and invidious. For instance in Mr. Fielding's own department a large number of officers were eligible for increases. The finance minister gave the increase to all in a certain class with the exception of two. Mr. Fielding admits that these two were efficient and faithful men, and declares that he meant no reflection on them by leaving them out. Still it is a reflection and a discrimination which the men themselves feel and which must be present in the minds of their comrades.

When the house is in supply the ministers expect to be thoroughly cross-examined. If a minister seems to be withholding information or evading the questions he does not get ahead very fast. The minister of customs tried that game last night. Having explained that 25 men on his staff were eligible for increase and that he received the advance he was asked why the names of those eligible were not made public. The minister refused to answer the question. The minister of the tide advances shall be made on the recommendation of the deputy minister. Mr. Paterson explained that these 11 had been so recommended.

"Were any others recommended by the deputy minister?" asked Mr. Foster. "We appointed the 11 who were recommended," said the minister. Again and again he was asked whether he had appointed all who were recommended, and finally he said he had. Later it proved that what he meant was that the government had appointed all whom the minister recommended. In this discussion went on for fifteen or twenty minutes, when Mr. Paterson was informed that if he wanted to get his vote through he would have to take the house into his confidence and tell all about it. This was what he had in mind. In the end it was explained that only part of those eligible could have the increase, and that he and his deputy together had selected the 11 after which the deputy had made the recommendation referred to by the statute.

Mr. Sifton had to undergo a somewhat similar examination, chiefly with reference to the fact that he had brought in from outside a gentleman and made him second class clerk, passing over some forty third class clerks, one of whom might have been promoted. Mr. Sifton explained that the duties were peculiar and that the man brought in was peculiarly qualified for them. Of course he had to go farther and explain what the duties were and what the previous training and record of his employee were. It appeared that the position, which related to the ordinance land, had nothing remarkable about it, and Mr. Sifton was asked how the duties had been in the past. By this time he was in deep water and began to plead ignorance. Mr. Foster thereupon suggested that as Mr. Sifton did not seem to know the particulars necessary for intelligently answering the questions, his whole vote of money had better stand over until he was able to inform himself and so this was done. Mr. Foster pointed out that the auditor general, the head of the printing bureau, and the superintendent of Mounted Police, who were pretty well free from political influence, recommended the regular statutory increase to all their staff. They left no men out. They gave no men more than the set call for. They brought in no outsiders over the heads of their own men, all of which offences are regularly practiced in the political departments over which the ministers exercise immediate control. The expression "notwithstanding anything to the contrary in the



Ladies Tell Each Other

of the comfort and security afforded to them by Dr. Williams' Pink Pills.

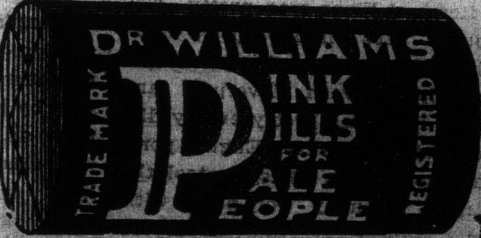
Headaches and Backaches that come expectedly or unexpectedly are charmed away, and the rich, red blood made by Dr. Williams' Pink Pills for Pale People

shows itself in the rosy cheeks and clear, bright eyes of those who use them. These pills are not a purgative; they give strength instead of taking it away. They act directly on the blood and nerves; invigorate the body; regulate the functions, and restore health and strength to the exhausted woman when every effort of the physician proves unavailing. Mothers anxious for the healthy development of their growing girls should insist upon their taking Dr. Williams' Pink Pills.

IN A DECLINE.

Mrs. W. Goodwin, Argyle Sound, N.S., says:—"After the birth of my first child I was in poor health and unable to recover my strength. I had a severe pain in my left side and lung, which almost made it impossible for me to breathe. I had a bad cough day and night, and was troubled with night sweats, and on awakening found myself very weak. My complexion was sallow, and my appetite entirely gone. All my friends believed me to be in a decline. Our family physician attended me for a long time but I got no better. Then a friend advised me to try Dr. Williams' Pink Pills. Acting on this advice I bought a supply, and continued their use for a couple of months, when my health was fully restored. I am sincere in saying that I believe Dr. Williams' Pink Pills saved my life."

The wonderful success of this remedy has led to many attempts at imitation and substitution, but these never cured anyone. Refuse any package that does not bear the full name "Dr. Williams' Pink Pills for Pale People." Put up in packages that look like the engraving on the right, the wrapper printed in red ink. Sold by all dealers, but if in doubt send to the Dr. Williams Medicine Co., Brockville, Ont., and they will be mailed post paid at 50 cents a box, or six boxes for \$2.50.



civil service act," is purely a ministerial motto.

Some characteristics of eminent men are frequently collected into a sentence as an epitaph. For instance, on a memorial of John Wesley appear his own words, "the world is my parish." It is said in an inscription to Dr. Goldsmith that "he touched nothing that he did not adorn." On one memorial to Sir John Macdonald appear the words, "a British subject was I born, a British subject I will die." Arrangements are now being made for excursions to some of the present ministers. For instance, Mr. Blair will probably be represented in the act of arranging a declension deal. The words in the scroll will be, "the resources of civilization are not yet exhausted." Mr. Tarte will be shown in the act of purchasing a railroad at two prices for Mr. Greenfields and Mr. Fielding is to be depicted in the act of withholding the statutory increase from one member of the civil service while he hands to another four times as much as the law allows, and underneath will be the words, "notwithstanding anything to the contrary in the Civil Service Act."

It was an interesting discovery that was made by Mr. Jope concerning Mr. Harris, formerly traffic manager of the Intercolonial railway. We all remember how the advent of Mr. Harris was proclaimed as the beginning of a new regime. He was going to revolutionize everything and we were all called upon to admire the remarkable achievement of Mr. Blair in displacing this wonderful man. It is something of an anti-climax to have now Mr. Blair's considered judgment pronounced in the house that Mr. Harris was displaced with public "method of dealing with the business in connection with the business of his office, which led to unnecessary friction and dissatisfaction."

It is equally interesting to know that Mr. Harris after eight months' service at \$5,000 a year and expenses, was allowed a retiring allowance equal to six months salary. This extra pay was probably given as a special consideration for Mr. Harris' "lack of judgment and his capacity for causing unnecessary friction and dissatisfaction." Whatever may be the reason, Mr. Harris carried off \$5,333 for his eight months' exercise of these qualities. It is true that Mr. Blair suggests Mr. Harris rendered great assistance in the government negotiations with the Grand Trunk railway. But this is another story.

Mr. Blair has made two bargains with the Grand Trunk. By the first one he paid that company five per cent. on half the assumed valuation of all the railway and terminal properties jointly used by the two railways, though the Grand Trunk uses the road four or five times as much as the Intercolonial. The government borrows money at two and a half per cent. and is therefore paying full interest on the whole cost of the properties used by the Grand Trunk and

the Intercolonial jointly. Besides this Mr. Blair agreed that in case double tracking should be necessary the Grand Trunk should pay five per cent. on half the cost. Mr. Harris did not assist Mr. Blair in making this wonderfully bad bargain. His help was given to the Grand Trunk, in whose employ he was at the time. In fact it is remembered that Mr. Harris boasted that he had something to do with the sharp bargain that the Grand Trunk made.

Afterward Mr. Harris was employed by Mr. Blair, and probably he assisted in negotiating a second bargain, which was a modification of the first. By the second bargain the government still pays five per cent. interest on half the assumed value of the road and terminal, but pays only four per cent. on half the cost of improvements to be made in the future. Moreover the improvement charges are to be apportioned not equally but in proportion to the amount of user. Mr. Harris assisted Mr. Blair to make this improvement in the terms of the agreement "he deserves credit. But what shall be said for Mr. Blair himself, who made such an atrociously bad bargain and afterwards had to pay a special reward to Mr. Harris to get even in a small way out of the hole?"

A number of questions put to the postmaster general have elicited the fact that five or six dismissals in addition to those previously reported have been made in the post office department on the ground of political partisanship. They were made without investigation or trial of any kind, and Mr. Mulock says that he is ready to take full responsibility for them. He made this statement in the hearing of the premier, who may have remembered a solemn pledge of his own made at the first session of this parliament. On that occasion Sir Wilfrid Laurier pledged his honor that no government employee would be dismissed from the service on charges of partisanship until his conduct had been investigated by an impartial tribunal, and he had been allowed full opportunity to hear and answer the charges. Since that pledge was given Sir Wilfrid has gravely listened while minister after minister has acknowledged the dismissal of officers who were not allowed to make a defence and who never had a trial. Sir Wilfrid looks as innocent as a child when he hears these declarations, and would probably consider himself insulted if some member would rise in his place and call him a liar. Perhaps he does not remember everything he says. He seems to be surprised when attention is called to the violation of his solemn engagements. In fact his face from constant habit is assuming a look of perpetual wonderment. Possibly he may fall into a trance some day and remember all that he said and did during the previous state of existence in which he made his oft-broken pledges.

At our feet in tranquility, men forget the dream that happens then. Until they fall in trance again. Here is another instance. Last

year when the Franchise bill was before the house, opposition members asked that there should be an appeal from the reviser to a judge. Such an appeal is provided for in most of the provinces, but not in Nova Scotia. The ministers admitted the fairness of the demand and promised that after the session they would urge the Nova Scotia government to provide for such an appeal. The Nova Scotia legislature has had one sitting since and in the senate Sir Mackenzie Bowell the other day asked Mr. Mills for the correspondence between the government and the provincial administration. Mr. Mills replied that there was no correspondence. Yesterday, when confronted with his own promise that such representations would be made, and when reminded that the senate had been induced by this undertaking to refrain from making an amendment to the Franchise Act to provide for the appeal, the minister of justice was somewhat confused. He has not the same capacity for smiling his way through a series of falsehoods as the premier. Mr. Mills suggested that there might be correspondence now in his possession, and of a private character. The suggestion that correspondence on important legislation could be private is too absurd for anything, and the matter was made a little worse when the secretary of state said that in Nova Scotia the people were quite content with the law as it stood, and he did not see why the government should press for a change. This might have been a good thing to say last year, but it is not a good reason for the violation of a pledge. S. D. S.

STEAM AHEAD.

German Admiral's Answer to Dewey's Threat Was Go Through the American Lines.

BERLIN, April 25.—The Neustrin Nachrichten notes "with lively satisfaction the loyal attitude of the Washington government in admonishing Admiral Kautz relative to his letters" to his cousin in the United States. A dispatch from Kiel to the Vossische Zeitung says that naval officers there are smiling at the statements made by Captain Coghlan in the course of his speech at the Union League club banquet in New York last week. These officers claim that Admiral Von Disdrieh's answer to Admiral Dewey's threat was simply: "Clear for action and quietly steam harbor."

Do you think there is anything in the saying that fish is a brain food? "I don't know. But it won't do you any harm to try the experiment."

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THE SEMI-WEEKLY SUN
 ST. JOHN, N. B., MAY 3, 1899.

WINTER PORT TRADE.
 The statement of winter port trade which the Sun gives to its readers this morning is gratifying to the extent that it shows a large increase in the volume of trade, both inward and outward, compared with the previous season, and an increase of over fifty per cent in the value of goods exported. Had there been a direct London service the statement would have been still more satisfactory.

The record shows a falling off in the quantity of grain and its products, and of cheese, compared with last year. There was also less live stock carried, though the number of cattle shows an increase. In other lines than grain and its products, and cheese, there was an increase, and the quantity of miscellaneous cargo was very much larger.

In the distribution of grain, Liverpool took the bulk of the wheat shipments, but did not take half as much oats as either Glasgow or Manchester; while Glasgow took nearly three times as much corn as Liverpool and Manchester combined. Irish ports took nearly as much corn as both Liverpool and Manchester. Nearly all of the meats went to Liverpool, which also received most of the apples, cheese, butter, lard, sugar, maple blocks and many other items. Flour was pretty well distributed between Liverpool, Glasgow and Irish ports, and oatmeal and peas chiefly between Liverpool and Glasgow. Hay was pretty evenly distributed between the two English ports and the Scotch port. Glasgow took the largest quantity of pulp, with London, Manchester and Liverpool following in the order named. There were large shipments of starch to Manchester. The cattle were pretty evenly distributed between Glasgow, Liverpool and Manchester, the first named leading; but most of the sheep and horses went to Liverpool, which also received nearly half the total quantity of deals carried.

While the number of steamship sailings was but slightly larger in number than in the preceding season, the total tonnage was much greater, owing to the larger class of vessels engaged in the service, especially to Liverpool. The Glasgow line gave more sailings and the outward cargo carried was about forty per cent greater than in the season of 1897-8. The Manchester service was a new one, but was offset by the loss of the direct London service. The exports to Irish ports showed a falling off in value. If prompt action is taken, and a direct London service and the talked-of Bristol service are added next winter to those already established, there should, with the increased terminal facilities, be a further notable increase in the volume and value of traffic during the season of 1899-1900.

An especially gratifying fact again this season was that the steamers of the various lines came and went without accident, or delay on account of weather. This adds another to the long list of proofs of the safety of the port of St. John, and shows the absurdity and injustice of the action of the board of marine underwriters in increasing the rate of insurance on vessels trading to this port.

SOLEMN BROOKVILLE STATEMENTS.

Charges of election frauds are sometimes made on insufficient grounds, and occasionally with no ground at all. The charges connected with the late election in Brookville are deemed to be of a sufficient gravity to call for some things more practical than talk. Two arrests had been made, before the election-week expired and others are seriously implicated. It is a wise and fair policy even for a paper printed at a distance to refrain from expressing opinions on a controversial matter when it is before the courts. The charge against one of the persons concerned is that he tendered a bogus ballot to the returning officer. The other defendant is charged with conspiring to induce electors to take into the polling booth a ballot marked for Connors and to vote these ballots in place of the ones given out by the returning officer. It is alleged by those who were

campaigning in Brookville that the substitute ballot was extensively used in the contest in several polls. It is a simple device, requiring only one ballot to start the proceedings. Suppose that when the first gilt voter goes in to the poll to vote the returning officer tears off and gives him two ballots instead of one. The voter marks one ballot and votes it, carrying the other out doors with him. The ballot brought out is marked for the gilt candidate and given to the voter who has been influenced. This elector is required to go to the poll, receive his ballot from the returning officer, retire to the separate apartment, put the unmarked ballot in his pocket, and returning hand the returning officer the ballot given him outside. Not until he produces the unmarked ballot given him by the returning officer is the voter entitled to his fee. When this ballot is handed to the conspirator the latter is ready to deal with a new man. This method offers a guarantee that the voter gets the goods for which he paid.

Another scheme alleged to have been worked in the Brookville election is equally simple and effective. A large number of votes marked for the conservative candidate were thrown out by the deputy returning officers, because the ballots were marked with a red pencil instead of a black one. Some of the voters have said that they found no black pencil behind the screen and used the one that appeared to be provided. What is said to have happened is this: A good government voter pocketed the regulation pencil and left a red one in its place. He explained the proceeding to his friends outside, and the party leaders kept gilt voters from going into the polling place until a score or so of conservatives had marked their ballots. Then one of the faithful voters and restored the official pencil. The experiment is said to have been repeated at different times and different polls with great success. These are among the devices now about to be investigated. The course of the enquiry will be followed with some interest.

THE CANADA EASTERN.

On several occasions the Telegraph has explained that the Sun is practically alone in its opposition to the purchase of the Canada Eastern railway by the government and its operation as a part of the Intercolonial. On other occasions the Telegraph has intimated that the Sun has not opposed the transaction. This journal of the home and abroad is not concerned to defend itself against these conflicting accusations. The Sun has not the privilege of knowing what Mr. Blair's scheme is, and therefore is not in a position to express a definite view in regard to it. The Canada Eastern is a feeder of the Intercolonial. If it is not a part of the through system, and so far as can be seen there is no more reason for a public point of view or making it a part of the Intercolonial than there is for annexing several other connecting lines. The Canadian Pacific and Grand Trunk railway companies have a somewhat consistent and definite programme in respect to branch lines connecting with the trunk systems. It might be good policy to apply the same policy to the Intercolonial and its branches. If Mr. Blair purchases the Canada Eastern he adopts a policy which seems to call for a larger application.

But it is well understood that Mr. Blair's scheme, whatever may be its details, is not devised for public purposes, as a feature of genuine railway policy. It is a political deal, made wholly for political purposes, and as a campaign transaction. So far as the other party is concerned the sale of the road is a matter of business. So far as the government is concerned the purchase is a matter of politics. If it were only a matter of railway policy it might be regarded as a step in a new departure in the relations between the trunk road and its branches, and we might look forward to other projects in the same line of policy. But since it is a campaign bargain it is not necessary to suppose that it has any bearing on the general transportation policy of the government. It need only be considered as one step in the development of Mr. Blair's railway politics.

THE DEATH ROLL.

In the prime of life, and from the very midst of its activities, two men prominent in the business life of St. John have been removed by death. The late Mr. St. John was the head of a large business establishment, and as such was well known through the provinces. The citizens of St. John have known him best in connection with the Exhibition association, to whose affairs he devoted excellent administrative talent, with great energy and hopefulness. The late Geo. F. Baird has long been identified with the shipping interests of the port, and from his special knowledge was able in his place in parliament some years ago to do good service, when a measure threatening the provincial school-

er trade with unjust restrictions was before the house. His connection since with the river steamboat service, which has been much improved, and with local industries which he with others labored to establish, is well known. It is seldom the press is thus called upon to record the loss of two members of the business community, both in their prime, and both so actively identified with important business concerns. St. John has lost two good citizens.

IT IS NOT TRUE.

The attention of Hon. Mr. Emmerson is directed to the following paragraph from the Moncton Transcript: "Mr. Hazen's fiasco in the so-called bridge scandal investigation has cost the province more than many an appropriation for a by-road. The investigation accomplished nothing, because Mr. Hazen found he had undertaken more than he could prove, and was willing to back down at the first opportunity."

Mr. Emmerson knows that the Transcript's statement is entirely at variance with the facts of the agreement relative to the temporary withdrawal of the charges. In justice to Mr. Hazen the premier should re-appoint with his Moncton follower, whose wings Mr. Blair so effectively clipped a few months ago. There is no urgent necessity at present for a campaign of misrepresentation. Let us have the truth. The St. John Telegraph also says it is clear that nothing more will be heard of the bridge charges. Is Mr. Emmerson responsible for these statements on the part of his organ? If not, he should retract them.

A SEVERE STRAIN.

The new responsibilities that have come to the United States along with her new possessions must bear heavily upon the mind of the administration. The problems to be solved involve a wider outlook and conditions very different from those hitherto occupying the attention of the American statesmen. And there is no time to weigh the chances or study the new conditions. Urgency is required on every hand. Recent despatches told of fierce fighting in the Philippines, and wholesale starvation in Porto Rico. Affairs in Cuba are in a very unsettled state. The greatest burden is of course connected with the conquest and government of the Philippines. The people of these islands have shown themselves to be very skilful in a kind of warfare that prolongs the campaign and enables the climate of the islands to assist in the destruction of the American troops. After conquest, a still more difficult administrative problem will be that of providing an effective and satisfactory form of government for the islands. The necessities of the situation will require the maintenance of a considerable army. For years to come the affairs of Cuba, Porto Rico and the Philippines will call for the exercise of tact and power that will put American statesmanship to a severe test. Our neighbors are a resourceful nation, but with colonial problems added to those nearer home, notably in the south, they have an ample field for the exercise of their administrative genius.

The historian of the valued Telegraph closes a review of the recent session of the legislature with a panegyric devoted to the members of the government. They are all great men, gallant and gay—and they have almost wrought miracles. In another part of the paper Mr. McKeown sounds a pean in honor of Mr. George Robertson and Mr. Purdy, as advisers of the government. The historian adds to these the names of Mr. McKeown, Mr. Pugsley and Mr. Carvell. This is all very charming and very impressive. There is, however, an important omission, which the intelligent reader is expected to supply. While the puppets are shown in a clear light, Mr. Blair and the string are not visible. But they are behind the curtain. And the Telegraph draws its pay.

As might have been expected, the government press has been speaking of Mr. Hazen's charges as a "fiasco" and that sort of thing. It is too late for Mr. Hazen to do anything about it now, but if he is the sort of man that his friends think him he will show next year that the government cannot escape the responsibility for its misconduct. The fact that members want to get away from their legislative work to their private business must not be allowed again to stand in the way of an investigation.

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NOVA SCOTIA NEWS.

COBURNVILLE, N. S., April 25.—The firm of Blackburn & Sons, Canning, whose are factory was burned last autumn, are building another factory on the old site.
A fire occurred in the Queen Hotel at Canning on Monday. It was caused by a chimney which damaged the house to the amount of eighty-one dollars, which was promptly paid by the insurance company.
The funeral service of the late Mrs. P. A. Brechin was held on Sunday. The deceased was a sister of John and John Brechin at Kentville. She was seventy-five years of age. Beside a husband she leaves four children. Mrs. (Cousin) Fetter, George and Harris of Canning, and Dr. C. H. Brechin of Boston.
On Tuesday evening the marriage of Miss Burgoyne and George Margason took place at the Kentville Baptist church.
The steam-tourist owned by the R. W. Kincaid Co. of Canning, is being repaired at Seaside Bay.
The acetylene gas in Canning has been a failure. Fetter Bros. have now bought out the plant from the company and hope to make it a success.
News from the death of Mr. Hobson, with several others, who were drowned recently near Harrington, Yarmouth county. Mr. Hobson was a well-known member of the Rev. J. K. West of Canning.

PARROTBORO, N. S., April 25.—Surprise, (one register, to Capt. Robert Elliot.
A steamer of the name of the Yankon, 79 tons register, was launched from the shipyard of H. Elderkin & Co., Port of Seaside Bay.
S. S. Angers, 1890 tons net, arrived at West Bay on Saturday night to load coals for the Yankon, which is to be shipped by M. L. Tucker. She will carry upward of two million feet of lumber.
Mr. W. Smith and H. C. Jinks are building residences for themselves. Three new houses are to be erected by the latter, and several more are to be built in other parts of the town.
A wedding was celebrated at the R. C. church on Monday, May 1. The bride was Miss M. J. Angers, daughter of Mr. J. K. West of Canning. The groom was Mr. J. K. West of Canning. The ceremony was performed by the Rev. J. K. West of Canning.

AMHERST, N. S., April 28.—Dr. D. C. Allen of this town died today at 10 o'clock, after a long illness. He was born in England, and had lived here for over twenty years. The funeral on Sunday will be under the auspices of Masons at Acadia lodge.
WOLFVILLE, N. S., April 28.—On Thursday afternoon a fire burned the large barn and stables of Dr. DeWitt, and the tenement house of Mr. Galt. The fire started in the twelve buildings on fire at the same time, including the Baptist church, which caught fire in three places on the roof. Dr. DeWitt had a narrow escape from suffocation in trying to save a valuable Arabian horse. None of the stock was saved, which included nine head of cattle, two horses, and a large farm utensils, hay and oats, and 3000 worth of fertilizers. The water service proved itself to be very efficient. There was no insurance on the stock, but a small one on the buildings. The firemen were treated to refreshments.

The following young people will take their B. A. from Acadia University on June 7th, 1899: Harry S. Baker, Brooklyn, New York; George L. Bishop, Greenwich, N. S.; Phillip W. Ball, Wolfville, N. S.; Frank L. Cann, Yarmouth, N. S.; J. S. Clark, Zella M. Clark, Bay View, P. E. I.; Edna M. Cook, Canning, N. S.; Charles H. Canning, Wolfville; Avard L. Dodge, Spa Springs; Sydney Dumaresq, Halifax; George Elliott, New Ross; J. W. DeB. Ferris, White's Cove, N. B.; E. B. Freeman, Milton; Irad Harry, Lockport; Ernest Harper, Sackville, N. B.; Arthur Hay, Woodstock, N. B.; J. W. Keirstead, N. S.; Island H. Canning, Wolfville; Avard L. Dodge, Spa Springs; Sydney Dumaresq, Halifax; George Elliott, New Ross; J. W. DeB. Ferris, White's Cove, N. B.; E. B. Freeman, Milton; Irad Harry, Lockport; Ernest Harper, Sackville, N. B.; Arthur Hay, Woodstock, N. B.; J. W. Keirstead, N. S.; Island H. Canning, Wolfville; Avard L. Dodge, Spa Springs; Sydney Dumaresq, Halifax; George Elliott, New Ross; J. W. DeB. 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PROVINCIAL NEWS

BOBESTOWN, Northumberland Co., April 20.—Gold mining areas are being rapidly taken up by our citizens.

H. A. Kendall, grocer, has moved into more commodious quarters in the store formerly occupied by the Whelan variety store.

Numerous men are eagerly awaiting the commencement of stream driving. Wages promise to be only fair, as men are very plenty.

John Harris, son of the original gold prospector at Stanley, has his possession some excellent specimens of gold-bearing quartz, obtained at that place.

HOPEWELL CAPE, Albert Co., April 21.—Herbert V. Alward has resigned charge of the advanced department of schools.

Arrangements are being made by a Moncton company to place a steamer of considerable dimensions on the river here.

The house occupied by W. E. Dickinson caught on fire from a defective fire, and the fire soon spread to the adjoining blacksmith shop.

EMERSON DICKINSON has joined the exodus, and he went on to the United States. Also Mrs. Best and Miss Eliza Fortie.

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Reverend, rector, to Miss Jessie Gorham, daughter of Mrs. Elizabeth Gorham of this place.

ST. ANDREW'S, N. B., April 25.—The first practice of the season was held last evening by Fire Engine Co. No. 1.

The funeral of the late Mrs. A. W. Smith was held from her late residence this afternoon.

ANDOVER, Victoria Co., April 25.—A slight fire occurred yesterday afternoon in the shed of the house now occupied by D. K. Heddell.

The water in the river is now very high. The ice went without doing any damage.

Rev. H. J. Greer has handed in his resignation as pastor of the Presbyterian church.

LOWER ST. MARY'S, York Co., April 25.—Baptists will begin their services on the premises especially for the purpose.

In a few weeks there will be telephone communication from the hills to the outside world.

A quiet wedding ceremony was performed in the chapel here by Father McAulay at two o'clock on Monday.

McGowan was united to Miss Kate Hogan. Many of their friends were present to witness the tying of the knot.

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assured. The team race, in which four men from each town or district will form a team, attracts much speculation.

Aubrey D. Johnston of St. Stephen has graduated with high honors from the New York college of pharmacy.

W. R. Carson and Chas. F. Beard have new sail boats afloat in the river and W. B. Ganong has another about ready to take the water.

Ed. Ireland, who drove Lansdowne in his races last year, is coming to the St. Croix this summer and will probably handle Fred Waterston's horses.

L. W. Hughes has purchased the building on Center street, occupied by Geo. F. Cox for some years.

MONCTON, N. B., April 30.—Miss Jean Bruce, daughter of J. R. Bruce, I. C. R. auditor, who recently went to Tacoma to reside, has been winning good opinions in musical circles in her new home.

A pretty wedding took place at the home of the bride, Miss Mary Small, who was wedded to Harley Ingersoll, son of Frank Ingersoll, our island herring king.

A movement is on foot to have a steamer on the river this summer, to enable daily trips between Moncton, Hillsboro and other ports.

Geo. Irving of Buctouche has taken a position in the I. C. R. freight shed here. As an illustration of the methods of grit management of the I. C. R., the way in which it is being taken out of politics, it is related that a man with a pull, but without any particular knowledge of railway work, recently received a letter from the minister asking him to go up to the yard here, look over the ground and pick out a job which he could do.

FREDERICTON, N. B., April 25.—Mrs. Patrick Howell of this city, died at her home last evening from typhoid fever. A husband and one daughter survive.

The death occurred at her home at Gibson street, where she was residing. The deceased was a widow, and was 67 years of age.

Rev. Mr. Shipper also attended the funeral of the late Mrs. William White, which took place at Waterford on Tuesday last.

An electric trolley being put in place near the I. C. R. with the hope that it will prevent accidents to people crossing the track, where many narrow escapes have taken place.

Jesse D. Prescott, one of Sussex's largest farmers, is confined to his house by illness.

HOPEWELL HILLS, April 25.—Mrs. J. B. McAlpine and family of Harvey left this week to join Mr. McAlpine, who is in Vancouver.

Capt. Charles C. Robinson, who has lately been master of the s.s. Anacost, has assumed command of the new steamer Anaxos, recently built for Messrs. Soley of Liverpool.

Rev. Allan W. Smithers delivered an able and eloquent sermon on Sunday evening in the Episcopal church on the glory of Christian England of today, and the great influence exercised by the established church on the moral and religious tone of the political life of the motherland.

Mr. Smithers, who has had charge of the Albert mission during the past year, will remain for another year.

The primary scholars of the upper school gave a concert on Friday afternoon, which was gotten up entirely by their own efforts.

The Peck firm are getting their drive on the Sawmill creek pretty well in.

HAMPSTEAD, Queens Co., April 20.—Asa W. Jones' horse was gnawing for the body of his daughter, who was drowned last winter, but without success.

Dr. M. H. Macdonald has men at work digging a cellar for the house he intends building on the corner of the street.

ST. STEPHEN, N. B., April 23.—The Windsor hotel bicycle meet on May 24th promises to be one of the greatest field days ever witnessed in the province.

Charles J. Sayer, barrister, who has been confined to the house all winter through illness, is able to be out again.

ing them all for their kind words and wishes for the future.

After the addresses, the ladies, who had come prepared, spread a beautiful repast, which was enjoyed by all.

ANDOVER, Victoria Co., April 25.—Resurrection of Tilley has in possession a fine thing, which is rare and valuable in the line of fur, being no less than five jet black fox pups.

Word is received from Edmundston that Medley Richards is again seriously ill. The ice is gone again, and without doing any serious damage.

GRAND MANAN, April 23.—Dr. Armstrong, D. D. S., M. D., has been making a professional visit to the island.

Petitions for light houses, piers, etc., are the order of the day with us. Another one has been circulated for a light in the Narrows between Two Islands and Red Point.

The swallows and loons have put in their appearance on time. We are glad to welcome them back after one of the longest and worst winters for years.

Dominion government st. Curlew, Capt. John H. Pratt, visited our island on the 24th inst. with the bounty cheques for our line fishermen.

The series of meetings held by Rev. Edwin D. Harvey, Free Baptist, at Grand Manan, has set up a number of converts to the faith.

A pretty wedding took place at the home of the bride, Miss Mary Small, who was wedded to Harley Ingersoll, son of Frank Ingersoll, our island herring king.

Henry Bancroft of Bancroft's Point will be eighty-nine on the 28th inst. He has been a resident of this island for many years, and is a well known and respected citizen.

THE EXODUS. Among the outward cargo of the International steamer from St. John for Boston yesterday were 65 packages of household effects.

The last Boston steamer from Yarmouth carried over 200 passengers, nearly all exodians.

The Sydney Record says: A large number of Guysboro people have gone to the United States this spring. The exodus has been unusually large.

The Moncton Times of April 28 says: The exodus from Moncton and Buctouche railway station, about the middle of the last week in April, was a most interesting sight. The average number of exodians over this one little branch for some time past has been about 25 a week.

There is a quietude in the air, and our quiet community, but a good many of our people are going off to more bustling quarters. The exodus from here to the United States is larger this spring than it has been for many years past.

ST. JOHN'S MARKETS. The butter market is quiet. Ontario dry lumps are offered at 12c at points in this province, which would make the cost delivered here lower than our quotations on daily rolls.

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HORSE FURNISHINGS.

We carry the largest and best assortment of HORSE FURNISHING GOODS in the Maritime Provinces, and make a specialty of the following articles:

- Whips..... \$ 15 and upward
Woolen Carriage Rugs..... 1 40 and upward
Riding Saddles..... 30 and upward
Horse Brushes..... 15 and upward
Curry Combs..... 15 and upward
Single and Double Working Harness, all prices.
Driving Collars..... \$ 75 and upward
Working Collars..... 2 40 and upward
Riding Saddles..... 3 40 and upward
Manly Saddles..... 1 30 and upward
Bridling Saddles..... 1 5 and upward
Bridling Harness [See]..... 10 00 and upward

Besides a great variety too numerous to mention; in fact we can supply anything for the horse. All at Lowest Prices. We also carry in stock a large line of Bicycles from \$30.00 to a large ward. Please call and examine.

H. HORTON & SON, 11 Market Square, St. John, N. B.

Before the Roof Leaks. THE SHERWIN-WILLIAMS CREOSOTE PAINTS. make it water-proof and save it from decay with THE SHERWIN-WILLIAMS CREOSOTE PAINT, the original creosote paint. It will cost less than to let the roof go and repair the leaks. Use it on shingle roofs—any kind of wooden roofs. Creosote prevents decay.

HOME WORK. We want the services of a number of families to do knitting for us at home, whole or spare time. We furnish \$30 machinery and supply the yarn free, and pay for the work. Distance no hindrance. \$7 to \$10 per week made according to time devoted to the work. Write at once. Name references. CO-OPERATIVE KNITTING CO. TORONTO, ONT.

THE MARKETS. Revised Every Monday for the Weekly Sun. Peris jumps, per box..... 0 00
Purified sugar, per lb..... 0 05

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SHIP NEWS.

PORT OF ST. JOHN.

Arrived. April 23-Sch Day, 124, Sprague, from... April 23-Sch Day, 124, Sprague, from... April 23-Sch Day, 124, Sprague, from...

Cleared. April 23-S Schateau Lafite, Chabot, for Liverpool... April 23-S Schateau Lafite, Chabot, for Liverpool...

CANADIAN PORTS.

At Quebec, April 23, Sch Lillie G. Gough, Evelyne, McDonough, Ada M. Smith, A. Anthony, Fritcher, Bay Street, from St. John...

BRITISH PORTS.

At Yarmouth, April 23, Sch Opal, Poole, from Barbados... At Yarmouth, April 23, Sch Opal, Poole, from Barbados...

FOREIGN PORTS.

At Tacoma, April 26, ship Andra, Adams, from Port Townsend... At Tacoma, April 26, ship Andra, Adams, from Port Townsend...

THAT OPEN DOOR.

England and Russia Will Share China's Good Things With the United States.

WASHINGTON, May 1.—Lord Salisbury's Philippine reference to the agreement reached by Great Britain and Russia as to China was read with the greatest interest here.

HALIFAX.

Will Call at This Port Instead of Newport News—Bought by the Government.

HALIFAX, May 1.—William Roche says that he has received advices that hereafter the Moor line of steamships, running from New Orleans, will regularly make Halifax a port of call for their eastern voyages.

MEMORANDA.

Passed Gibraltar, April 25, str Anaxo, from Algiers for St. John, N.B. In port at Port Spain, April 13, sch Gypsum King, from New York.

NOTICE TO MARINERS.

BOSTON, Mass., April 25.—Notice is given by the Lighthouse Board that on or about May 1, 1899, the buoy light vessel No. 95 will resume her station, and Relief Light Vessel No. 58, temporarily marking the station, will be removed.

SPOKEN.

Bark Somerset, from Preston for Richmond, April 23, lat 43° 20', long 53° 00'.

BIRTHS.

ELIAS.—In this city, on April 28th, to the wife of H. Elias, a daughter, the wife of Joseph P. Turner, a son.

MARRIAGES.

BEER-DUNLAP.—At the residence of the bride's parents, Jubilee street, April 25th, by the Rev. J. G. MacCall, Edwin Leonard Beer of Columbia, B. C., son of Isabel Beer, of the late Mrs. Frederick J. Beer, and Margaret Dunlop, daughter of Joseph R. Dunlop, Esq.

DEATHS.

ARMSTRONG.—On April 29th, after a tedious illness, Sarah Hastings, beloved wife of Aaron Armstrong, merchant of this city, aged 78 years, at her residence, Main street.

THE YUKON.

Much Distention, But the Worst Reported to Be Over.

WASHINGTON, May 1.—Acting Secretary Meldejohn has received a report from Capt. Abercrombie, who is commander of the expedition investigating the Copper River route to the Yukon country. The report is as follows:

STILL IN ABEYANCE.

The Peace Treaty About As Far Away As Ever It Was.

WASHINGTON, May 1.—The state department has received a long report by cable from President Schurman of the Philippine commission of the conference that was held at Manila Saturday between the members of the commission and the representatives of Aguinaldo. The text of the despatch was not made public, but it was stated the report agreed precisely with the Associated Press statement of the proceedings in the conference as cabled from Manila.

ARGENTINE REPUBLIC.

BUENOS AYRES, May 1.—The congress of the Argentine Republic opened today. In his message President Roca said that a settlement is in prospect of the territorial question, under which peace will be assured and the government enabled to develop the resources of the country and promote the colonization of Patagonia. The president advised the formation of a strong metallic reserve in the national bank.

ALBERT CO.

HOPEWELL HILL, April 30.—The death occurred on Thursday of Roy Goodall, aged 14 years, son of Gilbert Goodall of Riverside. The funeral took place yesterday afternoon, interment being at the new cemetery at this place.

WAGES INCREASED.

READING, Pa., May 1.—The second increase for the year took place today in the wages of Reading's iron companies, 2,600 hands of from five to ten per cent.

WHAT IS CASTORIA?

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria cures Diarrhoea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea—The Mother's Friend.

Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children. Da. G. C. OSOOND, Lowell, Mass.

THE FAC-SIMILE SIGNATURE OF

Charles H. Fletcher.

APPEARS ON EVERY WRAPPER.

THE CENTAUR COMPANY, 17 MURRAY STREET, NEW YORK CITY.

FREEMASONRY.

No order of Freemasonry is attracting so much attention or is increasing in membership to such an extent in the United States of America as the Cryptic Rite. The Masonic student in this order is truly regarded as the completion of Captivity, Masonry. It is intimately connected with and explains many mysteries of the Royal Arch.

THE MOST ILLUSTRIOUS GRAND LODGE OF THE GRAND SELECT MASTERS OF KANSAS.

Office of Grand Recorder, April 20, 1899.

MEMORANDUM.

Three More Families Leave for Uncle Sam's Dominion.

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MEMORANDUM, April 27.—The exodus from this country is still increasing, as a Friday train from College Bridge station by C. P. R. for Uncle Sam's dominions.

MARINE MATTERS.

Erigt Harry Stewart is loading lumber at Digby for the Cuban market. Sch. Hattie is being repaired at the Marine slip at Meteghan.

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IN CHAMBERS.

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