

PARLIAMENT.

Mr. Blair in Defending His Railway Deal,

Says Trade in Maritime Provinces is no Better This Year Than Ten Years Ago.

Mr. Powell, in Reply Quotes Fielding's Statement That There is a Revival of Business from One End of Canada to the Other.

OTTAWA, May 30.—Sir Wilfrid Laurier stated at the beginning of the sitting today that the government would not acquiesce in Sir Charles Tupper's suggestion that the gerrymander bill be withdrawn.

The afternoon was devoted to the discussion of two bills from the inland revenue department, one relating to distillery regulations, the other defining the size and character of apple barrels. Hon. Mr. Joly got much involved in explanations of the last mentioned amendment, and the committee rose without getting through it.

Commissioner Ogilvie's report of his Yukon investigation is not a long document. It sets forth that the commissioner decided at the beginning to hear no evidence relating to events subsequent to last August. When this decision was announced, the miners' committee and the proprietors of Nugget newspaper withdrew from court and refused to prosecute. Mr. Ogilvie therefore investigated only three cases. One of these relates to a claim said to have been improperly given to the woman whose case was discussed in the debate on the address. Mr. Ogilvie finds that the claim should not have been allowed, but says that Mr. Fawcett allowed it under mistake as to the facts. The other cases, in which it was alleged that government officers compelled miners to take them into partnership, Mr. Ogilvie thinks were not proved.

Hon. Mr. Blair moved the second reading of the Drummond railway contract bill, but on the suggestion of Tupper and Foster the motion was withdrawn, pending the introduction of the Grand Trunk bill, of which notice was given last evening. The opposition leader preferred that the two bills relating to the same transaction should be dealt with together.

The house then proceeded to the consideration of the Quebec harbor commission bill.

The Quebec harbor bill occupied attention until midnight, and the house adjourned at midnight.

OTTAWA, May 31.—Mr. McDougall of Cape Breton, following up the inquiry raised several times by Mr. McInerney of Kent, wanted Sir Louis Davies to state what conclusion had been reached as to the close of the lobster season.

Sir Louis said that no curtailment of time would take place. Possibly in some sections the time would be extended, but he could not say whether the extension would be as long as recommended by the lobster commission.

L. Ross Robertson brought up the alien labor law and the Grand Trunk strike. He has heard that aliens are to be imported to take the place of section men of the Grand Trunk who are on strike, and read a statement of De Barrie of Buffalo that there was no truth in the statement, as to the suspension of the alien labor law.

Mr. Robertson could not understand why Sir Wilfrid Laurier's understanding that the alien laws of both countries should be in abeyance did not restrain De Barrie as well as the Canadian department of justice.

Sir Wilfrid accused Mr. Robertson of trying to make party capital by inflaming passions, and Mr. Blair followed in the same strain, declaring that he had no power to interpose in the Grand Trunk strike, and also attacking opposition members.

Mr. Logan of Cumberland, who spoke last, said he could not agree

with his friends on the government side that nothing ought to be done by the government in the matter. He held that Mr. Blair ought to offer his services in settlement of the Grand Trunk dispute. It was in his opinion simply disgraceful that at this time, when we boast of the prosperity of the country, men should have to go on strike to get higher pay than 37 cents per day. The despatches that announced this condition of things constituted a poor kind of immigration literature.

A RESOLUTION AGREED TO. On motion to go into supply this evening, Sir Charles Tupper moved the following resolution, merely remarking that he thought it would be found acceptable to the whole house and that the government could not object thereto. Following is the resolution:

"This house is of opinion that it is required by our parliamentary system that every branch of the public service should be represented directly or indirectly in the houses of parliament. And this house is further of the opinion that the political heads who perform their duty are themselves responsible for every act of administration down to the minutest details of official routine."

"This house is further of opinion that ministers of the crown, having entire control over public departments, are bound to assume responsibility for every official act."

"This house is further of opinion that ministers of the crown should not permit blame to be imputed to any subordinate in the manner in which the business of the country is transacted, except only in cases of personal misconduct, for which the political heads have the remedy in their own hands. If ministers find that permanent officers of departments do not work well under them, it is their duty to devise some remedy for this inconvenience, but the responsibility should not be shifted. It should be imposed only upon those who are able to answer for themselves in the houses of parliament."

Sir Wilfrid Laurier accepted the resolution, stating that the government had no intention of disclaiming responsibility for its officers. The premier stated that Sir Charles Herbert Tupper's reflections on Major Walsh were conceived in wanton malice and had been rebuked by the election of Brockville. The government had been forced to dismiss several officers with whom they could not get along, and he was prepared to accept the resolution with all his heart.

Sir Herbert Tupper called the attention of the speaker to the statement of the premier that his charges against Major Walsh were conceived in malice.

Speaker Edgar said Mr. Laurier's language was most unparliamentary. Mr. Laurier withdrew his language and observed that he regretted Tupper's conduct was such that he could not describe it in parliamentary language.

Sir Herbert observed that this was an extraordinary apology to come from a man whose reputation rested chiefly on his manners. He assured the premier that his Yukon charges were in the public interest and he made them because public business was injuriously affected by Walsh's drunkenness and immorality. He intended to prefer them again in more solemn form on another occasion.

The resolution was agreed to.

WILL REDUCE BOUNTIES. The government proposes to gradually reduce the bounties on steel ingots, puddled iron bars and pig iron made in Canada. These bounties today are practically \$30 per ton. From April 23rd, 1902, to June 30th, 1903, the bounties are to be 30 per cent of \$30; for the following year, 75 per cent. From July 1st, 1904, to June 30th, 1905, 50 per cent; for the year following the bounties are to be 25 per cent, and from July 1st, 1906, to June 30th, 1907, 20 per cent. On the latter date these bounties will cease altogether. If any steel ingots are made from puddled iron bars manufactured in Canada, no bounty is to be paid on the ingots.

The greater part of the evening was occupied with votes of supply to Sir Louis Davies for fishery inspection and protection service. The minister had to undergo a rather severe examination in reference to his appointments and dismissals, as to prices paid for services and as to the sale of a government cruiser on the lakes to political friends of the government.

The committee rose at 12:20 without passing all the items in the fisheries vote, and the house adjourned soon after.

PUBLIC ACCOUNTS COMMITTEE.

The public accounts committee devoted the whole morning to an attempt to get information respecting Sir Oliver Mowat's criticism of Mr. Sifton's excessive payments to his Manitoba friends in connection with the bogus prosecution of 1898. Sir Oliver, then minister of justice, protested against these charges and payments in a letter to Mr. Sifton. This letter was seen by some of the officials of the department of justice, and one of them gave testimony about it last year. The committee was last year by Mr. Sifton to his agent in Winnipeg. The original letter to the auditor general with the accounts and papers connected with it was found that this letter had been withdrawn. The committee swore this morning that they would not let the letter go until they had consulted with Mr. Mills, who succeeded Sir Oliver Mowat, and did it on the ground that it was a private and confidential letter.

Mr. Borden of Halifax, who was examining, asked the witness what Mr. McDougall's reason was for supposing the letter was private.

The solicitor general and Sir Louis Davies objected to this question, and it was ruled out. An appeal was made against the decision of D. C. Fraser, the chairman, but at this point the objection was withdrawn.

The auditor general stated that he formed this opinion from the contents of the letter. Sir C. H. Tupper asked whether the letter was not wholly devoted to the discussion of payments of public money.

Messrs Davies and Fitzpatrick again objected, but Mr. Fraser ruled the question out.

Sir C. H. Tupper appealed, and the chair was sustained by a straight vote of thirteen to ten.

OTTAWA, June 1.—Hon. Mr. Blair moved the house in committee on the new Grand Trunk contract. He devoted the first hour of the discussion to the attempt to show that the present tariff arrangement between the government and the C. P. R. was injurious to the traffic of the Intercolonial. He asserted that Mr. Powell and other members who wanted returns of revenue and expenditure were asking for impossibilities, but contended that the tariff arrangement had been extended to Montreal had been profitable. The minister said that the revenue for the year ending June 30 on the whole Intercolonial system, the last two months of which was estimated, would be \$3,660,000. In the year ending June 30, 1897, the revenue was \$2,580,000, showing a gain of \$1,080,000. Of course allowance must be made for increased mileage, but the receipts for the year would be \$2,740,000, which would leave a net surplus of \$890,000 per cent. The increase of revenue was 14 per cent, the increase of expense 23 per cent. This extra 14 per cent must have been due to but one cause, and that was the extension to Montreal. As to expenditures, he could only speak of ten months. He had information from Montreal bringing returns down to the end of April. For these ten months the receipts were \$3,063,000 and the expenses \$3,001,000, leaving a net surplus of \$62,000. Mr. Blair claimed this was an improvement on the Montreal bargain made in 1898. He would not accept the explanation that the growth of traffic was due to the general increase of trade in the country. Mr. Blair said this reason would not hold, because the condition of business in the maritime provinces was no better this year than it had been any time during the last ten years. There remained only the Drummond extension to account for this gain. At the beginning of the third hour of his speech Mr. Blair began to expound the bargain before the house, pronouncing it to be "the very best, cheapest, wisest, most effective, and most satisfactory railway bargain ever made in this country." He was trying to reach out for western traffic and was now trying to make arrangements with the Canada Atlantic to run the same palace cars from Ottawa straight through Montreal by the Intercolonial railway to Halifax. The idea was so business-like and progressive that there was no sense in talking about a ten or twenty dollar bill in connection with it. Mr. Blair was still speaking at 6 o'clock.

Resuming in the evening, Mr. Blair expounded the allowance of 5 per cent by the government to the Grand Trunk by saying that the extension would make money enough for the country to extinguish the capital, or at least that part of it represented by the extra 2 per cent. Mr. Blair computed the cost of the 35 miles of road leased from the Grand Trunk at \$1,680,000, allowing \$600,000, or \$1,080,000 for land damages. He thought \$7,500 a year not an excessive annual rental for a share in use of this property. A bridge over the St. Lawrence would cost at the present site some four millions, and the value of the terminal was almost incalculable. On the whole the bargain was splendid. He predicted that when the ninety-nine years for which this contract would run should have expired, it would be renewed by general consent of all parties. The method proposed was the best possible. The government could not buy out the property, as it was subject to bond obligations. He closed a four hour speech by saying that if he performed no other public service, he would have great reason to be proud of this one, not only because he had gained access to Montreal, but chiefly because he had made so fine a bargain.

MR. HAGGART followed. He began by showing the incorrectness of Blair's charge that the traffic agreement with the Canadian Pacific hampered the Intercolonial of facilities in securing business for the government road. He declared that Blair would never get a better bargain with the C. P. R. if the latter road continued to do business at St. John. He argued that Mr. Blair's speech had not increased the revenue of the Intercolonial by \$200,000, he had only done it by an increase of \$200,000 in expenditure, showing a loss of \$150,000 by the operation. He went into the cost of the property, declaring that Blair's valuations were simply ridiculous. Mr. Blair seemed to be imposed upon by some one. The fact that the present bill made important changes as compared with the first bill, showed the stupidity of the first arrangement. But Mr. Blair in all his long speech had not even mentioned these changes. Mr. Haggart would not charge corruption as to the deal with the Grand Trunk, whatever might be his view as to the Drummond deal, but if this agreement did not bear marks of rascality it bore marks of stupidity. This was a still more hopeless case. A rascal might reform, but there was no remedy for stupidity.

MR. POWELL rose to justify his own previous criticisms, to which Mr. Blair had alluded in his speech. Mr. Powell repeated his calculation to show that every dollar of additional traffic gained by the Montreal extension had cost one dollar and thirty-two cents. The gain of Intercolonial traffic was not as great as that of other railways in Canada. When Mr. Blair said there was no general increase of trade in the maritime provinces he was in conflict with the finance minister, who only the other day spoke of a revival of business from one end of the dominion to the other.

Mr. Fielding interrupted, stating he had not claimed the same amount of prosperity in the east as in the west.

Mr. Powell—But he claimed there was an increase. The member for Westmorland went on to give particulars of the increase in the railway business in Nova Scotia. The fact was that Mr. Blair had made a surplus on the old part of the Intercolonial and a heavy loss on the extension to Montreal.

Mr. McMullen followed, and Mr. Gibson defended the contract.

The resolution was reported, and it was ordered that the report be considered tomorrow. The house adjourned at midnight.

NOTES. An opposition caucus was held in room No. 6 this morning. The party reached a unanimous conclusion that the ferryman should give particular notice to the last extremity. Ontario conservative members protest strongly against the bill, which they say is grossly unfair, dishonest, inconsistent and hypocritical.

RUSSIAN JUSTICE. WASHINGTON, June 1.—The president has been appealed to by Adolph Lipsky, a veteran of the civil war, to intercede for him with the Russian government and secure a pardon for him. He went to Russia in 1882 to obtain a portion of his father's estate. He was arrested, but being a naturalized American, was released and banished from Russia. The petitioner claims that he thinks this an auspicious time, during the disarmament congress, to obtain a pardon and thereby obtain his portion of the property.

PERSONAL. Harry Ingersoll and Benj. Gaskill of Grand Manan, Charles Dunnfield, Angbrance; Harry Johnson, Campobello; Emrah Steeves, Petticoat; Wm. R. Catherwood, Fairville, have entered the Curtis Business University this week. All are taking full courses.

ANTIGONISH. ANTIGONISH, N. S., June 1.—Eva McDonald, the two and a half year old daughter of Roderick McDonald Blacksmith, was drowned today. With a number of other children she was playing by the Clydeedale river, and fell in. The other children became frightened and ran home without giving an alarm. The child was seen floating down river by Sarah McGillivray, who drew her ashore, but life was extinct.

TRURO. TRURO, June 1.—Three barns on Phillip's property, North River, were burned to the ground this morning. It is thought tramps started the fire.

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BARGAINS.

A FEW GARMENTS AT LESS THAN HALF PRICE.

- 3 Fawn Rubber Waterproofs, with Caps. Sizes 54 and 56. Former Price \$3.90. Now \$1.00
- 2 Brown Rubber Waterproofs, with Caps. Sizes 56 and 58. Former Price \$4.50. Now \$1.50
- 8 Navy Waterproofs in Rubber Serge, with Caps. Sizes 56, 58 and 60. Former Price \$4.50. Now \$1.50
- 1 Black Rubber Serge Waterproof, with Caps. Size 56. Former Price \$4.50. Now \$1.50
- JACKETS!—1 Black Velvet Russian Blouse Jacket, Lined with Colored Brocade Silk. Size 36. Former Price \$9.50. Now \$3.00
- 1 Fawn Mixed Tweed Jacket (last season's stock) Double Breasted Pearl Buttons. Former Price \$9.90. Now \$2.00
- 1 Black Cloth Blazer Jacket. Silk Facing. Size 38. Former Price \$9.50. Now \$3.00

DOWLING BROTHERS, 95 KING STREET, St. John, N. B.

N. B. UNIVERSITY.

The Closing Exercises of the Year Well Attended.

Orations by Dr. Parkin, Prof. Bailey, and Others—Mr. Sweet the Valedictorian.

FREDERICTON, June 1.—Friends of the University of New Brunswick crowded its halls and library this afternoon to listen to the interesting convocation exercises.

"Science in New Brunswick in Relation to the University" was the title of the address in praise of the founders, delivered by Dr. L. W. Bailey, professor of chemistry and natural science.

After referring briefly to the collegiate work of the past year as having been satisfactory, he proceeded to sketch the gradual growth of scientific study in the province both within and without the college walls.

The first pioneer in this direction was Dr. Cresner, who in 1838 and the two following years made a geological exploration of the province and gathered the data for construction of the first geological map of the province, which, however, was never published.

A little later came the work of Dr. Robb, the first professor of natural science in the university, and who labored in connection with the latter until the time of his death in 1881. After reviewing at some length the important work of Dr. Robb, Prof. Bailey next referred to the condition in which science education was in New Brunswick at the time of the advent of the latter, contrasting it with that of today.

He pointed out that science is now more advanced than ever, most wholly unknown here, one school only in the entire province making the slightest attempt at instruction in this direction. In contrast with this he showed how at first, largely through the influence of Dr. Robb, a taste for science in this direction had been originated, and how this taste in later years found rapid development in the organization of the Natural History Society of St. John, in the valuable work since done by the members of the latter in the origination of the second in the establishment of a museum, a museum which has since expanded until at the present time it is exceeded by any other in the maritime provinces for the value and extent of its collection.

Reference was also made to the wide range of study embraced in the curriculum of the university and the high estimation in which students pursuing the latter were held at Harvard, McGill and Edinburgh. At the same time the impossibility, in view of the advance of modern science in every direction, of any one person covering this extensive field was urged, and the suggestion made that in view of the resignation of Prof. Downing, the chair now occupied by Dr. Bailey be divided, the subject of chemistry being united with that of physics, while the work of Dr. Bailey during his remaining years be confined to subjects more purely biological and geological.

This, according to Dr. Bailey, would not only enable better work to be done in each of these departments, but, by making it the duty of each professor to give courses of lectures both in and outside of the University, at farm institutes and elsewhere, along the direction in which their respective branches bear upon agricultural interests. The plan would meet the wishes of the agricultural community for assistance towards gaining a more scientific knowledge of their special industry.

The address delivered by J. H. Sweet, valedictorian of the class of '99, met with hearty applause.

Chancellor Harrison presided, and among those occupying seats on the platform were: His honor the lieutenant governor, Premier Emmerson and other members of the government, Judge McLeod, Judge Wilson and J. D. Hazen, M. P. P. The exercises were opened by an address on behalf of the faculty by Prof. Bailey.

W. J. R. Wilson read a portion of his essay, Aims and Methods of Modern Science, and was presented with the Douglas gold medal by the lieutenant governor.

The presentation of the alumni gold medal to W. H. Harrison by J. D. Hazen, president of the Alumni Society, and the Montgomery Campbell prize to Miss McKee, were followed by the announcement of G. G. Crawford, class of 1900, as winner of the Brydon Jack memorial scholarship.

The Ketchum medal for proficiency in engineering was presented to Percy H. Smith by Judge McLeod, and the presentation to Peter J. Hughes of the governor general's gold medal for proficiency in English and French. Chancellor Harrison then announced the honors and distinctions in different classes, as previously published in the Sun.

The degree of Bachelor of Engineering was conferred on Percy H. Smith, the first of the kind ever conferred by the N. B. University.

Dr. G. R. Parkin, C. M. G., now principal of Upper Canada College, delivered the alumni address this evening in a large and representative gathering. The address was followed by a reception and dancing arranged for by members of the Alumni Society. Music was furnished by the 71st band.

A committee of students, and another representing the Alumni Society waited upon the university senate this morning, and called attention to the project for securing an engineering building. The senate agreed to go ahead with the undertaking upon receiving assurance that the sum of \$10,000 had been pledged for the purpose.

HALIFAX. HALIFAX, N. S., June 1.—Albert L. Jackson, yardmaster of the Intercolonial railway at Halifax, was drowned in a lake near Enfield while fishing. He and Messrs. Steele and Malcolm, foremen stainers, went to Enfield at midnight and this morning took a boat on a lake back in the woods. Steele fell out of the boat, and in the attempt to rescue him, the boat upset and all three were in the water. They started to swim for the shore, but Jackson sank within ten feet of land and was drowned. The body has not yet been recovered.

Rev. Alfred Gandler, pastor of Fort Massey church, Halifax was married in Newark, N. J., today, to Miss Jean Waters, niece of the late Rev. Dr. Waters.

Dr. A. I. Mader of this city was married today to Miss Eva Waddel, daughter of W. H. Waddel. The customs receipts at this port for May were \$72,682. This is within one hundred dollars of the amount collected in May of last year.

ONTARIO NEWS. NEWMARKET, Ont., June 1.—Mrs. S. Jewett of West Toronto Junction, this evening smashed in the head of her six months' old baby with an axe and then committed suicide by drowning herself in a small creek back of the house. Mrs. Jewett has been in bad health for some time.

BROCKVILLE, June 1.—The Methodist conference today passed a resolution condemning the statement made by Hon. J. I. Tarte some time ago, that the Methodist resident in Anticosti were wreckers, and demanding a full apology for the statement. The secretary of the conference was instructed to send a copy to Hon. Mr. Laurier.

PEACE CONGRESS. THE HAGUE, June 1.—The American mediation scheme was unanimously adopted at yesterday's sitting of the sub-committee, which embodied as article 7 the scheme prepared by the sub-committee, with few alterations.

BICYCLE SUNDRIES

Electric, Imperial, Hartford and Dunlop Tires, Wood Rims, Inner Tubes, Repair Kits, Patching and Wood Rim Cement, Tire Tape, Bicycle Oil, Luggage Carriers, Cork Grips, Victor Gas Lamps, Everlit Oil Lamps, Chain Lubricant, Bells, Toe Clips, Cyclometers, Pedals, Hand Pumps and Tourist Foot Pumps, Flexible Christy and Brown's Saddles, Coasters, Wrenches, Oil Cans, Lamp Brackets, Trouser Guards and Frame Protectors, Valves, Valve Stems and Lacing Cork.

W. H. THORNE & CO. (Limited), Market Square

OTTAWA LETTER.

When Did Costigan Cease to Be a Conservative?

Public Accounts Committee and the Bogus Manitoba Prosecutions.

Mr. Powell's Strong Speech on the Malodorous Drummond Railway Deal.

Bad as Was the Bargain With Mr. Green-shield's, That With the Grand Trunk Was Worse—Blair's Relations With Quebec Railway Brigands.

OTTAWA, May 26.—The public accounts committee held its second sitting yesterday, devoting the time to motions and summonses. A determined effort, led by the solicitor general, was made to head off the motion for witnesses against the government in the case of the bogus Manitoba prosecutions. Last year Mr. Sifton's counsel, who had the handling of \$10,000,000, brought in bills for nearly \$10,000,000, more than the amount. He could not show that the country got any value for the money expended, but under the direction of Mr. Sifton he testified with energy, earnestness and volubility to the wickedness of the Manitoba cases whom he failed to convict. The failure was all on account of the prejudice of the jury, he explained, for the cases were clearly made out. As all this was called good evidence, Sir Charles Hibbert proposes to call as witnesses the counsel for the defence and hear their story. To the content of the evidence of Mr. Sifton's friend the ministers seem to have objections, and Solicitor General Fitzpatrick spent a good deal of strength in expressing them. There was a rather lively discussion, in which Sir Charles Hibbert was supported by Mr. Powell, Dr. Spink and others, while Mr. Fitzpatrick had the backing of the government supporters. Sir Charles Hibbert took it very coolly, remarking that he intended to take the sense of the committee on the subject and allow members to take the responsibility of referring to call witnesses if they thought proper to do so. Mr. Gilson, a sturdy party man, went down to the government committee room to hunt up members to vote against the motion, but when it came to the question Mr. Sifton and Mr. Fielding thought better of it, and all the talk the motion was allowed to pass without a division.

In the house the discussion yesterday on the Drummond Railway Bill brought out a strong speech from Mr. Powell. Mr. Borden had the floor first and finished his discussion, begun a week ago. Mr. Borden is not much impressed with the progress Mr. Blair is making in arranging for through business to Halifax. It is his opinion that the Intercolonial should make a special effort to encourage the export trade at that port and leave to the Canadian Pacific the St. John business. Mr. Borden points out that the Canadian Pacific has 250 miles advantage over the Intercolonial at St. John, and is doing the country a great service by diverting the traffic from Montreal and Boston. But he does not see why the government should carry freight at less than cost price in order to make it more difficult for the Canadian Pacific to do business at St. John. As the Canadian Pacific can not get to Halifax, and the Intercolonial is the only line doing business there, he is of the opinion that the government should make a special effort to secure whatever trade may be in reach, since the extension to Montreal has been made. This is the point of view of the Halifax members, loyal to their own port, and confident of its commercial position.

Mr. McIsaac, who was also a member of the Drummond committee, made a carefully prepared argument to show that the price paid for the Drummond road was not too high. He asserted that the general contractors had a perfect right to the subsidies they received as net gain, even though they transferred to the government that gave the subsidy the property for which the subsidy was paid. Mr. McIsaac made a rather skilful calculation to show that the road must have cost as much as was paid for it. He was not so happy in his effort to explain that the first arrangement proposed by Mr. Blair was really not much worse than the one under discussion. It was true that the price to be paid now was \$1,600,000 and that the \$4,000,000 a year first proposed to be paid would be \$2,000,000. But Mr. McIsaac wanted the house to understand that after paying the \$64,000 a year for 99 years the road would come into the possession of the government and the charge will stop, so that the price annually was not only interest but principal. The unfortunate part of this argument is that Mr. McIsaac forgets Mr. Fitzgerald, the government actuary, testified last year before Mr. McIsaac and his colleagues that \$4,000,000 a year would pay the interest on \$2,000,000 and also provide a sinking fund sufficient to extinguish the principal. This evidence was evidently forgotten by Mr. McIsaac and was probably never read by the Halifax Chronicle, which had an editorial discussion the other day with the same blemishes as Mr. McIsaac's argument.

Mr. Powell in a two hours' speech covered a great deal of ground and gave the results of careful investigation of the whole matter. He showed that the outstart that it was not necessary to buy one railroad and half of another in order to get to Montreal, as the government had power to insist upon running rights and to share in the use of the Grand Trunk properties at Montreal. Mr. Blair himself had compelled the Canada Atlantic road to share its terminal stations

with other lines coming into Ottawa, and the same thing could have been done elsewhere. If the government, however, was determined to buy a line, some care should have been shown to get the right one at the earliest terms. But Mr. Blair had chosen the Drummond road without considering the other routes and on the terms proposed by the company itself.

Mr. Powell showed that the Drummond road was designed as a lumber road. It had been built for 90 miles and remained five years without further development. That 50 miles of road had only one first class car, one second class car, one baggage car, five engines, nine box cars and twenty flat cars. This was the property that Mr. Blair represented as a valuable railway with an immense business. It was a bankrupt line which never paid a dividend and it never had a cent of net earnings. Mr. Powell went on to show how the alleged net earnings were made to appear. The cost of maintenance of the road was put down at less than half the cost of other roads in Canada. Maintenance of cars and other expenses were very much less than they could possibly be on a properly managed road. As a matter of fact there were larger expenses, but they were charged to construction account, although the road had been built and completed to the satisfaction of the government inspectors and the subsidies claimed five years before. It was this expenditure for the maintenance of the road that had helped swell the cost to the figure claimed by the company.

As a matter of fact while the company was claiming to have spent a good deal over a million of dollars on the road, it was trying to sell for less than half a million. Mr. Powell described the various "freebooting expeditions," as he called them, by which the owners of the road tried to work it off on private purchasers or on the government.

The value of the road was not what the property cost the company, but what the company were willing to sell it for to other people. Mr. Powell went on to show that the shareholders valued their property so low that they gave one-eighth to Mr. Green-shield for nothing and another fifth of it for \$24,000. And Mr. Green-shield was selling out to the government at a price which gave him some \$400,000 net for this part of his interest.

But bad as the bargain of Mr. Green-shield was, that of the Grand Trunk was worse. To begin with, the Grand Trunk had a piece of road which could have been built for \$500,000, as it was over a dozen miles long, and other roads near it had been built for \$20,000 a mile. For the privilege of using the Grand Trunk branch the government was paying \$37,500 a year, which was equal to a purchase price of \$1,500,000, or more than twice the value of the road. Yet it though we pay twice the value of the road, we get about one-twentieth the use of it, as the government runs about five trains where the Grand Trunk runs a hundred. Besides, the government has no right to run local trains over the road. It only needs to state this case to show what a bonanza it is for the Grand Trunk and what a loss to the government. Mr. Powell went on to speak of the absurd arrangement by which the government pays five per cent on half the cost of Grand Trunk terminals in Montreal, though the Grand Trunk makes ten times the use of the terminal than the government can, and the proper rate of interest is only two and a half per cent.

Mr. Powell fearlessly asserts that Mr. Blair is not candid when he says he cannot give returns of revenue expenditure on the Montreal extension. It is shown that such returns are prepared by many railroad companies for portions of their line, that such a division is actually made by the Intercolonial and Dominion Atlantic railway with regard to travel over the Grand Trunk from Windsor to Halifax, that Mr. Blair had himself given statements covering the transactions of the Montreal extension during the first month or two, that he kept a special account for the Bales de Chaleur railway when he worked it as part of the Intercolonial, that Sir Oliver Mowat distinctly informed the senate that such special accounts would be furnished, and finally that Mr. Blair himself in his bargain with the Grand Trunk is under contract to keep such a record as he now declares to be impossible. Mr. Powell broadly claimed that the extension to Montreal has been operated at a loss, and that this is the reason why the figures are suppressed.

From such facts as can be obtained Mr. Powell makes good his assertion. He showed that the returns of other railways that the general traffic business of Canada has increased at a rate which would have given the Intercolonial a much better showing as formerly constituted than it has now. Mr. Powell believed that the Drummond railway extension is responsible for a working deficit of \$300,000 in its first year. This is in part supported by Mr. Blair's own statement that the net loss in operating the Intercolonial to Montreal during the first twelve months after the extension was made was \$137,000, which may be compared with the claim which he made in 1897 that in the year after the extension there would be a surplus of \$300,000.

As to the prospects of through trade for export and import, Mr. Powell is of the opinion that it must be carried on at a heavy loss, much heavier than if the business had been carried on through the Canadian Pacific railway. He shows that under the arrangement with the Canadian Pacific, which Mr. Blair now denounces, the Intercolonial was allowed freight on 300 miles for traffic carried from St. John to Halifax. That is to say, the government was allowed its fair mileage share with about ten per cent added.

As was pointed out in a recent letter, the bargain with the Grand Trunk is quite a different thing. The government is allowed on freight taken from the Grand Trunk and carried from Montreal to Halifax not the real mileage of 840 miles, but only 425. That is to say, the Intercolonial carries freight 840 miles for the same price as is paid the Grand Trunk for

carrying it 425 miles. If the traffic is carried by St. John to Montreal, the government is allowed 275 miles, whereas the real distance is 740. It comes to this, that for the Halifax business the government used to get pay for 300 miles and carried it 275, and will now get paid for 425 miles and carry it 840. As to the St. John business the government not only carries the traffic at half price but it also agrees to demand no more than the Grand Trunk gets for carrying freight from Montreal to Portland, a good deal less than half the distance. It remains to be seen how much money Mr. Blair will make by doing through business at half prices.

Mr. Powell had been charged with withdrawing any suggestions of corruption which had been made. He emphatically denies any such withdrawal. No direct charge had been made against any individual so far as he knew, but the circumstances were suspicious, and he still held the opinion in regard to them that he had entertained a year ago. It was a suspicious circumstance that Mr. Green-shield purchased this road just before the sale to the government. It was a suspicious circumstance that this same Mr. Green-shield went down to New Brunswick at the last local election to force employees of certain corporations to vote for Mr. Blair. The deal was made in the transaction and to Mr. Green-shield was calculated to excite suspicion, and Mr. Powell pointed out that Mr. Blair's relations with railway brigands in Quebec was not new. It would be remembered that a \$5,000 cheque from the proceeds of the Bales de Chaleur deal was sent to New Brunswick in a cheque payable to Mr. Blair, and was there endorsed by him. All these matters were calculated to cause a feeling of suspicion and uneasiness in regard to this Drummond transaction. The affair was so exceedingly imprudent and reckless that it could hardly be explained on a basis consistent with the honest intention of the parties concerned in it.

OTTAWA, May 27.—Hon. John Costigan was the centre of interest on Parliament Hill yesterday afternoon. The member for Victoria was for many years a cabinet minister in Canada, but he never drew as full a house as he did when he rose to fill his promise to resign. He had withdrawn from the conservative party. There was a general feeling that the occasion for such an explanation would have arisen if the conservative party had been more fortunate in the late election, but it was expected that the exact nature of the explanation would be given in a speech by Mr. Costigan. Nothing that occurred before the government retired could be regarded as a valid reason for his abandonment of the party now, since he did not abandon it at the time of the occurrence.

If there was any expectation that Mr. Costigan would offer in explanation some wrong doing of the party in opposition, it was mistaken. Beyond a slight reference to the Yukon situation Mr. Costigan had nothing to say against the management of the conservative party. He had withdrawn years. His reflections on the leader and his associates referred altogether to circumstances that occurred before Mr. Costigan took office under Sir Charles Tupper. Last there should be some misapprehension, I quote the exact words of Mr. Costigan, explaining when and for what reason he changed his position.

"Sir Charles has no need to be surprised by my change, for he must have known that I have been changed from the day he landed in Canada, to the detriment and ruin of the party. From the day Sir Charles landed the doom of an honest government and the leadership of an honest man was sealed. The fate of Sir Mackenzie Bowell was sealed. For myself, I changed my politics that day half Sir Mackenzie Bowell's cabinet went out and left him in the lurch, after being parties to the business which parliament was called together to transact. My change of front was based on that indefensible act."

This is Mr. Costigan's statement of the reason why he is not now a conservative. One hesitates to say that it is not a true statement. But how could Mr. Costigan have withdrawn from the party and changed front on account of that transaction and still become a colleague of Sir Charles Tupper in the ministry and associate of the gentlemen whom he says he then deserted? If it is true that he changed his politics in March, 1896, Mr. Costigan's position during the next three months was not creditable to himself. What he now says is that though he had ceased to be a conservative, though he had changed his party, he still took office under a conservative leader, still sat in confidential relations with the conservative ministers, still appeared before the country as one of the leaders of that party, and appealed to the country on the platform in support of the associates in whom he had no confidence. If he changed his politics before he went in as Sir Charles's colleague, it is obvious that he had no right to go in, and that his entrance into that cabinet was an act of treachery. This writer does not say that Mr. Costigan committed such an act of betrayal. It is more reasonable to believe and more courteous to Mr. Costigan to say that he had not gone over to the enemy when he stood in the front ranks with the conservative party in the last political struggle.

Mr. Costigan offers only one explanation of his course in joining the Tupper government, after he had, as he now says, changed his politics. He says that he joined Sir Charles Tupper with reluctance, and told him so. He went under conditions. Fortunately, Mr. Costigan produces the record to show what these conditions are. Here is the letter in full wherein they are set forth:

OTTAWA, 26th April, 1896.

Dear Sir Charles Tupper: Referring to our conversation, yesterday, in which you mentioned that during my absence until Thursday in New Brunswick you might be called upon to form a government, and wished to know if I would accept a position in your cabinet, I have thought the matter over most carefully, and I think it well that I should address you this letter so as to define my position exactly. I entered Sir John Macdonald's government in 1872, and rendered his government all the support that I could bring as an Irish Catholic representative, believing that in that position I would be able to secure for Irish Catholics reasonable and legitimate recognition of their rights, but after fourteen years under different chiefs of the conservative party, I am forced to the humiliating admission that I have been unable to secure anything like fair treatment for the Irish Catholic people. My interests were involved, though I am quite sure that few Irish Catholics in Canada believe that I failed for want of pressing with all possible earnestness their claims on all occasions. You can therefore easily understand that after three years' service in politics I have no great desire to continue the struggle.

In view, however, of the principle involved in remedial legislation, to which Sir Mackenzie Bowell's government was pledged, I entered the cabinet of Sir Charles Tupper, and I was bound to carry out the same policy, especially as regards the Manitoba school question, which was a matter of national importance, and upon which you are at once that you may count upon my assistance and services if you require them, for I am ready to stand by the government, presuming that the policy to be introduced and pressed through a remedial bill at the first session of the new parliament will be clearly announced by you on behalf of your government. I attach all the more importance to this matter, as the question of remedial legislation on account of the difficulties created by the Mackenzie Bowell and part of his cabinet at the beginning of last session, which involved serious consequences for the Irish Catholic people, remedial legislation would have been much better.

It must also be mentioned that it will be absolutely necessary, and, in fact, consistent with remedial legislation, that I should be enabled to attend the general session in order to ensure a proper consideration of the school law being paid to the separate schools in Manitoba. In view of recent events, I am sure that the department of marine and fisheries, and as it is one of the most important at your disposal, I assure you that I will be glad to do so for the post office instead.

Yours faithfully, JOHN COSTIGAN.

The first two paragraphs of this letter are historical and autobiographical. If they make any complaint against Sir Charles and his associates it is a complaint which applies more strongly against the latter than the former. Mr. Costigan served and whom he says he would follow now if they were in public life. This point Sir Charles Tupper presented clearly enough when he said that if Mr. Costigan had not been enabled to secure anything like fair treatment for the Irish Catholics, he would have followed him. Mr. Costigan had abandoned not only his colleagues and his party, but at the same time the very principles which he was supposed to hold most dear. Not only had he done so, but he had applied course investives to Sir Charles and his other former associates in the columns of a government newspaper.

The other two paragraphs state the conditions which Mr. Costigan made, if they may be called conditions. It is not alleged that these conditions were accepted and not carried out. On the contrary Sir Charles Tupper and his colleagues clearly defined their position in regard to remedial legislation. Sir Charles fought the issue out to the last, and as everybody knows, the position of the party on this subject was sealed. Whether it was wise or unwise for the government to take that position may be an open question. But the last man to take advantage of the loss occasioned by that departure and to desert the leader after the disaster was met should be the last man to take advantage of the adoption of the programme. This also Sir Charles Tupper showed in his reply to Mr. Costigan.

But what the letter shows more clearly is the fact that Mr. Costigan did not make any announcement of his change of politics. He did not say then that the doom of an honest government was sealed. He did not say that the rulers of the party were wanting in integrity. Especially he did not say then, as he declares now, that he had changed his politics some weeks before and was no longer a supporter of the party. There was nothing in the letter to suggest to Sir Charles Tupper that Mr. Costigan considered him the wrong man to lead. There was no suggestion that he should remain in England. It remained for Mr. Costigan to make the statement that he had changed his politics, and when Sir Charles Tupper had ceased to be prime minister and when Sir Wilfrid Laurier had power and patronage at his disposal.

One other remark may be called for by the reference of Mr. Costigan to Sir Mackenzie Bowell. At this late hour he makes the desertion of Sir Mackenzie a reason why he is no longer a supporter of the party. If Mr. Costigan had as much sympathy with Sir Mackenzie Bowell as his remarks before and now show, he might as well have said that he had changed his politics to imitate Sir Mackenzie Bowell no doubt strongly resented the conduct of his colleagues. Sir Mackenzie Bowell did not, like Mr. Costigan, go into Sir Charles Tupper's government with the "boilers." But he was the difference in their subsequent careers. Sir Mackenzie Bowell never for a moment withdrew from the conservative party. He does not go to Sir Wilfrid Laurier with offers of assistance and support. On the contrary he makes his fight for the principles he has always maintained, and against the all-knowing Sir Charles Tupper, the same unflinching effort, that he did when he held office. 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CITY NEWS.

Recent Events in and Around St. John, Together With Country Items from Correspondents and Exchanges.

When ordering the address of your WEEKLY SUN to be changed, send the NAME of the POST OFFICE to which the paper is going as well as that of the office to which you wish it sent.

Remember! The NAME of the Post Office must be sent in all cases to ensure prompt compliance with your request.

THE SUN PRINTING COMPANY, issuing weekly 8,500 copies of THE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers, please make a note of this.

Quality is the star that leads to the success of Union Blend Tea.

The military in Halifax have decided to hold a three-days' tournament in July.

Halifax is making preparations to celebrate its 160th birthday on June 21st.

The old hull purchased by the government to take the place of the Miramichi lightship is far worse than the craft she succeeds.

L. V. Gillis of Calais, formerly clerk for W. H. McQuade in Lynn, Mass., has joined the office staff at the Grand Union hotel.

The conversation of the University of King's College will be held in the Convocation hall on Wednesday evening, June 21st.

The Patent property of Princess street, recently purchased by Mr. Deane, has been sold by him to Michael Hogan for \$3,500.

W. S. McKie has sold to John Davies of the Davies hotel, Charlottetown, a pair of grey horses which he brought down here from western Canada. They are a handsome pair of horses.

Rev. G. Osborne Troop, rector of St. Martin's church in Montreal, has addressed a letter to his congregation expressing the hope that it may be definitely recovered from his present illness to return to his work in September.

Kumfort Headache Powders contain no morphine and any drug that is in any way harmful. They do not create any habit by continued use.

R. N. Knight has sold his fine residence at the corner of King and Ludlow streets, Charlottetown, to the trustees of the late John Vassie. Mr. Knight will continue to occupy the house and store until May next, and report says after that date a large dry goods store will be started there.

Charles Matthew, son of George F. Matthew, left Montreal for Bridgewater, Conn., where he will in future reside. He was an active member of the High School Amateur Athletic club, and his associates were present at the station to give him a send-off. On behalf of the club, Mr. Sproll presented Mr. Matthew with a pair of solid gold link cuff studs, set with pearls. The gift was gratefully acknowledged.

W. H. Trueman has been appointed law clerk in the department of railroads and canals at a handsome salary. The office requires a residence at Ottawa, and Mr. Trueman and family will remove to the capital at once. G. G. Ruel will succeed Mr. Trueman as equity court reporter in this city.

News has been received of the death at Bath, England, of Rev. H. B. Swabey, a son of the late Capt. W. Swabey of Charlottetown, and for some years rector of St. John's church, Port Hill. P. E. I. P. Swabey's wife was Miss Jenkins of P. E. Island, and three of their sons are surgeons in the British army.

Mayor Sears is in receipt of a letter from Margaret Ryan of Altoona, Pa., asking for information of the sons of Thomas Ryan. The writer adds that Ryan senior, who died seventeen years ago, was born in Ireland, and at one time served in the British army.

SHARP & McMACKIN, THE LOWEST PRICED DRY GOODS STORE IN ST. JOHN ARE NOW SHOWING. Dress Goods, Hosiery, Men's Ready-Made Pants, Hemp Carpets, Floor Oilcloths, TABLE OILCLOTHS, Curtains.

Prices are the lowest. Don't forget the place—385 Main Street, North End.

Notice to Subscribers.

T. E. A. PEARSON, is travelling in Carleton Co. in the interests of The Sun.

Tuesday's Montreal Gazette notes an advance of 10 to 20 cents in Manitoba flour, in sympathy with the rise in wheat.

Peter Clinch visited Campbellton a few days ago, and in view of the fact that the town is to acquire the water works, reduced the insurance rates about 20 per cent.

There are now 650 Nova Scotians residing in the town of Haverhill, Mass. Cheese has declined within a week from 7-8 to 1c. for the Quebec article in the Montreal market, and 1-2c. for Ontario.

Among the international steamer Cumberland's freight from Eastport on last Monday's trip were 4,000 boxes of smoked herring from Grand Manan, consigned to New York parties.

The I. C. R. has concluded a five years' lease of the No. 7 Montgomery store, No. 7 King street, and will take possession on Monday. It will be five days yet before their new ticket office is ready.

A Yarmouth man lately set a hen on fourteen eggs and sixteen chickens resulted. The energetic fowl had laid a couple more eggs just to show her capacity and hatched the lot.

Children Cry for CASTORIA.

NEW CHEESE FACTORY.

CORNHILL, Kings Co., May 31.—A new cheese factory has been opened at Kilmam's mills, with Frank Buckley as manager. About forty farmers of the locality are interested in the company, with the following officers: E. Keith, president; A. Beckwith, secretary; A. Rodger, W. Stevens, F. Cameron and A. Conroy, directors.

The factory started with a large supply of milk, and it is expected between eighteen and twenty tons of cheese will be turned out during the season.

FOUGHT IN CUBA.

Harry Butcher, son of F. R. Butcher, who fought through the Cuban war with a Tennessee regiment, and who is now home on a vacation, will leave shortly for Colorado. Mr. Butcher was a guerrilla fighter in that province, and in several skirmishes and knows that he killed two Spaniards. After the war he was stricken with malaria, and later had typhoid fever, brain fever and measles, but is now quite well.

Mr. Butcher's military conditions were somewhat peculiar. He says that Spanish bullets and sickness caused the death of 450 of the 1,200 men of the regiment.—Globe.

DEATH OF ROBT. M. KERR.

The death occurred at the General Public Hospital, early Wednesday afternoon, of Robert M. Kerr, aged 38 years, a native of Benton, Carleton county, but for four years a resident of Paton, Me., and roadmaster on the P. and S. railway. He had also been a member of the P. and S. railway for a couple of years.

Mr. Kerr came to the hospital on May 22nd, suffering from cancer. An operation was performed last Tuesday, but the disease had gone too far, and death ensued on Wednesday.

Mr. Kerr was a son of the late Andrew Kerr of Benton. He leaves four brothers, Alexander and Duncan of Benton, Henry A. of Europe, Canada, and Joseph, in British Columbia, and one sister, Mary L., at home. His brother, Alex. Kerr, came to St. John and took the remains home to Benton for burial. While at the hospital the deceased, who was a Knight of Pythias, a Mason and an Orangeman, was very kindly treated by St. John members of the first named order, and his brother desires to express his warmest thanks for the same. Rev. D. J. Fraser visited the sick man before his death.

The body was taken to Benton and the funeral takes place from the Presbyterian church at Oak Mountain at 10 a. m. on Saturday.

FIRE AT STEWACKE.

Alfred Dickey's Big Saw Mill With Thousands of Feet of Lumber Destroyed.

HALIFAX, May 31.—The lumber mill at Stewicke, owned by Alfred Dickey, was destroyed by fire tonight. The conflagration is believed to have started by a spark from the locomotive of the St. John day express that arrived here at 7 o'clock this evening. At 8:30 o'clock, just after this train had crossed the Stewicke river bridge, that structure was observed to be on fire. The mill is near the bridge, and in a few moments the flames, which spread with great rapidity, had reached the mill. Cookhouse, dwelling, blacksmith shops and mill were soon on fire, and in a very short time were a total loss. The fire spread to the pile of cut lumber of which Mr. Dickey had seven or eight million feet. Of this three millions were pine that had been standing for a couple of years. Help was asked from the Truro fire department, but none could be afforded because of the burned bridge, which was on the Truro side of the Stewicke. Halifax with 700 feet of hose sent. The lumber piles are still burning fiercely.

HALIFAX, May 31.—A despatch from Stewicke at 1:30 o'clock this morning says the fire is under control and the damage to the sawn lumber will be smaller than was expected. Millions of material are uninjured.

MILK MEN TALK.

Committee Appointed to Meet the Board of Health.

The milkmen who supply the city met Thursday afternoon to consider the new regulations governing the sale and supply of milk in the city. The meeting was called to meet in the Agricultural Society's building at the Smithfield grounds, but there seemed to be some misunderstanding, as the major part of the dealers assembled in the big barn at the entrance to the grounds, while twenty or so assembled in the grand stand and proceeded to the business on hand, with an expression of regret that the attendance was so small. At this point those who had been on the outside got a tip and filed in, increasing the attendance to seventy odd, making it a thoroughly representative meeting.

Robert McLean was chosen chairman and J. Donovan secretary. The new regulations were then read section by section and discussed. Several sections were disapproved of and the regulation in part ridiculed.

The sections referring to inspection were considered at some length, and the opinion of the meeting seemed to be that it would be less expensive if the government would appoint special inspectors, and they declined to ask the government, through the board of health, to do so. In support of this Mr. Macaulay, who handles about five hundred quarts of milk a day, said that for an inspection of thirty-three cows last year he paid \$33, and consequently the price of milk in certain seasons of the year would be advanced.

Numerous other objections were noted and talked over, with the result that a committee of seven was appointed to interview the board of health and report back to a general meeting of the milkmen. There was some little difficulty in selecting the committee, there being a difference of opinion as to the size of the committee. After a lot of discussion it was decided to limit the number to seven and the following were elected: Messrs. Donovan, McLean, Creighton, Robertson, Macaulay, Carpenter and Morben.

The committee will meet the board of health at the earliest opportunity and will at once report back to the dealers and others who are decided on a motion that it would be advisable to form an association.

GRAND MANAN.

Lightkeeper Seely and Wife Save Two Lives—Result of Fishing Operations at Bale Verte—Plenty of Pollock and Herrings Down the Bay.

GRAND MANAN, May 30.—In the heavy easterly gale of Saturday, the 20th inst., a skiff belonging to White Head Island, with a young man of 23 and a boy of 12, sons of Simeon Johnson, were blown off from Southern Head, and had to run to leeward for safety. Getting in the shelter of Macchia's Point, the skiff was taken up with the skiff, and were taken off by Lightkeeper Chas. Seely, with the aid of his estimable wife. The next morning their boat was gone. Mr. and Mrs. Seely are deserving of some recognition from the marine department for the providential rescue of those boys.

C. E. Ripley is home again from Bale Verte with the most of his crew. He reports the fruits of the season's fishing as eighteen thousand boxes of fish, and five hundred barrels of herrings for lobster bait. Fred McLaughlin's stand, about twenty miles further to the eastward, in the province of Nova Scotia, has put up eight thousand boxes of lobsters and five hundred barrels of fish. The other stand at Pugs Bay has not done so well, the herring being not coming in there as last year.

Capt. L. C. Ingalls is now smacking lobsters for Ashton Thomas at North Head, who barrels them up and sends them to the American Packing Co. of Boston, Mass.

Plenty of pollock and herrings are reported on the Soundings. Capt. Ingalls caught a hundred and seventy-six fine pollock on the 13th inst., when on his way to Meteghan. The Queen's birthday was most loyally observed all over the island, as was Empire day, and schools. Capt. Markham, son of Lt. Col. Markham, is travelling over the island in the interests of the Sun.

M. KELLY ON REDISTRIBUTION.

M. Kelly of St. Martin's says to the Sun: "According to the redistribution bill, St. John city, with 40,000 population, is to have one representative in parliament, and the county, with only 10,000, is also to have one."

"One county man being as good as four city men, it follows that neither political party in the county will accept a city man as candidate."

"Mr. Kelly further suggests that possibly John McLeod, M. P. P., as a 'heaven born legislator,' might be accepted and chosen by acclamation to represent the county at Ottawa."

JUNE WEDDINGS.

Booth-Kaye. (From Friday's Daily Sun.) St. John's Episcopal church was the scene of a quiet yet interesting wedding at 2:30 o'clock Thursday afternoon, June 1st, when the rector, Rev. John deSouyres, united in wedlock Henry Booth, eldest son of the late Henry Booth of London, England, and Miss Florence Standen Kaye, youngest daughter of the late James J. Kaye, O. C.

A very pretty wedding was solemnized yesterday morning at Ainslie street church, when the Rev. I. B. Smith united in marriage Miss Barbara Curry and Leland S. Huettler, two of the most prominent young people of the church in which the ceremony was performed. The pulpit and

The Sun's Point de Chene correspondent writes that the body of Jas. Hamill, who had been missing for some days, was found on the Ballast wharf. Hamill had been drinking heavily.

SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA. Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of Infants & Children. Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

THE HISLEY TEAM.

The personnel of the Hisley team was announced Thursday. The team is composed as follows: Lt. Col. H. H. McLean, 62nd Fusiliers, commandant.

Capt. R. A. Helmer, 43rd batt., adjutant. Lt. H. C. Blair, 78th Batt. Capt. W. H. Davidson, 80th Royal Rifles.

Capt. J. Limpot, 29th batt. Lt. W. D. Heller, 30th batt. Capt. O. W. Wetmore, 74th batt. Capt. A. Wilson, 33rd batt. Surg. Lt. Bertrams, 77th batt. Lt. A. Robertson, 77th batt. Serg. F. Armstrong, 10th R. Gren.

Serg. C. R. Crowe, 1st B. F. A. 11-Pte. A. R. Fleming, Brandon In. Co. Lt. R. A. Robertson, 13th batt. Serg. J. A. Broadhurst, 5th Royal Scots. Capt. A. D. Cartwright, 14th R. G. Serg. Major S. J. Higgins, 18th R. G. Serg. A. Graham, 48th Highlanders.

Capt. R. R. Rennie, 2nd B. F. A. Pte. J. Weatherly, 32nd batt. Major P. E. Ross, 13th batt. Lt. John Ogg, 1st B. F. A. The team assembled in Montreal June 23 and sail June 24.

THE LATE MRS. WOODS.

The death was announced in Wednesday's Sun of Jane E. Wood, relict of the late Hon. Francis Woods, a most estimable lady. Mrs. Woods was a daughter of the late John Armstrong of the parish of Peterborough, Queens county, was born in 1833. In 1852 she became the wife of Mr. Woods and they took up the farm near Welsford station where they lived for so many years. It was a forest at the time, but it soon became a good paying property. Mrs. Woods ably assisted her husband in all his undertakings. The deceased lady left four sons: George, who resides in California, but who was at home when she died; William F. of Armstrong's Corner, Queens county; Charles W. and Harry W., who resided with her at Welsford, and two daughters, Mrs. Wm. Howe of Welsford and Mrs. C. Taylor of Hoyt station. Mrs. Woods was a sister of Geo. E. Armstrong of New York, Thos. Armstrong of Minneapolis, J. S. Armstrong of Eureka, Cal. and Chas. Armstrong of Eureka, Cal.

BROTHERHOOD OF ST. ANDREW.

In pursuance of instructions the executive committee of the Brotherhood of St. Andrew met Wednesday afternoon and elected certain special committees to take in charge the several matters in connection with the forthcoming convention. Those present were H. C. Tilley, H. H. Pickett, S. L. Gorbell, W. L. Harding, J. N. Rogers, R. E. Coupe, W. P. Fenety and also G. E. Streeter of Toronto.

The following committees were formed: Hospitality, reception and credentials with Mr. Tilley as chairman; music and meetings committee with Mr. Rogers chairman; printing, advertising and press committee with Mr. Fenety as chairman. The finance part of the convention will be looked after by the members of the executive committee. Another committee was appointed whose duty it will be to inquire into rates, etc., for transportation of delegates and their entertainment, and Mr. Streeter was elected chairman. The secretary of the convention is Frank A. Kinneer, and to him all communications are to be sent. His address is 35 Carlton street, St. John.

From information already to hand it is expected that in addition to Bishop Kingsdon there will be present at the convention in Montreal, Bishop Baldwin of Huron, and probably Bishop DuMoulin of Niagara and Canon Matheson of Winnipeg, and other able speakers not only from the dominion but from the United States as well.

H. H. Pickett is chairman of the executive committee. An attempt is to be made to secure the attendance at the convention of a number of Brotherhood men of Boston, Portland and other near-by American cities, and it is thought that there will be two hundred or three hundred members present.

RELIEF MEASURES.

The investigating committee appointed at last Monday's meeting held a session Wednesday afternoon in the ladies' parlor of the Union Hall. There were present his worship the mayor, who acted as chairman, Revs. R. P. McKim, J. C. B. Appel, D. Long, J. M. Davenport, George Steel, T. A. Gordon and Ald. Christie, Keast, Muldrige and McGoldrick.

The clergyman presented the reports of their church committees. These reports are in some cases partial, but will be supplemented later on by full reports, giving the name of every one affected by the fire, irrespective of need. These reports will be tabulated by the mayor, whose permanent office during the period of giving relief is in the Union Hall. His worship stated that already some 200, or 400 people have been assisted, and their names tabulated. A similar work is being done by the representative of the women's council.

A summarized statement of the organizations, sports, follows: Rev. D. Long, pastor of Victoria E. Baptist church, reported that about 44 families were burned out, 150 persons homeless; of these 31 are uninsured and 13 insured.

Rev. Geo. Steel, pastor of Portland Methodist church, reported that of his church 14 families have been affected, 12 families burned out, including 64 persons. Five families need help, and of these three have been aided by the council and the ladies.

Rev. J. M. Davenport, rector of St. John the Baptist church, reported that three families belonging to that church had been burned out, losing everything. These had been partially helped by the church.

Rev. J. A. Gordon, pastor of the Main Street Baptist church, reported 17 families burned out, the majority need help. This includes 246 persons; 16 families insured, and 54 not insured. The church has assisted to some extent out of its own poor funds.

Rev. J. C. B. Appel, pastor of the Main Street Christian church, reported five families burned out, which include 22 persons. One family had partial insurance. The families which need help have been assisted.

Rev. R. P. McKim, rector of St. Luke's church, reported that 45 families were burned out.

WANTED—Buyers (wholesale) Smoked Fish and Kippers, Fresh Shad, Halibut and Capelin, Also Fresh Cod and Haddock. THE HAMMOND FISH CO., Britannia street, St. John, N. B.

St. George can boast of having the finest brass band in the province outside of St. John.—Beacon.

