

WOMEN'S JACKETS...

You may buy a six dollar jacket for two or an eight dollar one for three just now.

Heavy Ribbed Wool Hose for Boys, sizes 6 1/2 to 9 1/2, at 25 cents. Worth 35 cents.

Jacket Cloths at Half Price.

Fancy Mixed \$1.50 Cloth for 75c. \$2.00 Cover Cloths for \$1.00. \$2.00 Beaver Cloths in mixed colors, for \$1.00.

DOWLING BROTHERS, - - 95 King Street.

As Good As Gold

to anyone that wants clothing. Since stock taking we find a number of odd lines that we have now piled aside and cut the prices to clear them out at sight. Here's a few prices.

- 30 Children's Blouse Suits, now... 60 Cents
15 Sail or Suits, now... 90 Cents.
40 Boy's Knicker Suits, now... \$2.50
27 Boy's Knicker Suits, now... 3.00
46 Youth's Suits now... 2.75
17 Men's Suits, now... 2.50
20 Men's Suits, now... 5.00
35 Men's Black Suits, now... 5.00
7 Men's Suits, now... 3.00
12 Men's Ulsters, now... 3.50
100 Men's Ulsters, now... 4.50
90 Men's Ulsters, now... 6.25
12 Men's Ulsters Satin Lined, now... 10.00

Don't delay if you want any of these. FRASHER, FRASHER & CO., Cheapside, 40 and 42 King Street, St. John N. B.

IN THE PHILIPPINES.

No Important Developments Expected for a Few Days.

WASHINGTON, Feb. 9.—All that Gen. Otis had to report to the war department today related to the casualties that have resulted from the American troops as the result of the actions since Saturday night. Matters in Luzon are now in a state of temporary quiet apparently, and one of the officials who knows as well as any one here as to what is said this afternoon that he did not expect to hear of important developments in the Philippines for the next four or five days.

WASHINGTON, Feb. 9.—Probably within forty-eight hours Gen. Miller will have begun the attempt to occupy Iloilo. No specific orders on this score have been sent to him since the battle of Saturday and Sunday, nor has he been heard from directly respecting that matter, but it was his known intention to make this movement as soon as he felt that conditions warranted it.

THE SAMOAN AFFAIR.

LONDON, Feb. 9.—In the house of commons today the parliamentary secretary for the foreign office, the Right Hon. Wm. St. John Broderick, said his Majesty's government was awaiting the arrival of consular dispatches from Samoa before expressing an opinion regarding the recognition of Manua as king of Samoa.

KLONDYKER MARRIED.

LONDON, Feb. 9.—Alexander Macdonald, of Devon, Exeter, known as "Aunt Mary," quietly observed her 100th birthday at her home in this city today.

MARY IS 105 YEARS OLD.

NEW BEDFORD, Mass., Feb. 8.—Miss Mary Spooner, colloquially known as "Aunt Mary," quietly observed her 105th birthday at her home in this city today.

The str. Hiawatha is to be further engaged in gruesome work. Last summer she was employed in gathering dead bodies of the ill-fated French str. Bourgogne. Now she is under charter for Cuba by the U. S. government to bring home the remains of American soldiers who were slain on the battle-field of Santiago.

OPPOSITION SPEAKERS

Address an Enthusiastic Audience in Mechanics' Institute.

The City Candidates and Hon. George E. Foster on the Issues of the Hour.

What a Coalition Government Really Is—The Two, Three and Four Price Bridges—How St. John Has Been Robbed—The Policy of the Opposition Clearly Defined

The liberal conservative meeting in the Mechanics' Institute on Thursday was a grand success. The attendance was large, although the exceptionally cold weather no doubt kept some people away.

W. H. Thorne presided, and among those on the platform were: Hon. George E. Foster, W. W. Christie, Dr. Stockton, Dr. Alward, Wm. Shaw, F. B. Lockhart, George McLeod, A. C. Smith, John A. Chealey, Dr. W. W. White, Ald. Macrae, Dr. James Christie, Wm. M. McLean, Lieut. Col. Armstrong, H. G. Finley, Scott E. May, H. E. Thomas, F. Granville, H. E. White, George H. B. Belyea, John K. Schofield, Capt. Keast, and W. A. Forbes.

The chairman made a few opening remarks and then introduced C. B. Lockhart, who was given a most cordial reception.

MR. LOCKHART'S SPEECH.

Mr. Lockhart expressed his thanks for the nomination tendered him, and said that in the years he had been a member of the house of assembly he had tried to do his whole duty in the interests of honest government.

of half the voters before getting a new one. Mr. Emmerston had introduced a liquor license bill with its provision to take revenue away from St. John.

WILLIAM SHAW.

was the next speaker, and was given a great reception. He said he was glad to see such a large and representative audience brought together without the aid of a hired band.

DR. STOCKTON.

Dr. Stockton, the leader of the opposition, was given a very warm reception. The gathering cheered him before these were steel bridges.

DR. ALWARD.

was the third speaker. For the fifth time in sixteen years the government has said it had three pretenses, but its policy was moulded by one man.

In 1886 there was \$22,445.51 expended on permanent bridges. When the report was brought down he pointed out that only \$4,976 of that was expended in counties outside of those represented by members of the government.

Dr. Alward had accused the debt question at length, so that it was unnecessary for him to say much about it. He would, however, use the press upon his charge that the debt which was \$757,000 on Dec. 31st, 1884, had on Oct. 31st, 1887, increased to \$2,483,000.

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to prove that they took much a deep interest in the fisheries now, when a matter of fact they did not put an argument when the fisheries question was before the supreme court of Canada.

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Dr. Stockton did not approve of the present way of expending the by-road moneys. He advocated a system which would place these moneys in the hands of the municipalities.

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New Laid Eggs 30 Cents Per Dozen! This is the price in St. John today. If your hens are not laying freely buy one of MANN'S GREEN BONE CUTTERS, you will be surprised at the increased production. Prices \$7.50 and \$10.00 each. W. H. THORNE & CO., Limited Market Square, St. John, AGENTS.

(Continued on Page 12)

BOARD OF TRADE.

What the Sand Point Improvements Actually Cost the City.

Will Compile and Publish Information for the Ratepayers Regarding Montreal System of Assessment.

Mr. Jarvis and the Proposed I. C. R. Grain Elevator—Letter from the Vice-President of the C. P. R.—Exports to Great Britain this Winter in Excess of Last Season's Figures.

The monthly meeting of the Board of Trade held on Tuesday afternoon was marked by an unusually large attendance, the board room being pretty well filled. President McLaughlin occupied the chair. The minutes of the meeting of the council and of the preceding meeting of the board were read by the secretary.

C. P. R. AND HARBOR IMPROVEMENTS.

Replying to the board's communication, asking if the C. P. R. intends to provide further wharf and other facilities at St. John west, to accommodate the increased export trade of the dominion, Vice President Smaughnessy writes under date of Jan. 9th: "We gather from published statements by members of the government that attention is now being given to the improvement of harbors and facilities at several points in the dominion, and we know of no place deserving more consideration than the Canadian winter ports on the Atlantic seaboard."

"These ports are so decidedly national in their character that harbor and dock facilities should be provided at the expense of the general government rather than an individual railway company. The growth of traffic via the port of St. John notwithstanding the disadvantages of an insufficient ocean service, shows pretty clearly what could be done with modern freight steamers and the necessary facilities for loading and unloading them with dispatch."

"I am afraid that other engagements will prevent me from visiting St. John within the next few weeks, but if your committee, or any member of it, be here at any time, I shall be glad to meet you or him and discuss all matters of mutual interest. In the meantime if you prefer, I shall request Mr. Tait, manager of eastern lines, to visit St. John for the purpose of conference with you."

APPEAL FROM CITY PRINTERS.

The following letter was read: "In pursuance of a resolution passed at the last regular meeting of St. John Typographical Union, No. 55, held on Saturday evening, 14th Jan., I was instructed to draw the attention of your honorable body to the fact that orders for large amounts of printing have been at various periods given to Toronto houses to the detriment of the printing interests of this city. As the St. John Board of Trade has taken a deep interest in the city's welfare in endeavoring to foster industries and build up the trade of St. John, it is a matter of regret that so many of our merchants and business men, by giving their orders to Toronto, who makes a tour of our city several times during the year, thus cause a loss of revenue for various seasons, among which may be mentioned the following:

Firstly, our employing printers have to pay enormous sums in taxation, while their plant is decreasing yearly in value and a portion of the time through the inexperience of a number of our most prominent business men.

Secondly, since the introduction of type setting machines into St. John a number of printers have been deprived of employment, thus either forcing them to seek homes in an alien country, or printers generally are not able to perform manual labor; and

Thirdly, men who are only partially employed during the year do not earn sufficient to support themselves and families, and consequently are not in a position to contribute their quota to the city in the shape of taxes. If the members of the St. John Board of Trade would only use their influence to secure a "stay of proceedings" along the line indicated much benefit would accrue to the idle printers and great assistance rendered in reducing the army of unemployed workmen.

The letter was signed by W. H. Coates, secretary. W. M. Jarvis said this letter had been referred to the board because it was a difficult subject to handle. He knew that much labor printing was obtained here by Toronto travellers, but he did not think much mercantile printing was done by outsiders. He regretted that the Typographical Union had not presented some facts to the board.

Capt. Keast said printers and paper manufacturers were coming here monthly taking orders for letter-press, bill-boards and all sorts of mercantile printing, which orders they secured by giving an enormous reduction from St. John prices. This printing was being done by Toronto parties for small as well as large St. John dealers, merchants, etc. He patronized local printers, believing that it was the duty of every merchant to support local institutions.

T. H. Hall said the difficulty was largely due to Upper Canadian printers having more push and capital than the St. John men. It was the price that told. These Canadian travellers showed samples so much ahead of St. John work that they caught a great deal of business. St. John merchants would prefer to patronize local houses, other things being equal, but

the samples put before them by pushing travellers carried weight. Capt. Keast thought this was a poor way of building up St. John. The debate then dropped, no action being taken. Court Bros. and E. E. Williams were balloted for and admitted members of the board.

There was considerable discussion over a resolution to take the initiative in so amending the fire-limits law as to legalize the erection of a tall grain elevator on the I. C. R. grounds by the government, but it was finally decided to let the matter rest in the hands of the Common Council.

WHEAT SAND POINT WORKS COST CITY.

President McLaughlin submitted the following interesting report: "Gentlemen—In compliance with the resolution passed by this board at its last monthly meeting, I have prepared a statement of the actual cost of the Sand Point works, which, it is desirable that the members of this board and the public generally should have as accurate knowledge as is possible concerning the expenditure during the past few years at Sand Point in connection with the Canadian Pacific railway and the winter port developments there."

Therefore resolved, that the president of the board be requested to have prepared and presented to this board at an early date as possible, a concise history of the movement, tracing it from the beginning up to the present time, including a statement of the total revenues and expenditures or gifts by the city to date. Also a statement of the total revenue and expenditures during the winter and summer from the improvements in question, also, if possible, a statement of the revenue derived from the same property prior to the time when the improvements were commenced.

I beg to submit the following summary of expenditure by the city in connection with the terminal facilities provided at Sand Point to meet the demands of winter port business at west St. John: There has been expended for construction purposes, including purchase of land, purchase of materials, purchase of J. D. Leary lease and improvements thereon, grant to Canadian Pacific railway, purchase of Connor's lease with improvements thereon, and sundry expenditures for land, extracted, warehouses, dredging, etc. \$423,239 17

Financial table with columns for item description and amount. Includes items like 'From this and other sources', 'Total bonded indebtedness', 'Amount of interest on the same', 'Total amount of interest on the same', 'Less commission collected', 'Annual grant for 20 years from provincial government', 'Total', etc.

Annual cost to city for interest on sinking fund on same \$37,013 34. It will be gratifying to the members of the board to learn from this exhibit that the expenditure in connection with our winter port improvements is so short of the amount we had supposed it to be. Our people have been in the custom of referring to these improvements as costing \$750,000 while as a matter of fact it would appear as if the contemplated wharves on the north side of the city could be completed at a cost very little in excess of that sum for the whole works. The annual cost to the city is \$37,013.40, which will be included in \$59,984 for sinking fund, which, if assumed will yield a sufficient amount to extinguish the bonds at maturity, and also include the loss of rentals of appropriated property which, if the improvements had not been made, would probably be a very uncertain quantity. It is probably hardly fair to make last year's rental of the wharves, \$2,949.89 as a criterion of the future. The slip was in a very upset condition in consequence of dredging operations, and to take the past experience of the city in connection with its wharves as an indication of the future, it is fair to assume that the wharfage receipts will largely increase.

T. H. C. R. GRAIN ELEVATOR.

W. M. Jarvis moved the following resolution: "That the action of the council with regard to the proposed elevator on the I. C. R. grounds be approved, and the subscription list opened be placed in the board room and at such other places as may be thought advisable by the council, for signatures."

He explained that the difficulty with regard to the proposed elevator arose through the 157th section of the act passed in 1859 for uniting St. John and Portland. That section provided that all acts and parts of acts relating to the city of St. John, or the local government thereof, or to any part of the city of St. John, not in-

constant with the union act or not applicable to it, should extend to the territory annexed to and made part of the city of St. John, and to the whole city as extended under that act. A previous act, passed in 1877 for the prevention of conflagrations, provided that the city of St. John on the eastern side of the harbor should be divided into three districts, within the first district, which might be made to include generally the westerly portion or business part of the city from North street to Reed's Point, only brick buildings, and in one or two sections brick based buildings, could be erected. Within the second district, which included the central part of the old city, wooden buildings not exceeding 25 feet in height could be built; and within the third district, which was defined by the act to include all the remaining portion of said city of St. John on the eastern side of the harbor not comprised within the boundaries of the other two districts as herebefore set forth, no wooden or other building not of solid construction, upwards of 35 feet in height, could be erected.

Now a question might possibly arise as to the construction of the expression "solid construction," and it is understood that the inspectors of buildings, in the performance of their duty, for which he felt sure the members of the board would give him all the credit he deserved, had drawn the attention of the Common Council on more than one occasion to the necessity of a law defining more precisely what was meant by the word "solid construction," so that this point and any others which seemed open to doubt might be made clear. But the council, no doubt owing to the arduous nature of their duties and the time required for deliberation on matters connected with the extension of the Carleton water system, municipal taxation and other important subjects, had not yet found the time to consider this matter. His impression was, however, that the first district law would certainly be held to apply to the I. C. R. grounds, which lay on the eastern side of the harbor, whatever might be said as to Indian town on the district lying more properly to the north. But even if there was any possibility of doubt it was most desirable that that doubt should be removed. He was not a supporter of the present administration at Ottawa, but he felt bound to say that, in everything connected with the proposed winter port improvements at the north end, every course had been shown by the minister of railways, and everything done by Mr. Blair and Mr. Fielding, to facilitate the completion of the work at as early a period as, in view of the time at which the grant was made, was possible. That work will probably involve an expenditure of a quarter of a million dollars in the city of St. John, and the money expended must go very largely to the artisans and laborers, the bone and sinew of the place, on whom indeed its future prosperity better depends. The matter was therefore one which should be trifled with. It might be possible that, with the ardent desire shown in other cases to find employment for prominent citizens as arbitrators, attorneys or otherwise, the Common Council or some of its members might think it better to leave the question open, so that the luxury of a few months' suits might be enjoyed, and the humbler citizens, such as those he saw around him, might have the privilege of perusing bills of costs similar to some of those which had lately appeared. But it seemed to him that, however desirable such matters were to the community, they were not in the interests of the great mass of the people, and it must be remembered that if legislation is not obtained, it would be in the power of any citizen, who would not say "crank," for he was sure that genus did not exist in the Common Council, to suspend or delay the work by applying for an injunction, and if such proceedings were taken with regard to the elevator, he thought they would immediately stop the entire work.

At a recent meeting of the council it had been decided to send a communication to the Common Council drawing their attention to this matter. It was known that the inspector

of buildings had mentioned it, but it was not known that he had sent a formal communication to the Common Council also, or that he would not have had the temerity to interfere. However, their communication was treated under the circumstances it deserved to be, and was duly filed in the archives of the city, where it will doubtless ultimately remain. The communication from the inspector of buildings was, however, considered, and the bills and by-laws committee, through their chairman, Alderman Millidge, recommended that the correspondence relative to the erection of the I. C. R. grain elevator be sent to the minister of railways, and that the common clerk inform the Hon. Mr. Blair that the City Council will not stand in the way of the government getting such legislation as will permit the erection of the elevator, which recommendation was, no doubt, after the fullest deliberation of the council, adopted by the full council at their meeting on the 27th ult.

They all knew that the Hon. Mr. Blair was a busy man. In fact it was a matter of surprise to many how he obtained the time to attend to his duties extending from Halifax to Vancouver, from the Atlantic to the Pacific coast. No doubt the bills and by-laws committee and the common council intended to pay the minister a high compliment by devoting upon him the duty of seeing that the legislation was secured, and to furnish him with an opportunity of showing that he could take the time to attend even to the most minute details connected with the proposed improvements, and proceed without difficulty to Fredericton to secure the passing of the act. As matters stood at present, Mr. Blair's influence at Fredericton was great, but they could not say how that would be after the general provincial election to take place in a few days. There was a small fee also required to be paid before any private or local bills could be introduced in the legislature at Fredericton. Doubtless the bills and by-laws committee and the common council, following up the great care and economy they had shown in the Carleton water extension and elsewhere, were desirous to save the city the cost of this fee, and also that of advertising the bill. He felt sure that the members of this board and the public generally would commend their prudence and economy, and for his part he felt, as he had more than once expressed himself in connection with the present city taxation, that the present time to be put in a large measure was entirely too severe. Now, it could not be expected that Mr. Blair, though he might possibly go to Fredericton, would see to the advertising, and besides, if he did, the advertisements might unfortunately appear in the government papers only. He thought, therefore, that the course taken by the council of this board was a perfectly proper one. They proposed to open a subscription list to get the forty or fifty dollars required to advertise the bill and introduce it in the house. For his part he would be glad to subscribe any sum from 25 cents to a dollar, and he trusted that the mayor and aldermen in their individual capacity would do the same. Then the proposal had been asked to communicate with the minister of railways, as to the legislation required. The act, he thought, might be a very short one, merely providing that notwithstanding anything contained in the Union Act, or any other act of assembly, it shall be the duty of the council of this board to erect an elevator on the site and at the height proposed. The city council had said that they would not stand in the way of the government getting the legislation. It would not do, therefore, for this board to apply, but he thought it probable from the courtesy shown by Mr. Blair in the past, that he would not object on the part of the government to giving his approval of any bill required, and his approval to any bill required, and even to giving a pro forma signature to the petition to the house, asking that it might become law. He moved therefore, the resolution which he had already read.

Ald. T. B. Robinson differed from Mr. Jarvis with regard to the position of the common council on this matter, and assumed the responsibility of its desire was to facilitate the development of the winter trade of the I. C. R. by all reasonable means in its power.

MUSQUASH NEWS.

MUSQUASH, Feb. 8.—There is scarcely a family here that has not had a member sick with a gripe. Three of Knight's men are out of the woods with it. Mrs. Davidson, who has been ill, is slowly recovering.

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Miss Ella Anderson entertained a few friends at her home on Wednesday evening in honor of her guest, Miss M. Corbet, daughter of Officer Corbet of the St. John police force. Mr. and Mrs. Clinch visited St. John this week. J. D. Anderson and Miss Ella Anderson drove to the city last week.

ALL QUIET IN JAMAICA.

KINGSTON, Jan. 28.—The threatened election troubles here have been entirely quieted through the good conduct of the populace. The British fleet will disperse today. The flag ship Renown will sail for Key West. No British warship has gone to Colon, the strike troubles there having been settled.

MEDALS FOR BRAVERY.

LONDON, Feb. 8.—The committee of Lloyd's has bestowed silver medals upon Captain Watkins, commander of the American line steamer Paris, John Bradshaw, first officer of her, and upon R. H. Webb, fourth officer of the Paris, and has awarded bronze medals to the eight sailors of the Paris, for saving the crew, consisting of 22 men, of the British steamer Vindobala, on Dec. 27th last, in mid-ocean.

GIVEN UP FOR LOST.

BOSTON, Feb. 8.—The Boston brig Mary Gibbs, Captain Horace R. Coombs, which left Newport News 150 days ago for Para, Brazil, has now been given up for lost by her owners, who also believe that the crew of eight men perished with the wreck.

OUR WINTER EXPORTS.

The secretary read a statement of

winter exports from St. John to Feb. 1st, 1899, as compared with the corresponding period of 1897-8, which included shipments by steamers from both sides of the harbor, and showed the increase or decrease in quantity and value of the chief articles exported.

Of grain of all kinds there were exported so far this winter 1,359,239 bushels and 243 bags, a decrease of 138,495 bushels and 227 bags, but an increase in value of \$151,543, owing to a greater proportion of wheat than last winter.

Of flour and meal there were exported 95,625 packages, an increase of 8,831 packages and \$94,131 in value. Deals, boards, etc., show a gain of \$318,714 sup. feet and \$39,570 in value; other lumber a gain in value of \$27,500.

CASTORIA

For Infants and Children.

SUSSEX NEWS.

SUSSEX, Feb. 8.—The political contest in Sussex gives promise of being unusually warm. A very pretty wedding took place at the R. C. rectory, at Norton, when Rev. Father Byrne, P. F., united in marriage William Elgley and Sarah Boyle. Robert Bass of Sussex acted as best man, while Miss McKenna of Waterford assisted the bride. The attendance was quite large, and the bride was made the recipient of a number of valuable and useful articles.

B. H. White & Co. are hauling to the station a large quantity of birch timber of great size, intended for the English market. The lumber is brought from the woods at the head of Waterford, a distance of 21 miles. The sizes of the loads attract attention. The roads are so good that it would seem next to impossible to put so much on the sleds. This enterprise is being put in a large quantity of deals for shipment.

Sussex is soon to have another barber shop. Geo. Berry will open one in the Byrre brick block, opposite the railway station, making the fourth of his kind. Your correspondent can remember when one barber, who also carried on the sale of a photographer, failed to make a living.

Mrs. E. E. Martin and her nephew, Hattie Steeves, who reside near Roachville bridge, are both at present quite ill. Mrs. R. Morrison is visiting her daughter in St. John. Mrs. George D. Captain John Knox, one of our old residents, who has been quite seriously ill for some days past, is improving. Capt. Knox was at one time a resident of St. John.

W. H. White of Church avenue, who at one time was a merchant in St. John, still keeps in very poor health. The funeral of Mrs. Young, widow of the late John Young, took place at the Church of England cemetery yesterday. The attendance was quite large. Mrs. Young was in the 74th year of her age and very much respected. Rev. Mr. Sutherland, Presbyterian, conducted services at the residence of the deceased lady, and at the grave side.

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LONDON, Feb. 8.—The committee of Lloyd's has bestowed silver medals upon Captain Watkins, commander of the American line steamer Paris, John Bradshaw, first officer of her, and upon R. H. Webb, fourth officer of the Paris, and has awarded bronze medals to the eight sailors of the Paris, for saving the crew, consisting of 22 men, of the British steamer Vindobala, on Dec. 27th last, in mid-ocean.

GIVEN UP FOR LOST.

BOSTON, Feb. 8.—The Boston brig Mary Gibbs, Captain Horace R. Coombs, which left Newport News 150 days ago for Para, Brazil, has now been given up for lost by her owners, who also believe that the crew of eight men perished with the wreck.

OUR WINTER EXPORTS.

The secretary read a statement of

winter exports from St. John to Feb. 1st, 1899, as compared with the corresponding period of 1897-8, which included shipments by steamers from both sides of the harbor, and showed the increase or decrease in quantity and value of the chief articles exported.

Of grain of all kinds there were exported so far this winter 1,359,239 bushels and 243 bags, a decrease of 138,495 bushels and 227 bags, but an increase in value of \$151,543, owing to a greater proportion of wheat than last winter.

Of flour and meal there were exported 95,625 packages, an increase of 8,831 packages and \$94,131 in value. Deals, boards, etc., show a gain of \$318,714 sup. feet and \$39,570 in value; other lumber a gain in value of \$27,500.

CASTORIA

For Infants and Children.

SUSSEX NEWS.

SUSSEX, Feb. 8.—The political contest in Sussex gives promise of being unusually warm. A very pretty wedding took place at the R. C. rectory, at Norton, when Rev. Father Byrne, P. F., united in marriage William Elgley and Sarah Boyle. Robert Bass of Sussex acted as best man, while Miss McKenna of Waterford assisted the bride. The attendance was quite large, and the bride was made the recipient of a number of valuable and useful articles.

B. H. White & Co. are hauling to the station a large quantity of birch timber of great size, intended for the English market. The lumber is brought from the woods at the head of Waterford, a distance of 21 miles. The sizes of the loads attract attention. The roads are so good that it would seem next to impossible to put so much on the sleds. This enterprise is being put in a large quantity of deals for shipment.

Sussex is soon to have another barber shop. Geo. Berry will open one in the Byrre brick block, opposite the railway station, making the fourth of his kind. Your correspondent can remember when one barber, who also carried on the sale of a photographer, failed to make a living.

Mrs. E. E. Martin and her nephew, Hattie Steeves, who reside near Roachville bridge, are both at present quite ill. Mrs. R. Morrison is visiting her daughter in St. John. Mrs. George D. Captain John Knox, one of our old residents, who has been quite seriously ill for some days past, is improving. Capt. Knox was at one time a resident of St. John.

W. H. White of Church avenue, who at one time was a merchant in St. John, still keeps in very poor health. The funeral of Mrs. Young, widow of the late John Young, took place at the Church of England cemetery yesterday. The attendance was quite large. Mrs. Young was in the 74th year of her age and very much respected. Rev. Mr. Sutherland, Presbyterian, conducted services at the residence of the deceased lady, and at the grave side.

MUSQUASH NEWS.

MUSQUASH, Feb. 8.—There is scarcely a family here that has not had a member sick with a gripe. Three of Knight's men are out of the woods with it. Mrs. Davidson, who has been ill, is slowly recovering.

Miss Ella Anderson entertained a few friends at her home on Wednesday evening in honor of her guest, Miss M. Corbet, daughter of Officer Corbet of the St. John police force. Mr. and Mrs. Clinch visited St. John this week. J. D. Anderson and Miss Ella Anderson drove to the city last week.

ALL QUIET IN JAMAICA.

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GLASGOW TO ST. JOHN.

Out Twelve Days in a Series of Gales.

Graphic Description of the Voyage by One Who Was on the Cat-tle Steamer.

How a Crew of Foreigners Was Dumped on Board—The Days of the White-Winged Sailing Ship Will Soon be Over.

Glasgow has always held a place in the front rank of the world's commerce. The smoke and grimeless that ever environed it plainly tells the story of its many large industries. Its partner, the Clyde, has been mainly responsible for the city's wealth; crowded along its shores are the innumerable yards which have served to make its name famous as second to none in the annals of shipbuilding. The vessels under construction are many and varied, from the dredger or torpedo boat to the large freighter or first class battleship, everything destined to be of use in the making or defending of commerce, as well as the palatial yacht of the millionaire.

Daily on its tides can be seen coming and going, from the east and west, the great ocean steam carriers with their thousands of tons of valuable merchandise, which is yearly increasing, until the urgent demands of more dockage and storage has had to be complied with.

Now and then coming slowly up the river, a pompous towboat ahead and a long line of barges, or a small sailing ship. Her sides are covered with rust from the top-gallant rail down, while along the water line many barnacles are seen. She has had a long passage and much bad weather. It is five months since she was last in harbor. But a time is coming when she won't be required to make any more voyages, for those immense iron hulls with smoke proceeding from a funnel that go blustering and blowing past her will soon have her ousted from every port. They have almost succeeded already. Then the days of the white-winged sailing ship will be over and the romance of the sea will change its color.

And so the great leviathans pass in and out in them are men-men with souls like other men, who guide and tend them through the storms and dangers of an ocean voyage; sometimes a slight miscalculation is made, a fatal error, which at times means so much as the loss of a ship and lives are lost, and a nation that entirely depends on them, but does not understand them, calls them careless. Who has never seen the errata page of great scholars and mathematicians, after scores of brains had been employed to compute the weight of a victim, and a mathematician from a victorious campaign is cheered and lauded for his sufferings and bravery on the field, but the merchant sailor who during a voyage sometimes experiences as much hardships and privations and displays as much true heroism as many soldiers who fight on the field of battle, and who, when the whole term of military service returns only to be cheated and abused wherever he goes.

On the afternoon of the last day of a prosperous year a well known cattle ship left Glasgow on her second voyage to St. John, N. B. Two hours' easy steaming brought her to Greenock, where she dropped her anchor at the Tail-of-the-Bank in nine fathoms, blew her whistle for the Federation vessel to come alongside. She had still to get her crew. The Sailors and Firemen's union had struck against the Shipowners' Federation and would not ship or allow any one else to in-charge their vessels; at the same time, accusing, falsely or otherwise, a member of the federation staff of impropriety. One wonders why the men allow the scheming of an agitator such as Wilson to influence them in their disputes with the masters. He treats them like a flock of Eastern sheep. He calls and they gather round him, following him blindly wherever he cares to lead, foolishly confident that this shepherd will find them more plentiful pastures. The results of past years have weakened the union a little, but the remedy needful for a final satisfactory settlement has still to be introduced.

The owners in defence had chartered the Duchess of York, a river steamer, and stationing her at Greenock had crammed her with a motley group of useless foreigners, Italians, Spaniards, Greeks, etc., bringing them from all parts of the kingdom. Many of them did not know a word of English and as little of the duties on board ship. There those aliens were housed in comparative luxury, smoking their pipes and drinking their beer, fervently hoping that their turn to go on board the English ship was still far off. A good deal of maneuvering was required to make the Duchess fast to the steamer, but the difficulty was at last overcome and the gangway launched on board. Then the Federation officials, mustering their men, scrambled up the gangway, bags and bedding, tinpots and pannikins being slung on the vessel's deck anyhow.

It took some time to get these men signed on, as the articles in some cases had to be interpreted. However, in a couple of hours' time all were finished and the Duchess sheered gracefully off, having dumped the refuse of many countries on board.

This depot ship is, so to speak, young in service but old in wickedness. It was she who last summer shooed the good folks of Dunoon by endeavoring to land a party of pleasure seekers, principally thirty ones, on their pier one Sunday; but the Dunoonites, anxious to preserve the morals of their town, rose up in arms against them, and although the vessel repeated the attempt on several Sundays the natives, "strong in well doing," conquered on each occasion, the vessel in the end having to abandon her object. She is now engaged in the task of

restraining to comport the condition of the Mercantile Marine.

Night was now well set in and a thick mist hung over Greenock, obscuring Whitefarland Point and Rose-nath Bouy from view. Nothing, therefore could be done but remain at the anchorage until the weather cleared. At midnight a merry pealing of bells, accompanied with loud whistling, sounded distinct and clear throughout the harbor, ushering in the New Year. This lasted for a few minutes, then all sound died away and everything remained the same; the same fog hid the town and enshrouded the shipping and the same moon glistened fitfully on the waters of the Clyde.

With daybreak the weather cleared. Along the broad expensive esplanade no one was visible, while the magnificent houses that line it appeared black and unhabitated, and the trees that define the avenues in the aristocratic west end looked limp and lifeless under the winter sky.

Soon the anchor was raised and the ship started away on her voyage. Gontook, as they passed, seemed to be gradually awakening to sense of life. On rounding the Cloch, the sun glared and water popped out through a rift in the black, heavy clouds coming up from the southward, sending a lane of sunlight down Inverclyde Glen and across the Firth. A broad, gleaming sheet of water, the music of the church bells summoning the faithful to mid-day worship, was borne in gentle cadence to the ears of the seafarer, and all around was quiet, contented and peaceful; sweet monotony of the Scottish Sabbath.

The Bank Holiday bowed cheerfully the Season's Greetings as she passed. The bold, high headland of the Mull of Cantyre loomed weird and drear beneath the dark ominous clouds that overcast it, and a white garment of mist dropped low over the mountain side, leaving the Heighouse faintly visible.

The short mid-winter's day was nearly at its close when the Island of Rathlin was reached, and the land had almost disappeared into the shadows of the night, but the light shone bright, intermittent, its warning to the mariners.

The vessel had now fairly entered into the North Atlantic. The weather was mild and the barometer, which had been low on leaving, had now tumbled down to 28.20. However, a fresh S. E. wind, with light rain showers, was all that could at present be felt. At midnight the gale burst. The wind hauled into the S. W., blowing hard, then in the morning during a heavy shower it dropped suddenly into the N. W. The wind becoming fiercer and stronger, raised a heavy cross sea, which at times tossed the ship about like a helpless log of wood.

Thus commenced a series of gales that lasted for twelve days, the wind continually lulling and hauling from S. W. to N. W., with frequent showers of snow and hail, while dense masses of greasy, ragged clouds hung determinedly in the sky.

The most violent weather, however, which she experienced was on the ninth night, when the gale reached hurricane force, while the air, densely charged with electricity, illuminated the vessel with streams of light and blue fire, and vivid flashes of lightning temporarily blinded the officers on the bridge. The sea rising to an enormous height, threw the vessel into the trough, where she lay rolling violently, at the mercy and whim of every wave that struck her. Had she not been a strong, powerful vessel, some disaster would inevitably have occurred. After passing the Flemish Cap, the gale moderated slowly into a calm.

During the time she had but little crew membership. Few of her kindred die she saw on those dark and treacherous waters, but near the Grand Banks, as a gentle swell, lazily rose and fell, and the stars shone out in myriads from the heavens, a mast-head light was observed rapidly approaching from the westward. As she advanced towards them the numerous lights about her decks betokened her to be a passenger liner. Aboard the distinguishing lights of the Cunard line glared skywards, the shriek of a steam whistle pierced the calm and the Royal Mail sped on, carrying in anxious haste its messages from the new world to the old, vanishing soon in the darkness ahead.

The weather now became literally cold. A few miles to the eastward of the La Have Bank a fishing schooner lay at anchor. Round about her like a hen and her brood circled widely old-tories. The men, clad in yellow oil-skins, and crammed in these small boats in a wind that tore them to the skin, working away at their lines for hours at a time, had a job that only the hardest can stand.

Neptune is, indeed, a hard task-master to all those who seek their fortunes in his domain. In the Bay of Fundy heavy rain which converted itself into a moderate snow storm as the ship approached the harbor, was experienced. She made fast alongside the wharf, a light mantle of snow on her decks, a few days over-du, after making a passage through such weather as is seldom met with in the North Atlantic during the mid-winter months, with better success than most.

W. POTTER-SAPPINGTON.

OPEN LETTER TO THE HON. H. R. BEMMERSON.

Sir—In what purports to be a verbatim report of a speech delivered by you at Fredericton on the 2nd inst. in which you attempted to defend yourself from the very grave charges preferred against you by the leader of the conservative party and in the opposition press, I find the following language, which can be intended to apply to no other engineer than myself:

I may be permitted to conjecture that the gentleman was, and I might not be far astray if I located him in the person of an engineer who for years was a dominant public figure and who, by reason of his unrestricted dealings in species of the public property of the Dominion, termed for the purpose of deceiving, "abingies," was dismissed from his position. I trust, however, that the gentleman who laid himself out to a criminal charge for the misappropriation of valuable property of the Dominion to the use of himself and those with whom he was associated, is not entitled to that recognition which would result in condemning me to the face of the constituents of the province, in the face of my own statements and denial to the contrary.

You cannot be unaware of the fact, sir, that a charge of this nature was made against me more than a year ago in the public press, and that I immediately took steps then with my lawyer to bring action for criminal libel. The Morning Chronicle of Halifax and the Moncton Transcript are the papers I refer to. The proprietors of these papers pleaded that the charges against me were based on statements made by the honorable minister of railways on the floors of parliament. I need not go into details as to the various excuses offered; both newspapers made a public apology. I was advised that I could not proceed legally against the hon. minister of railways, as any statements made on the floors of parliament are privileged. I am advised now that your statement at Fredericton is not privileged and I have instructed my legal adviser to proceed against you for criminal libel. For two sessions of parliament my legal adviser, Mr. L. Bowdler, M. P. of Halifax, has made repeated efforts to get the evidence upon which Mr. Blair's statements were made before the house, but for reasons best known to that honorable gentleman the papers were never brought down. As showing my position in regard to this matter, I have caused the publication of an appropriation public property (as yet not formal) I made this statement in a formal protest lodged with the Hon. minister of railways. I desire to place on record my most earnest and emphatic protest against the untrue and misleading statements contained in your speech made during the last session of the legislature, in which you did not so much as refer to the alleged charges contained in the report of the commissioner, but exaggerated and distorted his findings, made as they were behind my back and without any opportunity being afforded me to defend myself. A charge against me in that issue of the papers which were used for the purpose of elections. The evidence of my superior officer, and indeed the report itself, as well as my own evidence distinctly show that in no case did I issue any passes without the full authority and approval of my superior officer, and that in no case was I guilty of any misappropriation of public property or of any other offense against the law.

In your speech at Fredericton you made the use of the following words: "There is a total in the breast of every far-sighted citizen of this province that no one should be accused without knowing the facts about her deeds, before having a chance to meet him face to face."

I would ask you as a gentleman, knowing as you do the character of the investigation held here by Commissioner Wilson, one of Mr. Blair's political enemies, fresh from a political battle field, if, in a semblance of fair play could be expected? Was I allowed to meet my accusers face to face? How does my case compare with yours? I did not have the opportunity of ever knowing the nature of the charges preferred against me. As to the "whispering" incident, I never heard of it until I read your speech in the newspapers. If I had been given a chance I could have produced irrefragable proof that what he described could not have happened.

In your case the charges have been made in a public newspaper. You have had months in which to defend yourself. You have had the chance of a province at your back. You have all the documents in your possession to disprove any erroneous statements made on the authority of myself or any other engineer.

You have a staff of competent engineers and inspectors. Do you not think that instead of smearing my private character it would not be more to your credit as premier and chief commissioner of this province for you to let the public have the benefit of their reports? In the case of the Fort Riga and Petitcodiac bridges, for instance, the charges against your administrators are most specific.

These bridges as they stand there today for some reason or other cost the province more than twice their market value when built. If any unforeseen difficulties were met with in their construction, it is in the case, to account for the abnormal cost, a short report from your engineer will put you right before the public.

In the absence of an explanation of defence it is not fair to conclude that you have none. Since you have driven me into print by your scandalous attack on my private character, I will take this opportunity of giving the public the benefit of my experience as an engineer of 25 years' experience.

For 20 years I was the responsible head of the engineering department of the Intercolonial railway, where the annual expenditures were double those of all the departments of the provincial government put together. My duties, as every engineer and contractor in the country knows, put me in a position to know the character and material of all kinds of bridge material, tenders for different classes of bridges were called for yearly and awarded to the lowest bidder. The records of the department will show that the Intercolonial railway has for the past six or seven years been buying bridges of the character of which in every respect is fully equal if not superior to those you have been buying for the province at one half the price you have paid.

Although bridge material is at a higher price last year than for the past two years, the Intercolonial railway has not done about the same bridges under construction by the Hamilton bridge works at a price less than 2-1/2 cents per lb. They are equal certainly in quality of material and as to workmanship I have no doubt they are superior to any of these supplied by the Record Foundry Co. and you by the Record Foundry Co. were not rushed with your work at the time, and offered to do the work for Mr. Donald at a price less than the Hamilton bridge works, which was about one half that you were paying for bridges that year. The Record Foundry Co. were not rushed with your work at the time, and offered to do the work for Mr. Donald at a price less than the Hamilton bridge works, which was about one half that you were paying for bridges that year.

In your several explanations in regard to the so-called double priced bridges, you claim they are superior in quality of material used and in detail of construction. I am familiar with plans of all your bridges and have examined a number of them after erection. Some of the smaller spans, such as the Lefebvre bridge, you have paid two and three prices, and you have not denied it, are not in my opinion as well constructed as similar work in Nova Scotia.

As to some of the larger spans, such as that at Lefebvre, the requirements of your engineer are more than called for by the government of Nova Scotia. The difference, however, is so trifling that a builder would meet this extra work for the smallest fraction of a half cent; indeed I believe on account of the excessive weight in a bridge, such as the Lefebvre bridge, the price paid would be less than for a similar span under the specifications of the provincial engineer of Nova Scotia.

If you want to prove to the public how much there is in this claim of yours that your bridges are so superior to those constructed by the upper province and Nova Scotia builders, I challenge you to publish your specifications, or at least those clauses in them that refer to quality of material and workmanship. I will promise you to have published at the same time the specifications of the Nova Scotia government and those of the Dominion Bridge Co. There is nothing so intricate in bridge construction as to distinguish between the "shoddy" and "dickum mickum," to follow your elegant comparison, which is an insult to every reputable bridge builder and bridge engineer in Canada. Unfortunately few of them are in a position to "resent" your injurious insinuations. They are to a large extent dependent upon your political friends for business, and they must govern themselves accordingly. I can assure you, it is not my satisfaction to you to know that this scandal of the province has been allowed to go on, and to see your bridges being called in question by a man who is so much better known to the public than you are.

I am, sir, yours, P. S. ARCHIBALD, Moncton, Feb. 8.

HARMONY HALL.

The Ancient Order of Office Seekers in Session.

Fellow Robertson Addresses the Brethren With Somewhat Unexpected Results.

The President Ski fully Parries a Question—Fellows McKeown and Reynolds Welcomed.

Harmony Hall was ablaze with light and the Fellows were out in force. The word had been passed around that an important announcement would be made by the president, and visions of jobs delighted the faithful.

Promptly at eight o'clock the president rapped for order, and only the sound of an occasional exclamation broke the stillness as he rose to speak. "Fellows," he said, "you have been called together to welcome to our ranks a distinguished convert. In the fierce struggle before us we would welcome anybody, and it is a cause for the greatest rejoicing that we have with us to-night no less a personage than the Father of the Winter Port. I propose three cheers for Fellow George Robertson."

The yell that went up fairly loosened the hair of pedestrians passing along the street. There were loud calls for Fellow Robertson, and he was escorted to the platform by Fellow O'Brien and Fellow Barry.

"Hurrah!" yelled the back benches. "Fellows," said Fellow Robertson, "I thank you from the bottom of my heart. It is the highest possible tribute to your intelligence that you can recognize a live man. Alfred Stockton and his dry ethics are no good. We want no dry ethics."

"Oh, dry up," roared a bibulous Fellow in a back seat. "No, no," cried another one. "He's right. The man's right enough. We want nothin' dry. Where's that bottle?"

"What's ethics, anyhow?" demanded a third Fellow. "The dictionary," said Fellow Barry, "informs us that ethics relates to rules of duty and conduct."

"Then we want none of it here," chorused several Fellows. And Fellow Robertson proceeded:—"Alfred Stockton and his Poppendorf are not what this constituency requires at this critical juncture in the evolution of-of-of-in this exigency."

"That's so, mister," piped a shrill voice. "We don't want no pop. It's our pap we want—eh, boys?"

"Alfred Stockton," pursued Fellow Robertson, "is a gaseous accumulation that must be dissipated."

"What's that he said?" queried a back bencher. "He said Stockton's been dissipated lately," explained another.

"Oh! I always thought he'd come to that."

Fellow Robertson had just plumed himself for another oratorical flight, and had rolled forth one sounding flourish when a great commotion arose down by the door.

"Who's that talkin' up there?" demanded a Fellow who had just come in. "It's George Robertson," whispered a Fellow near him.

"Well, let a windbag," cried the back benches in a loud voice. "What's that? What's that? Tut, tut—what do you mean, sir?"—shouted the president.

"Isn't that George Robertson talkin' up there?" demanded the Fellow. "Yes, sir, it is."

"Very well," rejoined the Fellow, "I say he's a windbag."

"But, you mustn't say any such thing," protested the president. "This is the Father of the Winter Port."

The Fellow steeled himself in the aisle, and pointing his finger straight at the president, said, "Mr. President, I've heard you standing there on that platform, tell us over and over again that George Robertson was nothin' but a windbag. Ain't that so?" This appeal was made to the Fellows around him.

"Yes," admitted the Fellow, "that's so."

"But-but," hastily protested the president, "he's one of us now."

"Do you mean by that," demanded the Fellow, "that we're all windbags?" "I mean," testily rejoined the president, "that he is now an honored member of the Ancient Order of Office Seekers. That being so, he is an equal and one of the best informed and most patriotic gentlemen in the city."

"Oh!" said the Fellow. "Is that so. All right, then. Fire away."

cash if necessary that the government is certain to carry every other county, and therefore the people whom the speaker addresses would be great fools not to support the government and get their share of the plunder. This is a most effective campaign device, and will carry great weight. As the people are fools they can't see through it, and as they care more for pap than principle they will fall over each other to get in out of the cold. A boodle train is daily expected from Ottawa. The Connelly crew has arrived at the head of the harbor, and it will now be quite proper to promise a job to every man that has a vote. The work of intimidating officials and the coercion of possible beneficiaries is going briskly on. The vile tactics, if it is true, have put up more likelihood than we expected, and are making a very fierce fight. That letter of Archibald's is also a most damaging blow, but if Fellow Robertson can explain it away to his own satisfaction, we may fairly indulge the hope that everybody else will be able to square it with their conscience. I would suggest, however, that our spokesmen say as little about bridges as may be possible. It is far for us to assume the lofty attitude of injured innocence, and describe our opponents as irresponsible plunderers and out-casts. Admit nothing. Explain nothing. Play the game of bluff—and not up the staff. I am now ready to receive any suggestions that may occur to any member of the order, if they may be possible. It is for us to assume the lofty attitude of injured innocence, and describe our opponents as irresponsible plunderers and out-casts. Admit nothing. Explain nothing. Play the game of bluff—and not up the staff. I am now ready to receive any suggestions that may occur to any member of the order, if they may be possible.

"I have been told," said Fellow Purdy, "that some people call ours the traitors' ticket. I want to object to that title. I'm no traitor."

Fellow Purdy sat down, and for about five minutes nobody spoke.

"I move we proceed to the next order of business," said Fellow McKeown. A score of Fellows hastily seconded the motion and it went through with a rush.

"Mr. President," said a back bencher, "could I ask a question?"

"Certainly," said the president, in his most affable tone.

"Well," said the back bencher, "I'm a workin' man. I get maybe a dollar a day. If I get two dollars for my vote, and take it, they call that a crime, and they say I'm nothin' but cattle, that can be bought and sold."

"But if one of the big wigs goes over for the promise of an office or because he wants to sell something to the government, they call that an arrangement, and the bargainer a most intelligent, public spirited and influential gentleman. What I want to ask is if that big wig doesn't come under the head of cattle as much as the dollar a day man that takes an extra dollar who sells his vote for the government, they call that an arrangement, and the bargainer a most intelligent, public spirited and influential gentleman. What I want to ask is if that big wig doesn't come under the head of cattle as much as the dollar a day man that takes an extra dollar who sells his vote for the government, they call that an arrangement, and the bargainer a most intelligent, public spirited and influential gentleman. 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ADVERTISING RATES. \$2.00 per inch for ordinary advertising. For Sale, Wanted, etc., 10 cents each insertion.

PROVINCIAL ELECTIONS!

NOMINATIONS: Saturday, February 11th

POLLING: Saturday, February 18th

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., FEBRUARY 11, 1899

A sort of tradition has been circulated in other parts of the province that the lumber kings owned Northumberland and that Mr. Tweedie owned the lumber kings. Mr. Tweedie has himself rather outwitted this idea by intimating that he elected the present member for the county, and by his remarkable statement in Montreal that the termination of the Emmerston-Tweedie coalition would destroy the credit of the lumbermen with the banks.

The Northumberland opposition ticket includes Donald Morrison, who with a single contrived contested the county against four government supporters three years ago. The usual failure followed the attempt to run a half ticket against a whole one, but Mr. Morrison showed that there was a strong opposition in the county, which would be heard from under better auspices.

Barberie, who served two terms in the house of assembly and was seven years in the legislative council.

THE CLAIM ON THE DOMINION.

Two years ago the legislature of Nova Scotia dissolved and an appeal was made to the country by the liberal government. The appeal for support contained the announcement that the financial claim of the province against the Dominion in respect to the Eastern Extension railway of that province was about to be settled, and that strong assurances had been given by Sir Wilfrid Laurier.

COUNSEL FROM OTTAWA.

A marked copy of "United Canada an Independent Weekly Catholic Journal," to quote from the editorial headed "War Declared in New Brunswick," refers to the provincial contest. United Canada does not appear to be very well informed on the political issues in New Brunswick, and is not even acquainted with the name of the opposition leader.

UNITED STATES TREATY WITH SPAIN.

With only one vote to spare the United States senate has ratified the treaty with Spain which was signed a few weeks ago at Paris. It is hardly likely that the instrument would have been ratified but for the attack made by the Philippine insurgents, so called, on the United States forces.

THE PREMIER'S BRIDGES.

The bridge question has been much simplified. It is no longer necessary to prove that the government is paying 61-2 cents per pound for bridges. The chief commissioner admits that this is the regular price at the works. It is also proved that the cost of the bridges when erected and completed, has in some cases been 12 cents, and in occasional instances 15 and 18 cents per pound.

provincial governments and municipalities do not value the record bridges highly.

ONTARIO AND QUEBEC.

The Annual Meeting of the Dominion Artillery Association.

Wants the Militia Drill Extended to Sixteen Days—Getting Ready for Meeting of Parliament.

OTTAWA, Ont., Feb. 7.—Militia general orders issued today contain the following items: A board will assemble at Stanley barracks, Toronto, on the 2nd proximo for the purpose of drawing up regulations for the wearing and maintenance of the new Oliver equipment about to be issued for general use.

MR. ARCHIBALD AND MR. EMMERSON.

The chief commissioner of public works has seen fit to drag the name of Mr. P. S. Archibald into the campaign. Mr. Emerson is not even satisfied with his usual rather rude style of political talk, but has made criticisms upon Mr. Archibald's personal and professional character.

IN KINGS.

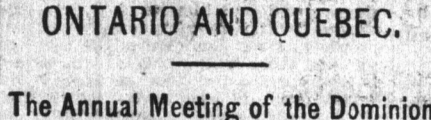
During the next ten days Attorney General White will not wander around the province to any great extent. His opponents are meeting him at his own gate.

HIGH PRICED BRIDGES.

Table with 3 columns: Name of bridge, Price per pound, and other details. Includes entries for Bathurst bridge, Taber bridge, etc.

DR. SPROULE'S AMBITION

TO BE A PUBLIC BENEFACTOR AND REDUCE CANADA'S DEATH RATE.



When practicing in Toronto I found that there was one prevailing disease from which nearly one-half of the people of Ontario suffered—Catarrh. That people had come to recognize it almost as a necessary evil and that a large proportion of the people had the firm conviction that catarrh was something that could not be cured, and I don't wonder at such an idea being prevalent.

CATARRH OF STOMACH

Catarrh of the stomach has long been considered the next thing to incurable. The usual symptoms are a full or burning sensation after eating, flatulence, belching, sour or watery risings, a burning or gassy, causing pressure on the heart and lungs and difficult breathing; headaches, sickle appetite, nervousness and a general ailed out, languid feeling.

DEATH OF STOMACH

There is often a four taste in the mouth, coated tongue, and if the interior of the stomach could be seen it would show a slimy, inflamed condition. The cure of this common and obstinate trouble is found in a treatment which causes the food to be readily, thoroughly digested before it has time to ferment and irritate the delicate mucous surfaces of the stomach.

STUART'S DYSPEPSIA TABLETS

Stuart's Dyspepsia Tablets are the safest and best treatment to use after each meal a tablet, composed of Diastase, Aseptic Pepsin, a little Nux, Golden Seal and fruit acids. These tablets are now found at all drug stores under the name of Stuart's Dyspepsia Tablets, and not being a patent medicine can be used with perfect safety and assurance that healthy appetite and thorough digestion will follow their regular use after meals.

STUART'S DYSPEPSIA TABLETS

Stuart's Dyspepsia Tablets is the simplest and most convenient remedy for any form of indigestion, catarrh of stomach, biliousness, sour stomach, heartburn and bloating after meals. Send for little book mailed free, on stomach troubles, by addressing Stuart Co., Marshall, Mich. The tablets can be found at all drug stores.

DR. SPROULE'S AMBITION

TO BE A PUBLIC BENEFACTOR AND REDUCE CANADA'S DEATH RATE.

rapidly. The statistics of the Ontario Board of Health show this increase to be alarming and consumption has now been christened the White Plague in Canada.

I have right before me the government reports for the months of March and April, 1898. Total number of deaths in Ontario during the month of March, 129 of these 77 being due to consumption. In April there were 173 deaths from the same disease, out of a total number of 219 for the province, or over 70 percent on the average. Think of it, more than twice as many people die in Ontario every year from consumption than from all other diseases combined. It is these who love you, or to those who may be dependent upon you, to get your disease cured before it gets a strong hold on the system, and perhaps develops into consumption.

Send for my symptom blank, and I will explain the method of home treatment with which I cured so many cases of patients at far distant points all over Canada. Dr. Sproule, B. A. (graduate Dublin University, Formerly Surgeon British Naval Royal Mail Service), Catarrh Specialist, 7 Doane street, Boston.

MEAGRE FROM PORT LAMBTON, ONT.

Last September, has been dismissed by the United States government. The Sun Oil Refining Co. of Hamilton has appealed to the railway committee against the discrimination of the railway companies in the carriage of Canadian oils.

REPORT FROM PORT LAMBTON, ONT.

The report that Howland's term of office as lieutenant governor of P. E. I. has been extended three months lacks official confirmation. The public accounts and estimates were brought down in the legislature today. The receipts for the year amount to \$3,243,192, and the expenditures to \$3,305,761, an increase over last year of \$3,404. The fall in receipts is due to a decrease in the crown lands department owing to the embargo put on the export of logs to the United States.

THE TELEGRAM'S LONDON CABLE SAYS:

The London Times, discussing the probability of Edward Blake's resigning to the Irish leadership, thinks they are not good. Judging by his career in Canada, Blake is not likely to be selected to hold together a party in danger of breaking up.

SMALLPOX STILL SPREADING IN EASTERN ONTARIO.

Smallpox is still spreading in Eastern Ontario. Cases are reported from Aukville and Williamsburg township today. MONTREAL, Feb. 8.—The Star's London correspondent cables: Lord Strathcona, who has almost entirely recovered from his influenza, will preside tonight at the banquet of the Canada Club, at which Lord Aberdeen will render an account of his governorship. Blake will also be present.

THE LATEST KLONDYKE FLOTATION IS BENNET LAKE AND KLONDYKE NAVIGATION COMPANY.

The latest Klondyke flotation is Bennett Lake and Klondyke Navigation company, with a capital of one hundred thousand pounds. Mr. Lowie, M. P. is chairman. The flotation is a somewhat adverse comment. The Western Gazette says the new shares will be left to gamblers, who have underwritten them upon terms the directors do not find convenient to disclose, making use of the obnoxious waiver clause to hide contracts from those whose money they seek.

OTTAWA, Feb. 8.—The late Sir John Abbott's residence on Sherbrooke street, was purchased by a number of gentlemen and will be converted into a club house.

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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 5,500 copies of THE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers, please make a note of this.

The steamer Stanley is first in the ice off Gurnsey Cove, P. E. Island.

The Provincial Orange Grand Lodge will meet at Fredericton on Tuesday, 21st inst.

Capt. T. Faulkner of Hantsport, N. S., owns a horse, 27 years old, that is hale and hearty and never lies down to sleep.

The extensive marsh in Sackville, Nova Scotia, bordering upon Sandy Lake, has been purchased by a Halifax company, who intend converting it into a cranberry bog.

Arrangements have been about completed by the trustees of the late James Miller for the sale of the timber lands and mill privileges at Notre Dame de la Riviere, Quebec, to Donald Fraser & Son of Fredericton. The property is an extensive one, consisting of 600 square miles of timber lands.

Wm. D. Hyde of White River, P. E. I., who was fatally injured by falling from a run on the American job house, Bangor, on Jan. 20, died from his injuries at the Commercial house, on Sunday, 8th inst. He was 55 years of age. His statement as to bridges built by the Dominion Bridge Co. are greatly in error. The contracts for these bridges were lump sum contracts and not by the pound of metal in the structures.

Mr. McKinnon, proprietor of the American House, on King street, died on Tuesday afternoon, after an illness of some months. Deceased was well known to the travelling public, having conducted hotels at Hillsboro and Moncton. He leaves a wife, three sons and two daughters. His sons are Herbert and Gordon McKinnon of this city, and Albert and Stewart of N. S., and the daughters are Mrs. E. T. Giddert of Truro, N. S., and Mrs. Thomas Steves of Moncton. The remains were taken to Moncton for interment.

The Sun has received a copy of the holiday issue of the Boundary Creek Times, published at Greenwood, B. C. It is copiously illustrated with views of Greenwood and its surroundings, photographed by Fred K. McMann, son of W. R. McMann, who removed from St. John to Greenwood a few years ago.

The death took place in this city yesterday of Mr. Marshall Marshall, aged 70 years. Mr. Marshall enjoyed good health up to a few days ago, when he contracted a severe cold which developed into pneumonia, with fatal results. The funeral will take place this afternoon from the residence of W. C. Simpson, 72 St. David street.

James Ryan of Golden Grove, 29 years of age, drove to the city this morning with a quantity of timber for the terminal improvements. Mr. Ryan, who has been driving over the Marsh road for over 70 years, says that Thursday was the coldest day he ever experienced.

A public installation of the officers of the Mountbridge Lodge, No. 53, I. O. G. T., was held at 8:30 o'clock on Tuesday. The officers were installed by W. H. McDonald, D. C. T., assisted by Samuel Duhamel and W. N. McCormack as installing marshals. The following are the new officers: James Hettie-Smith, C. T.; Wm. McKee, V. T.; Mrs. Thos. Toner, E. of J. T.; Miss Lillie Toner, R. S.; Mr. Hugh Toner, treasurer; Robert Thomas, F. S.; Miss Ella Toner, M.; Wilson Mathewine, D. M.; Peter McDade, G.; Wm. McIsaac, S.; Peter McKenzie, chap.; Samuel Thomas, P. C. T.

DEATH OF MOSES PRESCOTT.

News was received Thursday of the death at Eastport, Me., of Moses Prescott, a gentleman well known in St. John. Mr. Prescott came from a Charlotte county family whose home was at Pennfield. The late Elder Prescott of St. John was a brother of Messrs. Joshua Prescott of Essex, John Prescott of Calais, and Jesse Prescott of Pennfield, brothers who were living, as well as a sister, Mrs. Nealy, whose home is in Indiana, Me. Deceased leaves a widow and one son, George A., and one daughter, Mrs. Wadworth of Calais. He was a very wealthy man, and had been living on his money for a long time. His age was between sixty-five and seventy.

KIDNEY-BLADDER TROUBLE.

There is no more serious menace to good health in the present age than kidney disorders, and it is an appalling fact, but a true one, that four-fifths of the country people have the kidneys diseased. Dr. Chase's Kidney-Liver Pills cure all kidney diseases.

MANAGER JOHNSON

Of Dominion Bridge Company

Discusses Emmerston's Erroneous and Evasive Fredericton Speech,

And States That His Company Would Have Built the Bridges for One-half the Price Paid to Record Co.

MONTREAL, Feb. 8.—Phelps Johnson, the manager of the Dominion Bridge company, was seen by your correspondent at Lachine today respecting the speech delivered at Fredericton last Thursday night by Frederick Emmerston, referring to the bridge question.

Mr. Johnson describes Mr. Emmerston's statements regarding the Salisbury and Sussex bridges as evasive, and points out the true facts of the case. He also emphatically declares that his company, or any other company in Canada or the United States, would have furnished the bridges supplied by the Record Foundry and Machine Co. at half the prices they charged. The statement of Mr. Johnson follows:

"Mr. Emmerston's speech reads very plausibly, but he has no case. His statement as to bridges built by the Dominion Bridge Co. are greatly in error. The contracts for these bridges were lump sum contracts and not by the pound of metal in the structures. In each case the contract price covered the transportation of the metal to the site, the erection of the bridge, the furnishing of the wooden flooring and, finally, the painting of the structure. As regards the Salisbury bridge, the price which we received, reduced to pounds, was four and eight-tenths cents per pound of metal work. For the Sussex bridge we received five and twenty-eight one-hundredths cents per pound of metal. Allowing for freight to the sites, the subsequent erection and flooring with lumber, there would be left for us between three and one-quarter and three and three-quarter cents per pound for the manufactured metal work on cars at our works."

"I do not know the price paid to the Canadian Bridge company for the Hampton and Woodstock bridges, but his tender for these bridges were lower than our own, the price paid there should not have exceeded the price given for the Salisbury and Sussex bridges."

"The raw material in 1882 and 1883 cost at least one half cent per pound more than it has done during the past two or three years. And in this latter period we should have been glad to have built the bridges for the New Brunswick government and have fully satisfied their requirements as to quality of material and workmanship, at three cents per pound f. o. b. cars at our works. We would have done this in the years 1896, 1897 and 1898."

"It is stated that the province was during these years paying at Moncton 61-2 cents per pound f. o. b. cars. If this is the case, I can say that our bridge company in Canada or the United States would have been glad to have delivered their manufactured bridge material fully equal in quality, at just about one half the price."

"The newspaper items which I have seen do not make it clear, however, that the price of 61-2 cents per pound was f. o. b. cars, or if it covered transportation to site, erection and flooring."

"I can not credit that they are any better in quality or will last longer than the bridges built by the Dominion Bridge company, and there can be no difference in quality of workmanship which could possibly warrant an increase in price of over one quarter of a cent per pound."

Building bridges when given the first New Brunswick contract, and that they have never done any bridge work for other parties."

HAVE SENT FOR MR. BLAIR TO HELP THEM.

OTTAWA, Feb. 8.—Mr. Blair left for New Brunswick today to take a heavy hand in the provincial fight. Friends of the Emmerston government are becoming seriously alarmed at the progress of the conservative cause, hence Mr. Blair's sudden departure for the east.

DESPERATE ATTEMPTS TO BUY UP KENT.

RICHIBUCTO, Feb. 8.—It is rumored here tonight that John B. Goggin of the opposition ticket in this county has been approached with the offer of a position in the general railway offices at Moncton at a salary of one thousand dollars."

CHARLOTTE IS ALL RIGHT. ST. GEORGE, Feb. 8.—Messrs. Clarke and Hart held a very successful meeting at Lepreau today in the interest of the opposition.

QUEEN'S CAMPAIGN. Grand Opposition Meetings at Cody's and Jemseg.

Speakers by Messrs. H. B. Hetherington, H. W. Woods and John R. Dunn.

COLLINS, Feb. 8.—Last evening Dr. Morrison and Major Montgomery Gossel held a grand meeting at Collins parish of St. Dunstan's church. Mr. Gossel occupied the chair. Both candidates made strong addresses, and created a fine impression.

HATFIELD'S POINT, Feb. 8.—A routing meeting in the opposition interest was held at Hatfield's point, Springfield, Kings Co., yesterday. The new and commodious hall was filled, leading space being at a premium. W. J. Brittain presided. Fred M. Sproule was the first speaker, and in a spirit, well reasoned out speech dealt with the necessity in the interests of good government of party lines being drawn. He then proceeded in his usually acceptable manner to discuss the improvements of administration which are promised by the opposition should they get into power. The absolute necessity of an improved system of audit was thoroughly explained. The reduction of the number of representatives was urged, and public competition wherever provincial moneys were to be expended insisted upon. The opposition party organs insist that the government would be unable to obtain men to form tickets in many counties had been exploded. The extravagance of the government was severely commented on, and a fair, dispassionate review of the steel bridge charges was given. Mr. Sproule received a good hearing, and was heartily applauded.

Geo. W. Fowler was heartily cheered upon his arising to speak. He began by explaining in a most satisfactory manner the course he had adopted after the Moncton convention. He had aimed to resign, but the premier had stated he would not do so, and he had accepted the government's support. He proposed to elect an envoy to make certain charges which would result in a large annual saving to the country, first by the reduction of the number of representatives to 35, and the reduction of the salary of the representatives to \$1,000. He stated that he would accept the positions of law clerk, solicitor general and clerk of the executive could be merged into one and a saving of \$1,000 thus effected. He then took the journals of the last session, and reading from the report of the public accounts committee justified his action. Permanent bridge accounts had not been before that committee, yet he and the other members had been under the impression, from the remarks of the premier, that the price per pound was less than 4 1/2 cents. He was astounded therefore when the exposure was made. He made a manly straightforward appeal for support and was vociferously applauded.

The prospects for the opposition in Springfield have never been so bright. The bridge scandal has driven some of the strongest and most active government workers to the opposition ranks.

JOINT MEETING AT JACQUET RIVER. JACQUET RIVER, Restigouche, Feb. 8.—A joint meeting was held here tonight and addressed by Lachelle and Most on behalf of the government and Barberie, Chuligan and McLatchey on behalf of the opposition. There was a marked contrast between the enthusiasm with which the opposition candidates were received and the sullen stiffness with which the large audience listened to the more eloquent speeches of the government candidates.

PERNOUSQUIS, Feb. 8.—Despite the worst storm of the season, a large number of the electors of Cardwell assembled at the public hall last night to hear Dr. Morrison and Major Montgomery Campbell. Both gentlemen were well received and made a fine impression.

Major Campbell spoke from the standpoint of the agriculturist, and severely criticized the government's sham agricultural policy. As a counsellor he was in a position to condemn the highway act and the government's method of expending the road money. He spoke in a clear and pointed manner, and warmed up to the questions under discussion like an old campaigner. He felt that he was on a ticket with two exceptionally strong men, and expected to be with them triumphantly returned.

Dr. Morrison, though suffering from the effects of a heavy cold, spoke with fluency and vigor. He dealt exhaustively with the finances of the province, the favoritism shown in the administration of several departments, the bridge scandal, and Mr. Emmerston's failure to produce any kind of a defence, etc. He held that it was just as possible to be honest in politics as in the walks of private life, and if he was elected he would leave his party before he would support any man he felt to be wrong. The government's efforts in the present campaign were fully shown up, as well as their abortive attempt to raise the county school tax to fifty cents per head. The people should put an end to the buying and selling and the double dealing which have been the hall-marks of the present government's conduct. Even the friends of the government knew that their operations would not bear the light of day. He called upon the electors of Kings not to stultify themselves by supporting men in action which they would not perform themselves.

At the close of the meeting a hearty vote of thanks was tendered the speakers.

CORNWALLIS.

Quite a Chapter of Accidents—An Historic Building Turned into a Hen House.

CORNWALLIS, N. S., Feb. 7.—There is more sickness in Canning and Habitant than has been known there for years. After measles ran their course it is grippé and is prevalent all over the place.

Captain J. A. Northrup, stipendiary magistrate of Canning, fell on the ice and almost dislocated his neck, recently.

Charles Rockwell, mayor of Kentville, has been re-elected mayor for the coming year. The retiring councillors, E. B. Cogswell, P. E. Loyd and John Redden, have also been re-elected without opposition.

The dedication services of the new Baptist church at Perraux will take place Sunday, 12th inst.

Mrs. (Captain) Tooker of Habitant, fell on the ice last week and sprained one of her ankles very severely.

Advertisement for 900 Drops. Fac-Simile Signature of Dr. H. H. Fletcher. A 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. Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep. Fac-Simile Signature of Dr. H. H. Fletcher. NEW YORK. 35 Doses - 35 CENTS. EXACT COPY OF WRAPPER.

Advertisement for SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA. Scott's Emulsion is not sold in bulk. Do not allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get G.A.B.-O.E.T.

FREDERICTON.

Board of Trade Protests Against Standard Oil Monopoly.

Death of Mrs. Martin Lamont, an Estimable Lady, at the Age of Seventy-nine.

(Special to the Sun.) FREDERICTON, Feb. 8.—Mrs. Lamont, mother of William and Martin Lamont of the well known firm of Lamont & Sons, died this evening between 5 and 6 o'clock. She was one of the oldest residents of this city, being about 79 years. Her first husband died of cholera and leaving her a widow with two children and a large estate. She was a devoted wife and mother and her death is a great loss to her family.

WEDDED AT COLLINGA.

CODY'S, Queens Co., Feb. 8.—Miss Lois May Northrup of Collinga, Kings Co., was married to David W. Fisher of Collinga, Queens Co., by Rev. E. K. Sargent of Belleisle. The wedding ceremony took place at Collinga. The happy couple will reside at the home of David Fisher.

HOW HE WON.

And then the fair maiden went on with her narration, "I covered my face with my hands and wept. 'Impossible,' ejaculated the young man, as he gathered her to his bosom. 'You could not cover your face with those small hands.' And she was his from that day forward, and they lived happily ever after."

FOR SALE.

FARM FOR SALE. The farm of the late Dr. Chas. Murray of Shelburne, Kings Co., is offered for sale on reasonable terms. This farm contains about 250 acres, about half of which are under cultivation; is well watered, fenced, and built with good houses, three barns, and outbuildings, and to some three miles from the Central railway. For further particulars apply to MRS. E. MURRAY, of Shelburne, or to Mr. MURRAY, of Shelburne, N. B.

WANTED.

MONEY CAN BE MADE selling International Realty Co.'s Bonds which include Accident Insurance, Sick Benefits, Identification, and are a safe and sure way of investment. Full commission on renewals. Agents wanted. Apply to J. HUNTER WHITE, North West, Maritime Agent.

SCOTT'S BAY WERE HURT QUITE BADLY.

Recently by heavy fog striking them, and falling overboard. Robert Griffin of New Minas, who has been taking an extensive course in law, has entered into partnership with Hon. Angus McMillan.

FIRE AT CHATHAM.

A fire broke out in the Adams house about midnight of Wednesday, having apparently been set from the furnace flue, and the building was burned down. The fire brigade extinguished the flames when they first appeared, but the fire had got in the walls and under the floors of the main building and broke out again, completely destroying the building. Much of the furniture was destroyed, and two steam fire engines kept the fire from spreading to other buildings. Insurance \$5,000. The Adams house, which was owned and occupied by Thomas Managan, was insured for \$2,000 in the Imperial and \$1,000 in the Phoenix of Halifax.

ALBERT CO.

HOMEWELL, Feb. 8.—The death occurred a few days ago, at Westerdale of Henry Henderson, an old and respected resident. Mrs. Wesley Newcomb is a daughter of the deceased. A widow and several other children survive.

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Library stamp: The British Library. Includes a grid with numbers 1-5 and 2-5.

SUNDAY SCHOOL COLUMN. TO PRIMARY TEACHERS.

In answer to requests from county primary superintendents how to promote the interests of primary teachers on their fields, Miss Clementine Lecoeur has written suggesting a conference of primary teachers for a given district, it not for the whole county, with a list of principal subjects for such a conference.

As a means of general education of primary teachers she suggests a circulating library under direction of the county primary superintendent as follows:

1. Have a membership fee of 25c. to be used for the purchase of books. This fee is so small as to be within the reach of any primary teacher or mother who desires to read, and is better than no cost, as people value but little that which costs nothing.

2. When the first few books are purchased send a list to teachers, asking co-operation, and making suitable suggestions. Of course primary teachers are a bad lot, but each one of them will bring a weak new movement into early strength.

3. Let it be a rule that a book mailed to a member is to be kept clean, and returned in one month from receiving. If the book called for is out another may be sent, with the promise of the desired one next time.

4. The county superintendent must keep strict account of names, addresses, fees, dates of books, postage, etc., getting some interested teacher or girl scholar to help her if needed.

5. As some members of such primary unions may not be used to mailing books, suitable counsel as to careful mailing and sufficient postage may be needed. Failures will not be more numerous among primary teachers than some other classes, and all good work needs patient perseverance.

The following list of books, with price and name of publisher, accompanies these suggestions:

1. On teaching—Teaching and Teachers, by H. P. Trumbull, J. H. D. Wattle, and Co., Philadelphia; Point of Contact, by Patterson Du Bois, 60c., same publisher; Picture Work, by Dr. Harvey of New York Teachers' college, 50c.

2. Primary class work—Practical Primary Plans, by Israel Black, J. Westminister Press, Philadelphia; The Teachers' Cabinet, by Marguerite Cook, 50c., D. C. Cook, Chicago.

3. Child study—Studies in Child Nature, by Elizabeth Harrison, 51; Bookings from Little Hands, by Patterson Du Bois, 51; John D. Wattle, Philadelphia; Place of the Story in Education, by Sara Willis, 51. (best for beginners); Studies in Home and Child Life, by Mrs. S. M. Henry; The Child Study Monthly, Werner Pub. Co., Chicago, 51.

None of these books are too technical and scientific to be beyond the comprehension of the average reader, but are popularly written for this purpose. They will of course require thought and some degree of concentration, but this is exactly what we want to promote. Let no county superintendent visit a classroom unless because such a movement may be slow. We are builders and aim at purpose and permanence rather than rapidity. Our primary teachers must read thoughtful literature to fit them for their work.

Perhaps some Christian mother who approves this scheme for childhood's sake, or other Sunday school worker who wants to aid such movement would give 11 towards purchase of books and thus help on the movement.

TRADE OF ST. JOHN.

Table with 3 columns: Value of imports in January as compared with the corresponding month of the previous year; Duty collected; Total collected.

Table with 2 columns: Comparative statement of value of merchandise exported from St. John for January; 1898; 1899.

These figures do not include United States merchandise transhipped at this port.

DISTINGUISHED PERSONS.

Men and Women from the Maritime Provinces.

Whose Achievements Shed Luster on the Land of Their Birth.

No. 18.—WOMEN.

In the realm of the fine arts it is noteworthy that the present head of the artist profession in Canada is a maritime province man, Robert Harris, the president of the Royal Canadian Academy of Arts, belongs to Prince Edward Island, though not a native of the island. He was born in the Vale of Conway, North Wales, but when very young his father, William Critchlow Harris, brought him out to Prince Edward Island in the year 1856. He was educated at Prince of Wales College, Charlottetown, and studied art in the Slade department of University College, London, and in the Atelier Bonnat, Paris. He also studied in Italy, Belgium and Holland, and exhibited at the Royal Academy, Paris Salon and other galleries. He was nominated by the Marquis de Lorne as a member of the Royal Canadian Academy of Arts on its foundation in 1880, and was president of the Ontario Society of Artists. From 1883 to 1887 he was director of the art school of the Montreal Art Association. He was elected in 1888 as president of the Royal Canadian Academy of Arts, succeeding L. R. O'Brien, who was the first president. He has never been elected. His chief eminence is as a figure and portrait painter, one of his finest canvases being The Fathers of Confederation, executed under commission from the Dominion government, and preserved in the National Gallery, Ottawa. Among the most successful of his portraits are those of the Marquis de Lorne, Lord Mount Stephen, Sir John A. Macdonald, Sir Oliver Mowat, Sir Henry Strong, Sir Leonard Tilley, Sir A. Campbell, Sir John Allen, Sir Hugh Allan, Sir William Dawson, Sir Joseph Robson, Senator Drummond, Rev. Dr. Douglas, Peter Redpath and others.

John Hammond, for some years principal of the Owen's Art Institute, St. John, and for a time in charge of the Mount Allison School of Art, is a member of the Royal Canadian Academy and has exhibited at the Paris Salon. He excels as a landscape painter, and has produced some paintings of Rocky Mountain scenery, which have been most appreciatively criticized. He is now residing in Montreal, the place of his birth. Forshaw Day, of Halifax, but is a native of London, England, but has lived many years in Canada, coming out in 1852 to Halifax, where he gave instruction in art and was for some years draughtsman in the navy yard. From 1873 to 1878 he was professor of free hand drawing and painting in the Royal Military College, Kingston. He was appointed by the Marquis de Lorne to be the first Canadian member of the Royal Canadian Academy of Arts. He is proficient both in landscape and figure subjects. One of the finest Canadian landscape artists was the late Charles C. Ward, of St. John. He was a son of the late Charles Ward, and grandson of Major John Ward, one of the pillars of St. John in its early days. He developed a taste for art at the age of seventeen or eighteen, but was only able to procure the delights of painting during his spare moments in his younger days, as he was engaged in commercial pursuits. He was in business in St. John for a time, and then managed the granite works at St. George. Leaving the dreary monotony of business life he took up the study of art in earnest, and studied in England with William Hunt, the celebrated water color artist, and with his son, Alfred Hunt. Under his instruction Ward acquired the finish which characterized his later work. He also studied in Paris and New York, and his work was well known in the latter city. He was a member of the New York Water Color society and exhibited there. His forte was small landscapes and genre pictures, and he took many subjects from New Brunswick scenery, reproducing upon his canvas picturesque spots about such places as Lake Umbagog and Grand Manan. He was a student of nature and enjoyed the wild life of the hunt for game. He was a clever writer as well, and contributed sporting sketches to Scribner and Century. He prepared for an ambitious publication of the Century some sketches of moose hunting and other sport in the province, illustrated by himself. He had the distinction of having his pictures hung at the Royal Academy. John C. Miles of St. John, who is pursuing his profession in Boston, is also an exquisite landscape painter, and works in oils, water colors and pastels. He is an associate of the Royal Canadian Academy. H. J. DeForest also has some talent as a landscape artist. Miss Elizabeth Whitney is one of the most successful of ceramic artists in Canada, and is teacher of china painting in the School of Art and Applied Design, Montreal. She is a native of St. John and a daughter of the late Geo. W. Whitney. She painted the greater portion of the Jubilee dinner service for the vice-regal mansion at Ottawa.

One of the most famous American actors of the first of the century was William Rufus Blako, who was born at Halifax in 1805 and died in Boston while engaged in his professional duties in 1883. He is of Irish parentage, and when seventeen years of age acted the roll of the Prince of Wales in Richard the Third with a company of strolling players who had alighted in Halifax. He made his first appearance at New York in 1823, and while playing at the Theatre in Boston in 1827, had the distinction to receive the first curtain call ever recorded in a notice in this country. In 1829 he visited England, making his first appearance in Haymarket theatre, London. He excelled in the delineation of old men's parts. One of his best

characters was James Rural in 'Old Heads and Young Hearts.' He was at different times stage manager of the Tremont theatre, Boston; joint manager of the Walnut Street theatre, Philadelphia and stage manager of the Broadway theatre, New York. He was the author of a number of plays including 'Nero,' 'The Turbulent Head,' an adaptation of Theodore S. Fay's novel 'Norman Leslie,' and 'The Burglar,' a burlesque. Sarah Wheatley was another of the noted devotees of the buskin in the beginning of the century when the drama had a great vogue. She was born in St. John in 1799 and died in New York in July, 1864. Her father, whose name was Ross, died when she was two years old. She made her first appearance in New York at the Park Theatre on November 12th, 1805. In 1806 she married Frederic Wheatley, an actor, and retired from the stage, but on his failure in business she resumed her profession for the support of her family, and achieved success. She was noted for her artistic representation of old women. Her son William Wheatley was a leading actor and manager in his time.

Miss Margaret Anglin, a rising star in the dramatic world, is not of maritime province parentage, but was brought up in St. John. She is a daughter of the late Hon. T. W. Anglin, a prominent journalist and politician of St. John, N. B. She was born at Ottawa on April 3rd, 1876, her father being then speaker of the House of Commons. She was educated at Loretto Abbey, Toronto, and at the Convent of the Sacred Heart, Montreal. She studied for some time at the Empire School of Dramatic Acting, New York, graduating in 1894. She made her first appearance in that city in 'Shenandoah,' a new play, and in 1896 and 1897 was engaged with James O'Neill as leading lady in repertoire work. She opened the season of 1898-9 at the Garden Theatre, New York, as leading lady, with Richard Mansfield in the new play, Cyrene de Boregno. She is a highly accomplished young lady, and adds to her dramatic genius musical, linguistic and literary attainments. A most successful future is predicted for her in her chosen profession.

A family once well known in St. John have made quite a reputation on the stage on the Pacific. May Nanyari has won her way into popular favor among westerners by her attractive stage presence and her expressive acting. She plays leading roles and has starred on several occasions. One season she took her own company to Honolulu. Her father, William Nanyari, was a well known manager, and her uncle, Patrick Nanyari, has been stage manager for Edwin Booth, has played with Tomaso Salvini and other famous actors, and last season presented a character role so well in Charles Frohman's company, that was playing the great English Melo-drama, 'The White Heather,' that she was re-engaged for the season. Another member of the family, Miss Genevieve Nanyari, played ingenue parts for a while, but found that romance in real life was better than romance on the stage, for she became the wife of Mr. Blinn, the son of a millionaire lumber king of Los Angeles. Miss Ethel Morrison, of St. John, is winning favor in metropolitan theatres, and Miss Grace Huntington (Miss Cronkite), a native of Southampton, York Co., N. B., is winning considerable success as a leading woman.

Avon Saxton, a name to conjure by in the musical world of England and in business in St. John for a time, and finally by Windsor, N. S. people, for it was three that the great singer was born. A mere recital of Mr. Saxton's successes would take much space. He is one of the most famous operatic singers of Europe, and has sung before nearly all the crowned heads of the world and in nearly all quarters of the globe. He is a musical, and the Christian name, no doubt from the River Avon, which flows past the town where he was born. Mr. Saxton has been a member of the Royal English Opera and Carl Rosa Opera companies, Boston Ideal Opera company and Royal Opera company, Australia. He has sung in the principal London theatres and in the principal concert of the Crystal Palace, Royal Albert Hall, St. James' Hall and Queen's hall, London. He was the founder of the Meister Glee singers, and of the Saxon Glee singers. He made a most successful tour of Nova Scotia last fall, and next fall intends to come to St. John, a singer who has a magnificent soprano voice to make an extended tour of the maritime provinces and possibly of Canada. He is also a composer of unusual ability.

Miss Nita Carrite is a native of Halifax, N. S., but spent her childhood days in St. John. Her first appearance in opera was in the title role of Patience, when she sang the part in St. John at the age of fourteen. She studied in Paris with Madam La Grange, and attracted the notice of Gounod. She commenced singing on the concert platform in Paris, and was there engaged by Sir Augustus Harris in 1890 to sing in opera at the Covent Garden theatre, London, in the role of Michaela. She then sang the principal prima donna parts of grand opera with the Carl Rosa Opera Co. Her voice failed her while she was singing in the Gondoliers at the Savoy, and she returned to Paris. When she recovered her voice she studied under Madame Marchesi and studied acting at the Grand Opera, Paris, under the finest masters. In 1893 she accepted

an offer to sing prima donna parts with Duff's English opera company in America, and toured with them two seasons. In 1895 she joined the Carl Rosa company, again singing the part of Carmen. W. G. M. ST. JOHN CO. L. O. A. The Annual Meeting Last Evening—Officers Reported—The Officers Reported.

(From Wednesday's Daily Sun.) The annual meeting of the St. John County Lodge, L. O. A., opened in the Orange hall yesterday afternoon. County Master Day in the chair. There were in attendance some hundred and twenty representatives. The county master in his annual address said he had derived both pleasure and profit from the discharge of his duties, and he knew it would cause them both satisfaction and pride to hear that the order is going ahead in every direction. He referred to his visit to the annual meeting of the Grand Lodge of British America, where he was honored with the office of deputy grand lodge, and he congratulated the members of the lodge upon the fact that they were being held in high esteem by the grand lodge, and he hoped that they would be able to do credit to the lodge in the future. He referred to the fact that the lodge was being held in high esteem by the grand lodge, and he hoped that they would be able to do credit to the lodge in the future. He referred to the fact that the lodge was being held in high esteem by the grand lodge, and he hoped that they would be able to do credit to the lodge in the future.

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NEWS FROM MANILA.

Gen. Otis Will be Allowed to Use His Own Discretion.

The Provost Guard is in Absolute Control of Manila.

All Fears of a Native Uprising Dispelled—American Troops in Excellent Spirits.

WASHINGTON, Feb. 3.—There was an almost complete release today from the tension under which the rapid occurrence of events in the Philippines has held the officials of the administration since the first startling news from Manila, Sunday night. This was brought about through the receipt of a bulletin from Gen. Otis, summarizing the latest results of the fighting he had had with the natives. The statement of the actual influence had been destroyed and that the Filipino leader was seeking for a cessation of hostilities, and for a conference, was most acceptable and was interpreted as an admission that he had realized his terrible mistake.

It is entirely improbable that he will be able to restore anything like the status quo, or to obtain anything like the same terms as were possible last week. No one here is looking for just what Gen. Otis intends to impose in the way of terms. Secretary Alger this afternoon repeated his statement of yesterday that he had given the general no instructions since the basis and saw no reason for giving any. He reported that he had given the general no instructions since the basis and saw no reason for giving any. He reported that he had given the general no instructions since the basis and saw no reason for giving any.

MANILA, Feb. 3.—Last evening, as the Filipinos at Calocan were evidently preparing for a night attack upon the American left wing companies B, C, and I, the 80th Kansas infantry were ordered to leave their quarters at the barracks and to move to the barracks at Calocan. The barracks were situated in a bamboo jungle in the heart of the city, where they had caused considerable annoyance all the afternoon. The battalion started at 11 o'clock, driving the enemy like chess and penetrating to the very heart of Calocan.

Children Cry for CASTORIA. FREDERICTON, Feb. 10.—F. J. Sherman given a farewell banquet at the Queen Hotel.

FREDERICTON, Feb. 6.—F. J. Sherman, who has been manager of the Merchants' Bank of Halifax in this city for the past two years, and who is to leave shortly for Havana to assume charge of the branch about to be opened in that city, was tendered a farewell banquet tonight at the Queen Hotel.

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THE L.

By day and night, the service starts. Till days and nights we gathered kindly.

When He who sends "Took pity on our And sent His blessing, Who always comes.

And then there came Of all our hopes a When the last earthly And our blessing.

The trouble from the The way the service And new songs in The presence of her

This world with all The sea from shore Shall render up its When time shall be

THE CRIM

"Speech!" speech! in the Dalton room another voice, piteous took up the cry of the street—"Speech!

"What a loathsome said Peel, with a something positive it."

"It always gives especially at night acts of horrible, in de Lagrange, with the model throne, able cigarettes.

Kovno, but the smile, not way. He was what unusual fact, trayed him in the

We were rather gathered in the de Lagrange was a little Frenchman, his restless fingers

of various work. English—painted, cerebral, but with versatility. Fergusson and argu-

—the owner of the by birth, though it been lived in Paris. He was two, that the radio was concerned a original and star

For himself, he head of a dreamer man, he would flash out into a

of talk, accompanied. Only one other studio—Dora. She pretty, nervous, in present moment of the big stove and during her well-

"Well, there's about murder," will ask. And that hanging.

"Nonsense," my Kovno, "It's only who are found out wards in foot cover and never if you grant him of luck."

Ferguson shook "It takes more a successful man would require an acres of land, you please. Ugh!" a shudder—"It's ever thing of the sort I another peaceful vied."

Lelaige began of "dane Macabre" with his head and stood which made

"I wish you were ribly gloomy," she this great big baunted. Do, for about something of

"It's not gloomy breeding," persisted, "but something that undiscovered crime nation for me."

"The possibility of ed shilling in m r to be more attractive said Peel, ruefully by possessions. man—"we shall to-night. Can't a Frank Peel and to explain, share we dignity by wa

"I am willing to tinued, without a tion, "I am willing to count a murder of detection." He one of his excitable tating freely.

"Rubbish!" said one can talk like a first past, it's a second, I don't sup that you'd be suc to try."

Kovno himself I by nature he is creatures imaginary "No, no. I don't I want to harm for the mere sal to a parcel of lunatic common sense I could do so."

"Well, you prov take your bet," s "Will you?" he "Of course I will we'll have a dinn

"Done with you. "It's not with you. I sold a couple of "That's all very gusion slowly, "b murdering the m ing to us—in inevitably trot police station—stive us proof of Kovno thought "Look here," quickly, "suppose a man away and for a week—ten without any inq

THE SERVICE IN THE QUEEN SQUARE METHODIST CHURCH SUNDAY EVENING WAS AN UNUSUALLY INTERESTING ONE.

DR. J. H. MORRISON, will be found at his office daily from 10 a. m. to 4 p. m.

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