





I. C. R. FREIGHT RATES

Manager Harris Before the Board of Trade.

A Number of Concessions—The West Rules the Roost.

Merchants Advised to Take a "Broad View"

—Cases of Discrimination—Four Rates on Lime.

The interest which St. John merchants take in the new I. C. R. freight tariff was very well illustrated Thursday. On ordinary occasions it is not always easy to secure more than a quorum of the board at short notice, but when the word went around yesterday morning that Manager Harris would like to meet the members there was no need of a special messenger. The secretary had some difficulty to get chairs enough to seat the crowd, representing every branch of the wholesale trade.

And in many respects Mr. Harris came down handsomely. The tariff is not nearly so bad as it was. Still, it will be seen that Mr. Harris was not unmindful of the interests of Montreal.

D. J. McLaughlin, president of the board, called the meeting to order. Mr. Harris, who was accompanied by Divisional Freight Agent Robertson, expressed the pleasure it gave him to again meet the citizens, and said he expected to come to the provinces every month or so and spend a couple of weeks knocking about, so as to meet all the patrons of the road. Taking up the new tariff, he explained that when he took charge he found no regular system existed, but that many different rates were charged on the same lines of goods. He had endeavored to frame a tariff on some basis that would be fair to all and to develop trade to Upper Canada and United States points. To do this it had been found necessary to lower the rate on what are known as goods of the first and second class, and slightly increase those on the third, fourth and fifth class, and the merchants of the remaining classes. In the maritime provinces he met a system of rebates in force, and in doing away with them he had tried to make the new rate as near the old as possible. It had been necessary to establish the weight system, which is in vogue everywhere else, because it was found that in many sections the rolling stock was being damaged by being heavily overloaded.

Mr. Harris then went quite fully into the lumber tariff. He said the minimum of a car was 30,000 pounds. On logs for pool wood, etc., or on deals or other heavy lumber, an allowance of 6,000 lbs. per car was made. The tariff was framed on the basis of what the road earned under the old tariff. In some cases there was a decrease, but on the whole the charge was not more than before.

With regard to shingles, where the minimum weight was stated to be 30,000 lbs., if a car would not carry more than 24,000 lbs. the charge would be that quantity. The new tariff lowered the rate on shingles to United States points, but that north shore shippers said they could now resume the business the U. S. tariff had crippled. By special arrangement with connecting lines he had been able to give rates to Boston, New York and interior points in the eastern states that would be of great advantage to shippers and give the people an outlet and a chance to develop their resources. And the great consumption of shingles was at interior points, not at coast ports. He spoke particularly of the rolling stock, as to St. John, he had New York state that there was a special rate for known cars of merchandise. He would, therefore, give a special rate on mixed cars of classes 1 to 5, and would of course give the same concession out of Halifax. But as the cars were now being made larger, he would like to see the minimum rate raised from 20,000 lbs. to say 24,000 lbs. He would like to hear their views on that point.

As to the rate on lumber for export, the roads west of Montreal were cutting a higher rate for hauling sawdust and mill waste. The rate for 50 miles was 3c. per 100 lbs., or \$12 for 40,000, and 6,000 lbs. excess of weight was allowed. The rate was nearly 100 per cent. lower than on other roads, and was a reduction on former rates. As to shipping lumber by weight, he could see no difficulty. It was done everywhere else, and nowhere else was there as low a tariff. He spoke of 1,750 cars of lumber being shipped from three stations in Quebec to Portland for export, a distance of 250 to 270 miles, at 10c. per 100 lbs., weight 35,000 to 40,000 lbs., with 1,000 lbs. allowed for excess, as compared with an I. C. R. rate of 7 1/2c. per 100 lbs., with 6,000 lbs. allowed for excess. Mr. Harris commended the former system, which he claimed permitted overloading and escape from a portion of the just charge. He took occasion also to denounce the steamship companies, who in carrying goods from Montreal and St. John charged a higher proportionate rate than those from Quebec and Montreal. People here went for the railway, but he proposed to go for the steamship companies. Mr. Harris gave emphasis at this point, and changed the table, declaring he would inform the steamship people that unless they gave the lumber shippers here the same advantage they gave to shippers from Montreal and Quebec. He would like the board to get the facts and take hold of this question. Proceeding, he said a great deal to South America. He did not see why it should not go to St. John. In conclusion, Mr. Harris said he would like the merchants to give the

tariff a fair trial, and he was satisfied the result would be all right. James F. Robertson remarked that the present rate on dry goods to provincial points was lower than the old one.

J. Willard Smith pointed out that the rate on lime to Halifax had been increased \$6.00 per car, and when the tariff under which that had been done was withdrawn he could not get any rebate. He would like to know if any change had lately been made in the rate.

Mr. Harris replied that since March 1st the rate to Halifax was 10c. per 100 lbs.

Mr. Smith replied that would be \$3 per car lower than the old rate, of which he was very glad. But he had also got some plaster from Hillsboro. The old rate was 35c. the new one 55c. The rate by water was 10c. per barrel.

Mr. Harris did not think the rate had been increased. However, Mr. Robertson, the divisional freight agent, was always available and could make a special rate if necessary to secure business. They were here to get business, not to lose it.

Mr. Smith further observed that a lot of their furniture company had a lot of their goods to ship to St. John, but the new rate was prohibitory and they had arranged to have it brought by water.

Mr. Harris made no comment on this.

W. H. Thorne said he was very glad to hear that there would be a special rate as before on mixed cars of goods from St. John. Mr. Thorne drew attention to the case of Mr. O'Leary of Richibucto, who, as stated in his letter to the Sun, had to pay the first class rate on a whole car. Under what class, asked Mr. Thorne, would mixed cars now go?

Mr. Harris—Fifth class.

Mr. Thorne—Then the rate on Mr. O'Leary's car would be 13c. Instead of 20c., which he paid. But Mr. O'Leary states that the old rate was only 9c. to Kent Junction.

Mr. Harris replied that there was an increase in fifth class goods. While in others the rate is the same or advanced. They had to be governed by the basis adopted by other roads or they could not make through rates. They wanted to get into closer contact with the west and develop through business. They had made concessions. The rate on classes 1 and 2 and some others had been lowered, and the merchants would have to come up to meet him in the case of 3, 4 and 5. The present basis was necessary in dealing with western lines.

Mr. Thorne directed attention to the fact that St. John's chief competitor was Montreal, and while other rates had been raised, those of Montreal had not. We were, therefore, handicapped. For instance, the rate on less than carload lots to Campbellton was 27c. from St. John, and 25c. from Montreal.

Mr. Harris thought not. The rate from Montreal was 32c. Mr. Thorne produced a tariff and pointed out that what he stated was correct.

Mr. Harris said the rate on cement, drain pipes, fire clay and some other goods from St. John was only 10c.

Mr. Thorne said the rate was less on some goods, but what our merchants were most interested in was class 5.

Mr. Harris explained that the tariff which Mr. Thorne had was really the summer tariff, which had been issued about a month earlier than usual. That tariff had to reckon with water competition. Montreal had not the privilege of making up mixed cars. Montreal merchants might ask him for that privilege.

W. S. Fisher said the commodity tariff on an article which his firm manufactured placed that in class 3, while the same comes from Montreal to all provincial points as goods of class 4. This was a discrimination against us.

Mr. Harris replied that this had been remedied on Wednesday in Montreal, and the goods would now go as class 4. (But there is no reduction compared with the old tariff.) He said the same rate as class 3 under the old tariff.

Mr. Fisher read the following statement that had been placed in his hand: "Formerly lumber from Hampton cost 2 1/2c. per 100 lbs., with 20 per cent rebate, making a cost equal to 50c. per M. Present tariff rate equal to 75c. per M. It was cost less to car lumber to St. Martins and freight to St. John by schooner. Total cost at present from via Parker's road to St. John via Hampton, \$1.37 1/2; formerly via St. Martins \$1.25, saving 12 1/2 cents. Two hundred cars will be brought this way."

Joseph Finley said the old rate on molasses to Moncton was 11c. Now it is 12c. on the highest class goods in a car, it would be 18c. It was an increase of nearly 2 1/2c. per gallon. He had lost a sale through the increase.

Mr. Harris said the rate had been changed. Moncton is a water point and the rate is now 10c. He proposed to fight water competition and drive goods the railway would capture a great deal of business from water routes.

Mr. Finley pointed out that the C. P. R. would take molasses to Montreal for 15c. and the I. C. R. asked 18c. through rates on molasses from the West Indies and did not apply to goods warehoused.

It was intimated by Mr. Harris that this matter could be adjusted. Continuing, he said for this year he would make the minimum weight on car lots 20,000 lbs., but would ask them next year to make it 24,000 lbs.

Mr. Harris discussed the rates on coal. He said he had cut the rate one-third in some cases. Halifax had already contracted for over 100,000 tons by rail from the Intercolonial Mining Co., from Springfield, Maceran and Joggins. The miners were standing by him, and coal would be cheaper to the people in consequence. He expected to bring a great deal more to St. John. The Dominion Coal Co. complained in Nova Scotia, but he was after business. As to the whole tariff, there were reduc-

tions in many instances, and he thought the people should not complain because there were some increases. They should look at it from a broad basis. He would like to feel that the board of trade was at his back.

Geo. McKean at this stage produced a statement of freight paid on ten cars of lumber, which showed an increase of 21c. Taking Amherst as an instance, Mr. McKean said that the Amherst man's deals were not worth over \$7.50 in Halifax. The railway had no right to increase the rate. The trade could not stand it.

Mr. Harris figured it out, and showed that with 6,000 lbs. allowed for excess the rate from Amherst to Halifax would now be about \$16.50 per car, compared with \$17.50.

Mr. McKean said that 6,000 lbs. of course would make a difference, but the rate on short distances was too high. He further remarked that Mr. Harris was talking through his hat when he talked about the steamer getting a big share of the freight. The regular steamers took very little. Deals were taken by steamers and chartered by the shippers themselves, and the rate had no relation at all to the railway rate. He also raised the question of demurrage on cars of lumber waiting for discharge, and the possibility of having lumber on hand when steamers came.

Mr. Harris said that could all be arranged with Mr. Robertson, who had authority to settle it.

J. A. Likely asked why the rate on coal from Springfield to Sussex was \$1 when the rate to St. John was 85c. An industry about to be started there had asked for a rate and he had quoted \$1. He had asked why they could not get the St. John rate.

Mr. Harris replied that at St. John they had water competition. At Sussex they had not. Continuing, he pointed out the cheap rate at which coal is carried to Montreal. He had sailed out to Chicago and captured the corn carrying business, and knocked out the Erie system. He believed there would be from one to two thousand cars of corn brought by the I. C. R. to lower province mills this year. The cars had to go west again, and he had abolished the flat car in the box car, and carried it to sound business, even if he had to accept a low rate on the coal. The business he would take away from water competition would make the road pay. If points like Sussex got a rate they could not complain. The present rate was lower than the old one.

Mr. Likely said he would give Mr. Harris credit for one thing. It had never been possible before to get a lumber rate from the north shore, but this winter lumber had been brought here from New Mills for export.

J. F. Robertson remarked that this was a gratifying statement. There had long been a desire to get a rate that would enable north shore men to ship through St. John in winter.

Mr. Fisher again called attention to the discrimination against St. John in connection with the general merchandise of classes 3, 4 and 5.

Mr. Harris contented himself with talking around the question and urging the merchants to consider the tariff and its purpose and look at the question in a broad way. There were reductions on some classes, and there was the privilege of mixed carloads, which Montreal did not enjoy. He thought the merchants ought to stand by him.

James Robertson asked if it would not be possible to restore the old rate on raising the rate on other goods and upsetting the whole plan of the tariff. They had to do certain things in view of what they were doing in the west.

J. F. Merritt discussed the lumber tariff. He hoped it would be made satisfactory in some manner of demurrage. He also referred to the increase of the minimum charge on small articles from 25 to 35c.

Mr. Harris replied that this was done without his knowledge, and he had not been cancelled when he heard of it.

Mr. McLaughlin pointed out that under the system by which lumber was carried it was not possible, as Mr. Harris had suggested, for shippers to overload cars and evade paying the tariff.

Mr. Merritt, Mr. Robertson and Mr. McLaughlin expressed appreciation of Mr. Harris's courtesy in going into all these questions with the board, and the meeting then adjourned.

THE RATE ON LIME. Mr. Harris stated in reply to J. Willard Smith, that the rate on lime to Halifax since March 1st was 10c. per 100 lbs. At four o'clock yesterday afternoon Mr. Smith called up the I. C. R. and asked the rate on lime to Halifax. He was told it was 12c. per 100 lbs. This was a flat contradiction of Mr. Harris's statement.

To a Sun reporter who called on him yesterday afternoon, Mr. Smith said there had been three different rates on lime from St. John to Halifax since January 1st. The old rate was 27c. The next one was \$38.60. He paid that on three cars and could get no rebate. Then a rate of \$28.30 was made. Now Mr. Harris says it is 28c., which the people at the I. C. R. freight office had not yet learned yesterday, though Mr. Harris says it has been in force since March 1st.

Mr. Smith also pointed out that several carloads of furniture from Essex River are to be brought here by the steamer Beaver and stored for shipment to St. John river points. The company could not ship by the I. C. R. because of the rates.

The rate on plaster from Hillsboro had been raised, despite Mr. Harris's doubt on the point.

TO CURE A COLD IN ONE DAY. Take Laxative Bromo-Quinine Tablets. All Druggists refund the money if it fails.

If a foul keeps his mouth shut he can pass for a weather prophet. If a girl is pretty and unable to marry, she is a matchless beauty. If a man tries to catch a pretty girl to ride a wheel he has a good, steady job.

NOVA SCOTIA.

HALIFAX, N. S., March 18.—It is reported that the steamer Alpha, the former Bermuda mail boat, and the steamer City of Ghent are chartered to go to the Klondyke.

Traffic Manager Harris of the I. C. R. was at Truro today, and met the lumber kings, who strongly protested against the new export freight tariff on lumber, which is 25 per cent. higher than as before. Mr. Harris promised to re-arrange it satisfactorily. He also met the board of trade delegation in reference to local freight rates on hay, cattle and farm produce. He said a supplementary tariff had been issued within twenty-four hours, which would straighten matters out.

NORFOLK SYDNEY, C. B., March 18.—The owners of the schooner Willie Macdonald, illegally seized by the Russian government in the Pacific waters, have been notified that the full amount of the award and costs, \$24,000, has reached Ottawa.

FREDERICTON, March 18.—Eight Scott act cases were acknowledged at the provincial court today, and the two men from Williamsburg under arrest for violation of the tariff laws were discharged. The prosecution failed to produce any evidence against them.

James S. Nell and wife and Joseph Walker and others went to Boston this evening to attend the sportsmen's show tomorrow afternoon the Governor and Mrs. McClellan with Mr. Barker, his honor's secretary, Premier and Mrs. Emmerson, Attorney General White and some other members of the government, will also leave for the hub. They will be present on Tuesday night, which has been specially set apart as New Brunswick's day at the fair.

Most of the members of assembly have gone home, and all will be off tomorrow. The next to leave will be the half company of the Infantry ordered to the Yukon. They go to Ottawa to outfit some time next week.

HALIFAX, N. S., March 20.—The steamer Osborne is off this port with a tall shaft broken, having broken adrift from the steamer Duffield, which towed the Osborne nearly a thousand miles, only to be separated from her, the price of a stiff gale three miles from a haven. A fleet of tugs have gone after the Osborne, which is known to be at anchor, as she broke adrift within the forty fathom line. The Osborne's shaft broke Friday, March 11th. An allan line declined to tow her. The Duffield was spoken Monday. The vessel was both bound for Philadelphia originally, but on March 18 threatening weather induced them to change the course for Halifax.

NEW STEAMER FOR THE DONALDSON LINE. Donaldson Bros. have contracted with the London & Glasgow Engineering company to build at Govan a steamer for their Canadian service of over 7,000 tons fitted with triple expansion engines by the builders, to drive the vessel at a speed of over twelve knots. The vessel will be fitted with Howard's pumps, feed-heater and evaporator, Napier's windlass and capstan on forecastle head, and Caldwell & Co.'s steering gear. Ten large winches will be supplied by Clarke, Chapman & Co., fitted on raised platforms, leaving the deck free for the carriage of live stock.

Accommodation for the captain, officers, and all the crew, ostle-men, and horse attendants, will be provided on the bridge deck. This is a feature which has been found eminently suited for the general working of such a ship.

We understand this is the first of several large steamers which will be built shortly for the Donaldson Bros., increasing Canadian trade.

THE I. C. R. TARIFF. How it Hits the Farmer and Manufacturer in Kings County. (Success Record.)

The Record, in connection with G. J. Armstrong, manager of the Sussex Mineral Spring Co., finds that on the basis of last year's business the increase in the rates will mean to the company an expenditure of from \$400 to \$500. Mr. Armstrong is making a systematic inquiry into the prevailing tariff, and does not express himself as very favorable to its adoption. The rate on his products from Sussex is 10c. per 100 lbs. less than from Montreal, Quebec, although the former is 170 miles further away.

The new tariff for a time threatened to hurt seriously with the Electric Light Co. of Kings County, which is shipped over Central to Norton. The former cost on a 25-ton car was \$720 from the latter place, but under the new rate it was raised to \$275. It is at the rate of 80 cents per ton. When it was lowered by the new tariff coal will be hauled from Springfield and Legouis to Sussex at \$1 per ton, the disadvantage under the new tariff was laboring, is plainly manifest. The authorities evidently realize that a mistake has been made in this instance and the rates on coal from Norton have been reduced to nearly the old basis.

Perhaps no one will feel the effects of the increased rates more than the milk companies operating at Sussex, Apohaqui, Bloomfield and Hampton. To the Sussex Milk Co. alone the increase of 10 cents under the old tariff to 14 cents per hundred, will mean over \$500 loss per year. The rate on milk will have to lose, as the prices now prevailing in St. John are not per cent. of an increase. The total excess freight on one car alone from Kings County will amount to \$130 a year. James Lamb, local manager for the Sussex Milk Co., said that under the new tariff they could drive their milk to St. John and effect a considerable saving.

On beef, butter, cheese and pork, the rates from here to St. John have been advanced two cents per 100 lbs., and on live stock the rate from here to St. John is a single cent, which was formerly \$1.70, is now \$3.50. This is explained by the railway people by the fact that a single animal will require a whole car, the same as several. It has been suggested as a remedy for this that a cattle car be run on certain days in the week to accommodate the traffic on the same basis as now handled.

Another peculiarity of the new tariff is that on cornmeal, which can be brought from Moncton to Sussex for 12 cents per barrel, if brought from a mill which brings its corn from the upper provinces by way of the I. C. R. the old rate was 15 cents per barrel, which is still in force on meal raised from mills getting their corn over the other roads than the I. C. R. The rate from St. John on this article has been increased from 15 to 25 cents per barrel.

On lumber the rates have gone up over fifty per cent, which at the low price that article is bringing, makes it a source of loss instead of profit.

A DELICATE POINT. We understand that in connection with government's request to be furnished by the heads of departments with lists of all interested employed under them, the delicate point has been raised by one chivalrous official as to whether female sweepers are to be classed as "ladies." The point is one that requires a bold answer from the government. Mrs. Biddle, the landlady of Bob Sawyer, recently being called a "woman" by Benjamin Allen, and it is possible that the ladies might equally recent being omitted from the roll of honor.—Madras Mail.

"The Alaska-Yukon Gold Placer

And Quartz Mining Company.

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

COO. W. W. D. TURNER (also president of the Le Roi)..... President  
W. J. HARRIS (also vice-president of the Le Roi)..... 1st Vice-President  
J. E. CRITCHFIELD, Mayor of Seattle, Wash..... 2nd Vice-President  
ANDREW CHILBERG, President Scandinavian-American Bank, Seattle..... Treasurer  
J. D. HELM, Seattle, Wash..... Secretary

The ALASKA-YUKON CO. owns the following valuable properties in the KLONDIKE DISTRICT, viz: Claim "61," 500,250 feet, on the Bonanza Creek; the "Buckley" claim, 500,150 feet, at the junction of Forty-Mile Creek and Nugget Gulch; three quartz claims, the "Emma M.," "Dependent" and "Tenderfoot," and have had twenty men at Dawson City for six months.

This is not a speculation, as is the case with "prospecting" companies, for the value of the properties owned by the Alaska-Yukon Co., has already been demonstrated. The present price of treasury stock is 25 cents per share, and we only ask the public to invest after they have fully satisfied themselves that there is nothing better in the market. A complete prospectus, and an authentic map of Alaska, furnished free, upon application to the Company's authorized Brokers.

MOORE KELLY & CO.,

220 Board of Trade,..... MONTREAL.

CAMPBELL'S WINE OF BEECH TREE CREOSOTE CURES OBSTINATE COUGHS. DOCTORS RECOMMEND IT HIGHLY. ASK YOUR DRUGGIST FOR IT.

GEN. MOORE IN BOSTON. ON CHARGE OF MURDER.

BOSTON, March 20.—Gen. Montgomery Moore, commander in chief of the militia's troops in North America, accompanied by Mrs. Moore, Miss Moore and his aide-de-camp, Captain Colburn, arrived in Boston today from Halifax. He said to an Associated Press reporter: "I am on my way to Washington to pay a visit to the British ambassador. There is no political significance in my coming to Boston. It is of course it may seem to some that it is strange that I should visit him just at this time, when the shadow of war seems to be over the United States, but it is only a coincidence."

AN ARABIAN PAK PEDDLER OF BANGOR UNDER ARREST. AUGUSTA, Me., March 20.—Amanda Joseph of Bangor, an Arabian pack peddler, was arrested by Deputy Sheriff J. F. Bean of Augusta at Windsor, today, charged with the murder of her newly born baby at South Vassalboro, Friday. She admits the child's as her's, but claims that it was born dead. An autopsy on the remains shows that the child was killed by a pair of shears or some other sharp instrument being thrust into the throat in four different places. The woman was brought here and lodged in the county jail to await the action of the grand jury next month. A pair of shears were found in the woman's pack, with stains, supposed to be blood, on them. The remains are in charge of the county physician, Dr. Burt Andrews, who performed the autopsy.

THE GREAT ART EXHIBITION. The committee appointed to wait on citizens who have paintings of more than ordinary merit will do their work in the next few days. Only one citizen will doubtless be no less public spirited than Montreal gentlemen who responded so generously to the committee's request.

ENGLAND'S GAME. On the banks of the Niger England desires to play the same game as she does every-where else, she avoids the obligations of treaties and conventions, and occupies without any right foreign territories in order to lay claim to them prior to other countries. In the basin of the Niger, England has found the French have no fear of her menaces. We hope that the British will serve in the future as a lesson to England, and as to other nations.—Glasgow (St. Petersburg).

CONSUMPTION CURED. An old physician, retired from practice, having been in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma, and all throat and lung troubles, having tested it successfully on himself and others, he has decided to offer it for sale to the public, and to make it his business to make it known to all suffering from these troubles. Actuated by this motive and by a desire to relieve human suffering, I will send free of charge, to all who desire it, this recipe, in German, French or English, with full directions for preparing and using. Sent by mail, enclosing a postal note, naming this paper, W. A. NOYES, 329 Powers' Block, Rochester, N. Y.

THE COTTON STRIKE. NEW BEDFORD, Mass., March 20.—The decision of the manufacturers given Saturday leave the great cotton strike where it was before, and at the beginning of the tenth week the end may be predicted with no more certainty than at the beginning of the more protracted strike. The more prominent unionists as expressed today are in favor of continuing the fight indefinitely.

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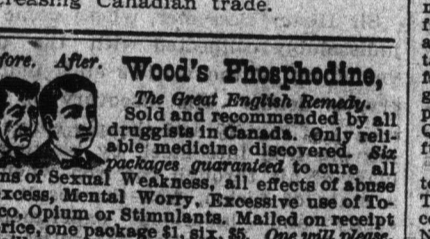
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A Common Bred Cow

When toned up by Dick's Blood Purifier will give as much and as rich milk as a highly bred aristocratic Jersey cow gives upon ordinary feed, and a Jersey cow when given

Dick's Blood Purifier

will wonderfully increase her yield of milk. It saves feed too—because a smaller amount of well digested food satisfies the demands of the system and every particle of nourishment sticks.

50 CENTS A PACKAGE.

LEEMING, MILLS & CO., DIST. CO., Agents, Montreal, Proprietors.

SEED OFFER.

The Baird Company, Ltd., Woodstock, N. B., on receipt of a wrapper of either of the following well-known and reliable remedies, viz:

Kendrick's White Linctum, McLean's Vegetable Worm Syrup, Bowman's Headache Powders, Wheeler's Botanic Balm, Baird's Extract Jamaica Ginger, Granger's Condition Powders, and 25 cents will send postpaid either of the following lots of strictly first-class seeds, the retail price of each lot is 50 cents. Both lots for two wrappers of either of the above remedies and 50 cents.

LOT No. 1, VEGETABLE SEEDS. Beans, Wax; Beet, Eclipse and Turnip; Cabbage, Footers; Carrot, Nantes; Cucurbit; Long Green and Early Frame; Lettuce, Drumhead; Parsnip; Scudon; Radish, Turnip; Squash, Hubbard; Turnip, Garden.

LOT No. 2, FLOWER SEEDS. Aster, Large Flowering; Everlasting, mixed; Pink, Double China; Pansy, new large mixed; Petunia, mixed; Sweet Pea, mixed; Garden Wild Flower; Zinnia, double mixed; The seeds are selected for Maritime Provinces climate—lists cannot be changed. Address:

THE BAIRD COMPANY, LIMITED, Woodstock, N. B.

\$100.00 REWARD IF NOT CURED BY TUTTLE'S ELIXIR. A SURE CURE FOR COLIC, HORSE AIL AND SPINAL DISEASES IN HORSES.

For Men It will cure Rheumatism, Sprains, Bruises, Lame Back, Burns, Neuralgia, Headache, Sore Throat, Toothache, Earache, Stiff Neck, Contracted Cords, Frost Bites, Chilblains, Corns, Blisters, Gold Sores and anything that requires a Linctum, also sure cure for Cough.

Dr. S. A. Tuttle, Sole Proprietor, Veterinary Surgeon. PRICE 50 CENTS. \$50.00 Reward to the person who can prove this testimonial bogus.

ST. JOHN, N. B., Oct. 8th, 1897. Dr. S. A. Tuttle. Dear Sir—I have much pleasure in recommending your Horse Elixir to all interested in horses. I have used it for several years and have found it to be all it is represented. I have used it on my running horse, a Chamois on my trotting Stallion "Special Blend," with the desired effect. It is undoubtedly a first-class article.

I remain, yours respectfully, E. LEROI WILLIS, Prop. Hotel Dufferin.

Paddington & Merritt, St. John N. B., General Agents for Canada and the Provinces for Tuttle's Elix







THE LEGISLATURE.

It Was Prorogued Friday Afternoon by Gov. McClellan.

FREDERICTON, March 16.—Hon. Mr. Tweedie submitted the following report from the contingent committee:

COMMITTEE ROOM, March 16, 1898. The contingent committee met at 10.30 a.m. Present: Hon. Mr. Tweedie, chairman; Mr. Porter, Mr. Chipman, Mr. Wells, Hon. Mr. Farris, Mr. Scoville, Mr. O'Brien (Northumberland), Mr. Mott, Mr. McLeod, Mr. Smith, Mr. Barnes, Mr. Morrow, Mr. Pitts, Mr. Shaw, Mr. Osman. The minutes of the last meeting were read and approved. The committee recommended the following accounts to be paid: H. B. Rainford, O'Connell, (three telephone), \$30; Miss Beverley, \$6.50; Willard Kitchen & Co., \$2.45; Daniel O'Brien, \$5; J. H. Fleming, \$15.00; James W. Biggs, \$5; Kitchen & Shea, \$2.25; G. Y. Dibbille (sundries for house), \$2.50; Charles Toner, for ice and trucking during session, \$10; N. B. Telephone Company, for telephone use of house, \$20; Hon. Mr. Hill, deputy speaker, \$30; clerk of committee, G. Y. Dibbille, \$50; Douglas Egan, senior page, \$10; Frank L. Moore and James H. Dever, junior pages, each \$5; John P. Payne, J. W. Biggs, D. J. Stockton, messengers, each \$5; E. S. Sorens, A. M. Campbell, \$5; James Ryan, coachman, \$5. The account of T. Amos Wilson for \$83.25 was considered correct. It was recommended that he be paid \$40 in settlement of the said account. The account of W. S. Carvell for \$20 was considered excessive and it was recommended that he be paid the sum of \$15 in settlement of said account. The account of Charles Toner for \$3 extra charge was recommended not to be paid, as it was the opinion of the committee that the work was done for the department of agriculture and should be paid by that department. It was recommended that the government allow Mr. McLeod, the official reporter of the house, the sum of \$1,000, this to be in addition to the amount paid on contract account. And your committee ask leave to make a further report. (Signed) L. J. TWEEDEIE, Chairman.

The motion to accept the report of the contingent committee was adopted without division. Hon. Mr. White introduced a bill (consolidating and amending the law relating to the courts of probates. Mr. Dibbille committed a bill amending the acts incorporating and relating to the town of Woodstock, Mr. Davidson in the chair. Agreed to with amendments. Hon. Mr. Tweedie recommitted the public health act, Mr. Chipman in the chair. Mr. Tweedie explained that the bill as already agreed to placed the appointment of the chairmen of the local boards of health with the provincial board of health. Upon further consideration it had been thought best that such appointments should be with the lieutenant governor in council, and he moved that the bill be amended in that way. This was opposed by Messrs. Pinder, Black, Howe, Pitts, Lockhart and Stockton, who took the ground that such appointments should be in the hands of the municipalities, who would have to pay the expenses incurred by local boards. Hon. Mr. Emmerson—Not all the expenses. Hon. Mr. Tweedie said the matter had been well thought out. It was believed to be in the public interest that appointments should rest with the governor in council. The province should be divided into health districts, and appointments of chairmen of local boards should be as now proposed. The amendment proposed by Hon. Mr. Tweedie was adopted, the vote being: Yeas—Emmerson, Tweedie, Farris, Richard, Smith, Carpenter, Poirier, Russell, Bertrand, Leger, Hill, O'Brien (Northumberland), Osman, Scoville, Fowler, Wells, Robinson, O'Brien (Charlotte), Porter, Barnes, Venoit, McLeod, Beveridge, Davidson—24. Nays—Stockton, Pitts, Sumner, Shaw, Lockhart, Alward, Howe, Pinder, Black—9. Other amendments on similar lines were adopted and the bill as amended agreed to. Mr. Dibbille committed a bill incorporating the Free Baptist denomination of New Brunswick, Mr. Black in the chair. Progress was reported with leave to sit again. Mr. O'Brien (Charlotte) committed a bill to authorize the school trustees of district No. 1, parish of St. George, to issue debentures, Mr. Sumner in the chair. Agreed to with amendments. Hon. Mr. Tweedie with unanimous consent of the house moved, seconded by Hon. Mr. White: Resolved, That rule 73 is hereby repealed and the following substituted in lieu thereof: 1. No private bill shall be received by the house after the 10th day of the opening of the session, both inclusive. A private bill or printed copy of every bill shall be introduced and filed with the clerk of the house at least three days before the opening day of the session, and in case of failure to comply with this provision, the fee for the introduction of the bill shall be doubled the fee provided for in rule 54 applicable to such bill. The motion was put to the house and adopted without division. Mr. Davidson committed a bill to incorporate the Alexander Gibson Railway and Manufacturing Company (limited), Mr. Shaw in the chair. During the discussion upon the bill, Hon. Mr. Tweedie spoke in high terms of the great energy and enterprise displayed by Mr. Gibson for many years past, and the remarkable manner in which he had built up the country. He well deserved the title of the lumber king of the province. In this connection Mr. Tweedie gave some statistics of the amount of wages paid and business transacted last year by Mr. Gibson in the various branches of his operations. Mr. Gibson sought by the bill to bond his business for \$2,000,000. The volume of business done by Mr. Gibson was such that Mr. Tweedie thought the house should facilitate the bill in every way, rather than place any obstacles in the way. It was a significant fact that in forty years Mr. Gibson had never an action brought against him. Hon. Mr. White claimed that the capital amount should be fixed by the bill and protested against legislation making the mortgage on the first lien upon property by statute. The bill was agreed to with amendments. Hon. Mr. Tweedie committed a bill relating to the trustees of St. Andrew's Presbyterian church, Chat-

ham, and to the trust fund held by said trustees under the last will and testament of William Kirkpatrick, deceased. Mr. Porter in the chair. Agreed to. Hon. Mr. Emmerson introduced a bill amending the provisions of act 54 Victoria, chapter 11, so far as it relates to aiding harbor improvements at the ledge, Dufferin, Charlotte county. Hon. Mr. White re-committed a bill further amending the New Brunswick Elections Act, Mr. Hill in the chair. Agreed to with amendments. Hon. Mr. White committed a bill authorizing the board of school trustees of St. John to issue debentures for the payment of current indebtedness and to amend chapter 85 of the Consolidated Statutes, Mr. Wells in the chair. Agreed to. Hon. Mr. White committed a bill in amendment of and addition to the law authorizing the acceptance of guarantees for the faithful conduct of public officials at Dufferin ledge in the county of Charlotte, Mr. Hill in the chair. Agreed to. Hon. Mr. White committed a bill amending the law respecting the administration of trustees and liability of trustees, Mr. Robinson in the chair. Agreed to. Hon. Mr. White committed the bill amending the law respecting the arrest, imprisonment and examination of debtors, Mr. Hill in the chair. The bill was agreed to with amendments. Hon. Mr. Emmerson committed a bill amending act 54th Victoria, chapter 11, so far as relates to aiding harbor improvements at Dufferin ledge in the county of Charlotte, Mr. Hill in the chair. Agreed to. The house adjourned at 11.15 o'clock.

FREDERICTON, N. B., March 17.—Mr. Lockhart said that the return brought down on March 14th by the hon. provincial secretary in answer to this motion far as to the cost of the departmental reports did not furnish the information desired, especially as to the cost per page. Hon. Mr. Tweedie said that if the hon. gentleman had been in his place attending to his public duties when the returns were brought down the other day, he would have had the explanation. The cost per page of the different reports was given as far as possible. The reason some of the information asked for was not given was that the bills for the reports were not all settled for. Mr. Pinder—I have not received full returns of the sale of produce at the Lunatic Asylum farm. Hon. Mr. Tweedie—I may say that as soon as the member told me that the return was not satisfactory I sent down to the asylum for more particulars and have not yet received them. Mr. Lockhart, seconded by Mr. Pinder, moved his resolution for a detailed statement of the Lunatic Asylum, the Muskoka Land and Lumber Co., with particulars as to lumber cut and correspondence with the department. Hon. Mr. Tweedie—I may say that the information will be furnished. Dr. Alward—When? Hon. Mr. Tweedie—As it is getting late in the session, I might as well furnish it now. The returns of the lumber cut and the Muskoka Land and Lumber Co. We receive stumps from them and have no account with them whatever, and no correspondence. However, I think I may be responsible for the error my hon. friend had made because a copy of the Muskoka company, in my remarks the other day as holding lands, in 1896, the company applied for lands, but the lands were purchased in the name of A. H. Campbell & Co., and all the accounts appear in his name. I have got the deputy surveyor general to supply all the information. I think my hon. friend desires. Mr. Tweedie then read a memo. to the house in response to the motion referred to. Mr. Lockhart—I certainly thank the provincial secretary for his promptness. Hon. Mr. White committed a bill amending the law relating to courts of probate, Mr. Chipman in the chair. Hon. Mr. White explained that the bill was largely a consolidation of the existing law relating to courts of probate. With reference to those portions of the law which have been consolidated, there were some amendments in matters of details. Under the law as it has stood heretofore, where it was necessary to sell real estate the law was in a very unsatisfactory condition, because while the testator might by his will leave different lots of land to different parties, when land was sold for insufficiency of personal property to meet the debt, the judge would order the whole of it to be sold. The present bill provides that a certain piece of land may be sold, the legacies to bear the burden pro rata. Another difference in this law is that it increases the jurisdiction of the judges of probates. In the having an estate of \$2,000 or more, the law now stands in cases of that

character, it is necessary to go into the equity court at a great deal of expense. Another evil under the existing law has been that connected with the passing of trustees' accounts. As the law had been hitherto, an executor passed his accounts in the probate court. After his accounts were passed as executor, then he becomes trustee under the will. From that time forward he had to go into the equity court to pass the accounts there. That meant expensive machinery and a great burden upon the estate. Under the present bill the trustee passes his accounts in the probate court. Another feature of the bill is that fixed salaries are provided for the judges of probates in the various counties, based upon their earnings during the past two years. There was no opposition to the bill until section 77 was reached. Dr. Stockton then stated that he would take a vote on that section against the bill, as he was paying over any surplus to the province. He thought it was peculiar that out of \$68,000 expended under the head of permanent bridges over \$36,000 had been expended on the purchase of materials without competition from the Record Foundry and Machine Company of Moncton. The chief of public works did not, with few exceptions, furnish the accounts as to these expenditures. The question might be asked, who were the stockholders of the Record Foundry and Machine Company? Rumor connected them very closely with the department of public works. It was said that one of the stockholders of that company was the same gentleman who certified these accounts. He (Pinder) found that Mr. Ruddick of Chatham had received \$3,505 for material without competition. He would not say that his charges were too high, but assumed that they were on the same basis as the others. Altogether, out of this expenditure of over \$68,000 upon permanent bridges, there was only \$22,983 that may have been done by contract. The province was not getting anything like value for the money expended. He (Pinder) thought that the amount paid for architects' charges upon the repairs to the parliament building, \$1,461, was excessive, in view of the work done. He had been informed by a first-class architect that it was only customary to charge 5 per cent, while this charge amounted to 10 per cent. The same criticism applied to the expenditures work done upon these steel bridges, he had found that steel laid down here and freight paid ought to cost about \$1.50 per 100 lbs., yet the material purchased by the government cost \$1.30 per pound. What was it worth to work the steel he did not know, but judging by the cost of the work upon the spans of the Woodstock bridge, which was said to be first-class work, some of the other bridges built throughout the country cost an excessive amount. Mr. Pinder said the public accounts did not reveal the entire amount due by the province to the banks at the close of the fiscal year. The amounts of \$1,000 paid to Julius Inches, of \$1,500 to Mr. Hannay and to Mr. Allen for revising the statutes were all improperly paid, or else improperly entered in the accounts. He thought as to the bills of the public accounts committee, he has been most unfairly treated by the press. It was most unfair that some parties had obtained access to the accounts and presented for comment the items of Mr. Dibbille's account or 138th with that of Messrs. McAvity for 1897. When members of the opposition wished information from the department of public works, they could not obtain it without an order from the chief commissioner. Hon. Mr. Emmerson replied at some length. Mr. Dibbille followed, and then came speeches from Messrs. Osman, Sumner, Robinson, Stockton, Tweedie, Smith, Alward, Fowler, Black and Lockhart. The house then concurred in the report. Hon. Mr. Tweedie presented further report of contingent committee, recommending payment of Amos Wilson's bill (\$83.30) for book-binding in full. Adopted. Hon. Mr. White re-committed the bill amending the law relating to courts of probate, Mr. Hill in the chair. Progress was reported, with leave to sit again. Mr. Dibbille committed a bill incorporating the Free Baptist denomination of New Brunswick, Mr. Lockhart in the chair. Agreed to with amendments and an amended title, the word "Primitive" being substituted for the "Free". Mr. Fowler committed a bill amending the law relating to rates and taxes throughout the province, Mr. Venoit in the chair. Agreed to. At three o'clock this (Friday) morning the house adjourned until 11 o'clock this forenoon. FREDERICTON, March 18.—The house met again at 11 o'clock. Mr. White re-committed the bill amending the act respecting courts of probate. Mr. Mott opposed the readjustment of salaries and the plan of distribution. Agreed to with amendments. Recess till 12.45 this afternoon. The house met again at a quarter before one o'clock and the Provincial Secretary Tweedie announced that prorogation had been fixed for three o'clock this afternoon. He moved that the house take recess till a quarter to three.—Carried. The legislature was formally prorogued by the lieutenant governor at three o'clock this afternoon. During the session, which covered thirty-six days, some eighty bills were passed, the longest of which is that consolidating and amending the municipalities and probate acts.

where large sums of money could be saved, if a disposition for economy existed on the part of the government. In reference to the Lunatic Asylum accounts, some of them, such as the grocery bill and medicine account, were put up to competition, and the prices paid reasonable, but in regard to the very large sum of hardware, the opposite was found to be the case. Many of the items charged by Messrs. McAvity ranged from 40 to 50 and even 100 per cent. higher than they should have been. In regard to bridge repairs, too much of which was done by the day's work, a few people appeared to have quite a pull. The prices paid for bridge bolts, spikes, bolts, etc., in some cases were 100 per cent. higher than they should have been. The government could not disclaim responsibility for this. The country looked to them as guardians of the public funds entrusted to their care, to see that every dollar was honestly expended. He (Pinder) thought it was peculiar that out of \$68,000 expended under the head of permanent bridges over \$36,000 had been expended on the purchase of materials without competition from the Record Foundry and Machine Company of Moncton. The chief of public works did not, with few exceptions, furnish the accounts as to these expenditures. The question might be asked, who were the stockholders of the Record Foundry and Machine Company? Rumor connected them very closely with the department of public works. It was said that one of the stockholders of that company was the same gentleman who certified these accounts. He (Pinder) found that Mr. Ruddick of Chatham had received \$3,505 for material without competition. He would not say that his charges were too high, but assumed that they were on the same basis as the others. Altogether, out of this expenditure of over \$68,000 upon permanent bridges, there was only \$22,983 that may have been done by contract. The province was not getting anything like value for the money expended. He (Pinder) thought that the amount paid for architects' charges upon the repairs to the parliament building, \$1,461, was excessive, in view of the work done. He had been informed by a first-class architect that it was only customary to charge 5 per cent, while this charge amounted to 10 per cent. The same criticism applied to the expenditures work done upon these steel bridges, he had found that steel laid down here and freight paid ought to cost about \$1.50 per 100 lbs., yet the material purchased by the government cost \$1.30 per pound. What was it worth to work the steel he did not know, but judging by the cost of the work upon the spans of the Woodstock bridge, which was said to be first-class work, some of the other bridges built throughout the country cost an excessive amount. Mr. Pinder said the public accounts did not reveal the entire amount due by the province to the banks at the close of the fiscal year. The amounts of \$1,000 paid to Julius Inches, of \$1,500 to Mr. Hannay and to Mr. Allen for revising the statutes were all improperly paid, or else improperly entered in the accounts. He thought as to the bills of the public accounts committee, he has been most unfairly treated by the press. It was most unfair that some parties had obtained access to the accounts and presented for comment the items of Mr. Dibbille's account or 138th with that of Messrs. McAvity for 1897. When members of the opposition wished information from the department of public works, they could not obtain it without an order from the chief commissioner. Hon. Mr. Emmerson replied at some length. Mr. Dibbille followed, and then came speeches from Messrs. Osman, Sumner, Robinson, Stockton, Tweedie, Smith, Alward, Fowler, Black and Lockhart. The house then concurred in the report. Hon. Mr. Tweedie presented further report of contingent committee, recommending payment of Amos Wilson's bill (\$83.30) for book-binding in full. Adopted. Hon. Mr. White re-committed the bill amending the law relating to courts of probate, Mr. Hill in the chair. Progress was reported, with leave to sit again. Mr. Dibbille committed a bill incorporating the Free Baptist denomination of New Brunswick, Mr. Lockhart in the chair. Agreed to with amendments and an amended title, the word "Primitive" being substituted for the "Free". Mr. Fowler committed a bill amending the law relating to rates and taxes throughout the province, Mr. Venoit in the chair. Agreed to. At three o'clock this (Friday) morning the house adjourned until 11 o'clock this forenoon.

THE LUMBER TRADE.

The spruce lumber manufacturers and shippers of New Brunswick and Nova Scotia have now an opportunity to reach out and take at least partial possession of a new market. Heretofore the trade with England has been practically altogether with the west coast ports of Liverpool, Bristol, Cardiff, Manchester and others, while the east coast of England has never figured except for an occasional cargo. And yet the east coast, with its enormous ship building and other industries, imports annually immense quantities of lumber, and it is hoped might hereafter be largely taken by provincial spruce, has been filled by whitewood, chiefly from Sweden, but also from Finland, and German and Russian ports. During the last couple of years the price of Baltic lumber, owing to the increased value of the forests, has risen in price, until today whitewood deals are from £1 to 30s, higher than spruce deals, and batters 15s. to £1 higher than spruce. The result has been that the east coast importers of British lumber have turned their attention to New Brunswick and Nova Scotia. At the Royal hotel yesterday (Monday) morning, a Sun man had an interesting interview with James Miller, representing Robson, Miller & Co., timber importers, of Newcastle-on-Tyne. Mr. Miller is here to look into the prospects for a continuous supply of spruce suitable for the firm's trade. The firm has already bought two cargoes in Nova Scotia, one on the Miramichi and one at Campbellton. "The spruce ports," said Mr. Miller, "are now on their trial. The consumption of lumber on the east coast of England is enormous. Hitherto the supply of whitewood has come from the Baltic. The mills there are more careful in manufacturing lumber and make it in sizes to suit the trade. The objection to spruce has always been that your mills do not make as good a class of lumber, or make sizes as good as the increase in the price of Baltic lumber has turned attention to spruce. What your mill owners must do is to turn out well sawn lumber in the sizes needed, and nearly all sizes are required. I have talked with some of your mill owners. As to what they have been accustomed to cutting 6x8, 8x8 and 12x12 in deals, and driving the mills, in my opinion, if they would cut more slowly and get more out of the logs it would be better for them and for the lumber interests of your province. It would certainly give them a better chance to spruce, and hold the east coast market. The gang saws that I have seen in your mills are 40 or nearly twice as thick as those used in the Baltic mills. When one of your mill owners told me what logs cost, I was very much surprised that so much of the logs should be wasted by the use of such thick saws. "In order to get and hold a market, in these days of quick and wide communication, the wants of the market must be studied and suited. The Baltic people have been careful to do that. Your people now have the chance. I believe that four or five thousand standards of spruce have already been booked for the Tyne alone. Remember, spruce is, comparatively speaking, unknown on the east coast. It must make its way, and careful manufacture of all lumber sent there is the only means of cultivating the market. The people here have it in their own hands. "There is an immense variety of sizes suitable to the market, ranging from 4x4 inch boards to 12x12 inch planks. Such sizes as 4x4, 5x2, 6x2, 6x4, 7x4, and 2-1-2 and 3 inch thicknesses in various sizes are required. There is a very large demand for 2-1-2 inch stuff. "This (2-1-2 inch) is the size used by shipbuilders. And the ship-building industry is extremely active. All the companies and firms are steamed up with orders for the year for stainers, while in the yards building warships there is three years' work booked. Though built of iron and steel, there is a great deal of lumber used in ceiling and the interior fittings of vessels. In this work 11x12-2 inch stuff is used, and that is a size seldom asked for on the west coast. You must remember, and manufacturers must remember, that different markets want different sizes. What suits the west coast will not suit the east. What suits the east will not suit the south coast. A market will not take any size you choose to cut. You must cut the size it needs. "The activity in shipbuilding has caused a corresponding activity in the house building, and this creates a further demand for lumber. The price of Baltic lumber is likely to remain high, owing to the enhanced value of the forests. Our firm import lumber from the Baltic, white pine from Quebec, pitch pine from the south, and we also import from Vancouver and Nova Scotia, should not have a share in the trade of the east coast. It rests with the manufacturers. "There are ports on the Tyne, Wear, Blyth, Tees and Humber, and other markets like Leeds, Bradford, Hilderfield and others have an enormous consumption of lumber. Such cities as Newcastle, Shields, the Hartlepool, Sunderland, Stockton, Middleboro, Hull, Grimsby and others are all active markets. "Mr. Miller, when asked about the market for birch, said that cabinet makers, who formerly used large quantities in furniture making, now rarely ask for it. It has been superseded by iron and by American mahogany. Mr. Miller has been interviewing shippers here, and goes also to the Miramichi, and goes to Nova Scotia before returning home. "It was stated recently that Alfred Dickie, who is one of the most enterprising of Nova Scotia lumbermen, coming from Halifax, Tusket and Pictou, had sold fifteen million feet of deal for shipment to east coast of England in competition with the Baltic trade. Mr. Miller's firm have pur-

CHASED TWO CARGOES FROM MR. DICKE, who was himself in England a few weeks ago in the interests of his business.

The Timber Trades Journal's Tyne correspondent on Jan. 15th said: "Canadian houses are said to have done well with their spruce in this district during late weeks, and appear to have captured the local market, to the exclusion of Norway and Riga batters, etc. The lower prices of our brethren over the Atlantic is the factor that accounts for the walk over." The same correspondent says a month later: "Liverpool being overstocked with spruce, it has been freely offered on the market here, and we understand about five cargoes, say 6,000 standards each, has been sold to Tyne. British North American shipment. Such a thing has not been done for twenty years, and hardly a cargo into port for fifteen years." The import of lumber of all kinds in 1897 total of three of the east coast ports was as follows: Hull, 111,439 standards; Liverpool (E. and W.), 456,817 standards; Grimsby, 402,784 standards. The figures for Newcastle-on-Tyne are not at hand, but that port, exclusive of North and South Shields, which are also Tyne ports, imported 273,282 loads in Sunderland, Middlesbrough and various other ports. Newcastle with North and South Shields together have a very large trade, and it was much larger last year than in 1896. But let us deal only with Hull, the Hartlepool and Grimsby. Their combined total in 1897 was 1,709,834 loads. A load is 50 cubic feet, and the total would be 85,491,700 cubic feet, or 618,098 St. Petersburg standards; or in language better understood here, over a thousand million superficial feet. This is the total of all kinds of lumber received at only three east coast ports last year. Take the total for all of them, the Tyne included, and there would evidently still remain an enormous market for provincial spruce, which has now a chance to replace the whitewood from Baltic ports. It is, of course, a question of price and manufacture, and these must be met by the manufacturers themselves. A Tyne letter in the Timber Trades Journal of Feb. 26th says: "Big stocks have come to hand in this week from the various agents, and the prices asked show great firmness on the part of shippers for nearly all kinds of wood goods. It is understood that spruce is a little firmer in tone than has been the case, and also that some of the Baltic shippers are beginning to recognize that they will have to come down in their prices for whitewood before being able to effect sales of any great magnitude of this article in this district." The Shipping World announces on good authority that an important extension is contemplated by the Walker yard of the Armstrong company, to enable the building of 600 feet of such a berth would be the biggest on the Tyne, and the acquisition points to a development in the building of big ships that will startle the shipbuilding world when the facts become fully known. Timber News of March 5th says: "At the present moment the minds of Nova Scotian operators are much excited by the dispiriting position on this side. Some good lines have been placed by buyers on the east coast, and they are well situated to give the sizes asked for by buyers, and also to supply long average lengths, which are now so much wanted. But to manufacture east coast specifications economically, they require a proportion of ordinary sizes, and they are anxiously looking forward to a substantial revival of the demand on the west coast and in Ireland to provide them with the business desired. Last year good stocks realized up to \$11 per 1,000 superficial feet, whereas today, at west coast present values, they will not produce more than \$8.50 to \$8.75 per 1,000 superficial feet. This is a very severe drop, and would leave no profit, if it did not result in a loss. Taking the business altogether, the Nova Scotian operators may be relied upon to pursue a cautious policy, and to adapt themselves in a large measure to the position of the markets; besides, being mostly substantial men, with plenty of storing space, they are not forced to rush their deals over for sale, but can hold them for a season if the prospects appear to warrant their doing so."

ABATTOIR FOR WINNIPEG.

WINNIPEG IS TO HAVE AN ABATTOIR and cold storage warehouse. Gordon & Tronide of that city have received from the council a permit to build, and they will erect a main building 160x50 and constructed that it can be extended at any future time for slaughtering and cold storage purposes. Separate compartments will be built for the slaughter of cattle, sheep and hogs. The yards will cover ten acres, and will be furnished with the most modern conveniences for unloading and management of animals. The storehouse will be capable of holding over 1,000 carcasses. It is not intended to go in for the export trade at once, the purpose being to supply the local trade, the demand between Winnipeg and North Bay, in the lumber and mining camps, the Kootenay mining country and Montreal.

SUNBURY CO.

FREDERICTON JUNCTION, Sunbury Co., March 16.—The funeral of Harry A. Thomas was held from his late residence this afternoon. The long procession which followed the remains to the grave evinced the high place which Mr. Thomas occupied in the popular regard. Rev. Mr. Dibbille, rector of Ormiston, preached the funeral sermon. Rev. Canon Roberts, a personal friend of the deceased, made a brief consolatory address to the bereaved ones. Mr. Thomas leaves a widow and son and daughter.

Advertisement for Dr. Harvey's Southern Red Pine. The ad features a central illustration of a pine tree and a bottle of the medicine. Text includes: 'DR. HARVEY'S SOUTHERN RED PINE FOR COUGHS & COLIC', 'PRICE 25c. per Bottle', and 'THE HARVEY MEDICINE CO., MONTREAL, QUEBEC, CANADA'. It also contains a testimonial from 'GEO. W. FOWLER, Chairman' regarding the effectiveness of the medicine for various ailments.

Advertisement for 'Corona' roofing. Text includes: 'Corona Roofing Co. Dnt.' and 'Some owners of...'. The ad is partially obscured by other text on the left margin.

Advertisement for 'Pain Relief'. Text includes: 'PAIN', 'Pain is the greatest enemy of the human body', and 'South American...'. The ad is partially obscured by other text on the left margin.

Advertisement for 'South American' medicine. Text includes: 'South American', 'Pain is the greatest enemy of the human body', and 'South American...'. The ad is partially obscured by other text on the left margin.

SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

March 18-Sch Onyx, 29, McKinnon, from...
March 18-Sch Annie M Allen, 428, from...
March 18-Sch Myra, 29, Gale, from Boston...

Cleared.

March 18-Sch Casary, Wason, for...
March 18-Sch Glend, Tufts, for...
March 18-Sch Annie, 29, Gale, from Boston...

CANADIAN PORTS.

Arrived.

At Yarmouth, March 19, Sch...
At Halifax, March 19, Sch...
At St. John, March 19, Sch...

Departed.

At Yarmouth, March 19, Sch...
At Halifax, March 19, Sch...
At St. John, March 19, Sch...

FOREIGN PORTS.

Arrived.

At Portsmouth, March 18, Sch...
At New York, March 18, Sch...
At London, March 18, Sch...

DEATHS.

ARMSTRONG-At Lower Sussex, on March...
McDONALD-At Moncton, N. B., March...
McDONALD-At Moncton, N. B., March...

FATAL BUTTE, MONTANA, FIRE.

BUTTE, Mont., March 21-The Hale...
There are many New Brunswickers...
The explosion was external and...

HE THOUGHT IT VERY STRANGE.

"In the autumn of 1892 I spent...
I had a very peculiar feeling...
I had a very peculiar feeling...

MEMORANDA.

NEW LONDON, March 21-Sch...
NEW LONDON, March 21-Sch...
NEW LONDON, March 21-Sch...

NOTICE TO MARINERS.

The Light House Board has issued...
The Light House Board has issued...

REPORTS.

NEW YORK, March 21-The crew...
NEW YORK, March 21-The crew...
NEW YORK, March 21-The crew...

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths...
Births, Marriages and Deaths...

BIRTHS.

BARNARD-At Richibucto, N. B., on...
BARNARD-At Richibucto, N. B., on...
BARNARD-At Richibucto, N. B., on...

MAINE DISASTER.

Report Now Expected at Washington on Thursday.

War Preparations Being Pushed Along With Usual Rapidity.

United States Issues an Advertisement for Men for the Navy.

WASHINGTON, March 20-President...
The cabinet met this morning...
The cabinet met this morning...

UNION BLEND TEA.

Still stands at the head of the teas being sold in the Maritime Provinces, and while there are a great many new brands being put on the market our sales are steadily increasing. This proves that we are giving THE BEST VALUE.

SOLD IN LEAD PACKETS ONLY.

Geo. S. DeForest & Sons, ST. JOHN, N. B.

WASHINGTON, March 20-President...
The cabinet met this morning...
The cabinet met this morning...

NEW BRUNSWICK.

Gov. McClelland Band Plans to Visit the Province.

God Save the Queen.

Premier Emmerson, D. Hon. L. J. Tweed.

BOSTON, March 20-The...
The band will visit the province...
The band will visit the province...

WINTER PORT ITEMS.

(From Saturday's Daily Sun.)

The Dunmore Head sailed yesterday for Dublin.

The mail steamer Gallia arrived yesterday afternoon, and her western cargo was shipped last night and this morning to its various destinations.

The Dunmore Head sailed yesterday...
The mail steamer Gallia arrived...
The mail steamer Gallia arrived...

WINTER PORT ITEMS.

(From Monday's Daily Sun.)

The Donaldson steamer Keenan is rapidly filling up.

S.S. Lake Winipeg called from Liverpool at 12.30 Saturday for this port with 200 passengers.

The Donaldson steamer Keenan...
S.S. Lake Winipeg called from...
S.S. Lake Winipeg called from...

WHA The Hens 200% With Eggs MANN'S W. H.

Still being inces many mark creas giving THE

Geo. S. DeForest & Sons, ST. JOHN, N. B.

Still being inces many mark creas giving THE
Geo. S. DeForest & Sons, ST. JOHN, N. B.