

PART.

Calebria, Grant, from... based, str. Armaula, about.

EN. Halifax for Penarth... on 49.

MARINERS. Notice is hereby... Mr. Randall, Ft....

Whale Ledge buoy, 5 was... adrift Feb. 5, was...

Lighthouse to French... Island Reef buoy, 2nd...

to Portsmouth—Boon... 1st class, 1st...

14—Notice is hereby... Ledge buoy, 2nd class...

14—The Quonooconoc... located a dangerous...

John Englis at Port... reports a dangerous...

5—The Supervisor of... of New York gives...

Steamer Newfield was... harbor buoys...

At the home of the... James street, Feb....

Feb. 14th, in Bos... Southwick, of Bos...

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NO LET UP Everything desirable in Clothing and Furnishings

Can be found at FRASER, FRASER & CO'S. The leading clothiers of this section are on their mettle...

PARLIAMENT.

The St. John Pilotage Investigations and Their Cost.

The Debate on the Yukon Railway Deal Continued.

J. Harry Kaye of St. John, and H. Nagle, of Halifax, Appointed to Permanent Military Force.

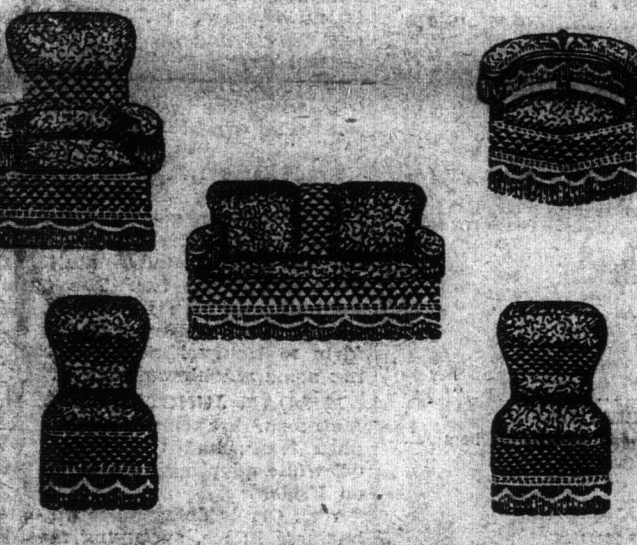
OTTAWA, Feb. 17.—Hon. Mr. Haggart resumed the discussion of the also about the reconstruction of the the Kaslo and Slocan road, which has been adopted as the standard for the proposed road, had a maximum gradient heavier than any other line in Canada, except the electric railway...

not the statement that John Connor, Greenfield and others have recently dredging areas on the river beds in the Yukon district, it may be worth while to give authority. John Connor showed the Sun correspondent receipts from the interior department for \$8,500, stating that he had obtained leases for 85 miles...

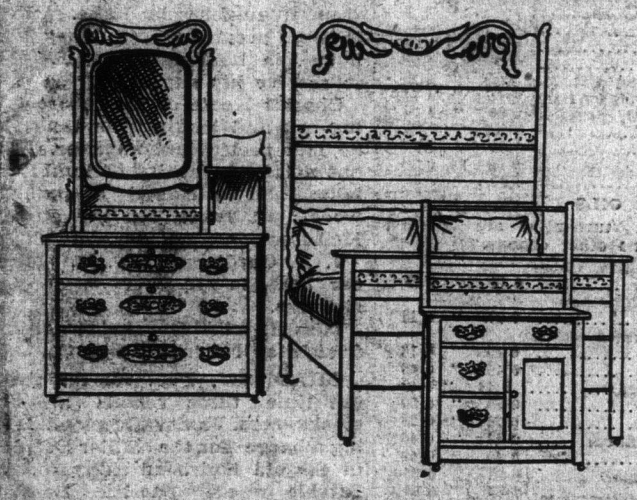
MANCHESTER, ROBERTSON & ALLISON, St. John, N. B.

Dry Goods, Clothing, Carpets and Furniture

We are now offering some Special Bargains in Furniture and have several Parlor Suits and Bedroom Suits which we have much reduced in price, and a splendid opportunity is offered to secure bargains.



\$48.00 only for this Beautiful Parlor Suit of 5 pieces, Sofa, Arm Chair, Corner Chair and two small chairs covered with Silk Tapestry.



\$14.50 for this Hardwood Bedroom Suit, Antique Finish. Dressing Case has Fancy Shaped Mirror 20 x 24 inch, with Lamp Shelf at side.

Manchester, Robertson & Allison.

cause he said they had expressed the hope that the senate would throw out the bill. This, he declared, was an insult to the senate. When asked to name the members who spoke of the senate, Mr. Patterson said if the members had not done so the press had.

TELEGRAPHIC NEWS.

QUEBEC. MONTREAL, Feb. 16.—Archbishop Bruchet declared in an interview today that the Catholics may not belong to the Y. M. C. A. or Y. W. C. A. About two hundred Catholics are on the books of the Y. M. C. A. At a meeting of the Canadian Pacific railway officials at Windsor station this morning, it was decided to cut rates to the maritime provinces. The cut will come into effect on the first day of March.

OTTAWA NEWS.

OTTAWA, Ont., Feb. 15.—The supreme court today argued the Cunningham and Taylor and the Employers' Liability Insurance Company and Taylor, the latter being an appeal of the company from the judgment of the court in the case of Taylor. Mr. Ritchie for appellant, Messrs. Pappier and Blair for respondent.

MARINE MATTERS.

The following charters are reported: Bark Ecuador, from Philadelphia to Japan, oil, 23 to 26; brig, G. B. Lockhart, from Olenog to New York, sugar, 10; scho, Helen B. Kenney, from Mobile to N. S. Cuba, lumber, 8.5; scho, Gypsum Empress, from Olenog to north of Hatteras, sugar, 11 to 12; scho, H. B. Hanson, from Macoris to New York, sugar, 12.50 and port charges; scho, Walida, from Cape Hatteras to New York, logwood, 3.125; scho, King, from New York to St. John, P. E. I., coal, 1.50 and port charges; scho, Synare, from Monte Christi to New York, logwood, 3 and port charges; scho, Mary F. Conson, from Ellersburgh to Portland, coal, 70; scho, Genesee, from Edgewater to St. John, N. B., coal, P. I., Nellie I White, from Edgewater to Digby, N. S., coal, 1.10.

IRISH LOCAL GOVERNMENT

The Chief Secretary introduces the Bill into the British Commons. How the Irish Parliament Received the Message on Its Introduction. LONDON, Feb. 21.—The house of commons was crowded today when the chief secretary for Ireland, Gerald Balfour, introduced the Irish local government bill. In doing so he said he thought it possible the beginning of things would at first seem to be a failure, but he believed it would work through failure to the success which would be the beginning of better and brighter days for Ireland.

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Stock of New York, Feb. 17, having bottom cleaned and repaired. Scho, Vesta, 145 tons, built at Benningville, Me., in 1874, was recently sold at Oakes, to Captain Thos. Greenlaw.

Scho, Glycerine, which arrived at Boston on the 15th from Charlottetown, reports passed a large quantity of wreckage in the bay between Cape Ann and Cape Cod, doubtless from some vessel lost in the late gale.

Scho, Emma R. Smith, at Downing & Lawrence's marine railways Brooklyn, N. Y., Feb. 11th, having all three masts repaired and ready for sea. Scho, which was also undergoing general repairs and had been opened for inspection.

Scho, Glycerine, which arrived at Liverpool on the 15th, from Queenstown, where she put in Feb. 9th, with damaged spar, etc., while bound from Antwerp for New York, has been docked at Birkenhead for repairs.

The election for county and district councils would be triennial, and all would retire together. The county councils would be the sole rate collecting authority, and would control the expenditure. They would also be responsible for dealing with exceptional distress, and would decide which the requests of boards of guardians for outdoor relief should be granted. Dublin, Belfast, Cork, Limerick, Londonderry and Waterford would be constituted at present county councils. The county would be responsible for half the extra expenditure.

Mr. Balfour also pointed out that the bill provided that the occupier was liable to both the county and poor rates, whether in a town or rural district, which would involve a readjustment of rates, and an equal sum to be granted from the imperial exchequer as a agricultural grant.

John Morley, formerly chief secretary for Ireland, in the late liberal administration, welcomed the bill as being a genuine democratic effort.

John Dillon, chairman of the Irish parliamentary party, said he thought the measure was an immense advance over the bill of 1892 and fulfilled the promise of the government, while he claimed it was not equal to English and Scotch measures.

John Redmond, Irish nationalist leader, also welcomed the bill but has criticized some points of the measure. He added that it worked successfully it would be an unsound argument in favor of home rule.

Timothy Healy, Irish nationalist, praised the bill, and Michael Davitt, Irish nationalist, threatened opposition to the part of the bill promising relief to the landless in the shape of an agricultural grant.

The Irish local government bill eventually passed its first reading.

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Hon. Mr. Fisher, minister of agriculture, followed. He started out with the declaration that most of the miners were aliens and had no right to expect the rest of the people of Canada to sacrifice too much for them.

After dinner Hon. Mr. Fisher continued. His remarks were mostly in the same line as Hon. Mr. Sifton's. But he made one interesting statement when he announced that the contract had today been changed in the important particulars that Mr. Tupper had shown that one fatal subsection of the contract departed from the rule that assigned alternate blocks of three miles square. By this subsection it was provided that contractors might prolong their blocks containing twelve miles at right angles on each side of their base line, giving contractors the power to select as many unbroken strips of twenty-four miles by three as they wanted.

Hon. Mr. Sifton professed to make light of the objections to this clause. Today, however, the justification was furnished to Sir Charles' condemnation. The minister of agriculture announced that this sub-clause had been changed so that the government would have alternate blocks on these cross sections as elsewhere.

The debate was continued by Mr. Osler, opposition, and Mr. Bertram, government.

NOTES. The season for smelt fishing has been extended until 28th inst., inclusive.

Sir Louis Davies informed Mr. Martin (P. E. I.) that the government proposed to ask for twenty-five hundred dollars for the China Point wharf, and hoped to have it ready for spring shipping.

Mr. Davies declined to tell Mr. McDougall what changes had been made in the marine staff in Cape Breton. He and his colleagues would bring down the returns of all official changes if moved for.

Hon. Mr. Laurier promised to bring down the correspondence relating to the late offers for the construction of the Yukon railway.

Mr. Ellis will ask the government how many inquiries have been held on the St. John pilotage, and what the investigations cost.

Mr. Kaubach will ask whether the government propose to impose an export duty on logs.

Mr. McInerney puts on the order paper a series of questions about A. E. Killam and his position on the railway. The member for Kent also wants to know the particulars about Killam's cows.

Mr. Martin of P. E. I. wants to know whether the government intend to provide that only Canadian labor will be employed in the construction of subsidiary railways.

Sir Charles Hibbert Tupper will ask about the state of the pay rolls in Hon. Mr. Tarte's department, and also about the reconstruction of the western block.

OTTAWA, Feb. 18.—Col. Sam Hughes was the first conservative member to speak in favor of the Yukon contract. He claimed that the government was acting with energy and promptness, and though he would like to see modifications in the contract, he would support it. One of the contractors, Mr. MacKenzie, residing in the summer in his constituency, and he had the highest opinion of his character and ability. It is said that Mr. MacKenzie not only re-

Premier Hardy of Ontario addressed a mass meeting here tonight, and many members went to hear him.

Seymour Gourley, barrister, of Toronto, applied today to the minister of justice for a new trial for the engineer, convicted of murder of the Armenian pedlar. This application was made under the criminal code.

Mr. Mills gave the counsel for the prisoner a long and patient hearing, reading carefully over all the evidence, which the minister had previously examined. Mr. Gourley leaves for home tomorrow.

OTTAWA, Ont., Feb. 20.—Particulars of the proposition of the Hamilton Smith's syndicate are now known, as between now and the end of the debate. Mr. McInerney held that the treaty of Washington enlarged rather than curtailed our rights.

Turning to Hon. Mr. Sifton's speech on the main issue, Mr. McInerney observed that the minister had spent more than four hours defending the points that had not been attacked, and half an hour in defence and explanation of the contract itself. He charged that the government had suppressed Mr. Ogilvie's reports, received more than a year ago, and he sought to deceive the house into supposing that the information on which the present plea of urgency is made was only obtained late last summer.

In 1896 Mr. Ogilvie informed the government of the wonderful gold deposits in Bonanza and Eldorado Creeks, and told how miners were making one thousand dollars per day. Mr. Ogilvie nearly two years ago several members. The company, which includes some extremely wealthy English capitalists, desired to build the road to the Bonanza and Eldorado Creeks. Since the government makes it clear that only the Stikine route will be accepted, the representative of the company agreed to build by that route. Since a cash subsidy was refused, he offered to take the land. While MacKenzie and Mann got four million acres of land, Hamilton Smith offered to take one million, while MacKenzie and Mann are to have a monopoly, he is willing that the country should be left open to competition. The government claims that a bargain is to be made after the first flurry was over there was to be little opposition in the country to the contract.

Clark Wallace had the floor at recess.

Clark Wallace exposed Hon. Messrs. Blair and Sifton's misrepresentation of his previous language. He went on to point out some difficulties in connection with the United States customs regulations that might be met and argued that the company need not spend one dollar in the development of their lands in order to get a very large gain in gold.

Hon. Mr. Patterson, minister of customs, explained that the government had no fear of hostile customs regulations and went on to contend that the company were getting no great gift in this land.

An interesting scene occurred late in the evening, when Hon. Mr. Patterson scolded the opposition members be-

cause he said they had expressed the hope that the senate would throw out the bill. This, he declared, was an insult to the senate. When asked to name the members who spoke of the senate, Mr. Patterson said if the members had not done so the press had.

Mr. Davis asked Hon. Mr. Patterson if he knew who first in the course of the debate had discussed the prospective action of the senate.

Failing to get a reply, Mr. Davis said it was the minister of the interior, and later Sir Charles Tupper read Hon. Mr. Sifton's threat of what result would follow the defeat of the bill in this house or elsewhere. This, he said, was the first mention of the senate in the debate.

Mr. Monk has the floor for tomorrow.

NOTES. Walter Barwick of Toronto has been appointed by the government to defend them in the Drummond Counties railway enquiry. Mr. Barwick was the counsel who, as solicitor of the Ontario Bank, directed the investigation into the Bala Des Chaleurs steal in 1881.

J. Harry Kaye of St. John has been appointed to the Canadian permanent military corps. He will probably be stationed at St. John, Quebec.

Lieut. Nagle of Halifax has also received a permanent appointment.

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F. P. Reid of Montreal had a meeting with the minister of railways today and tried to persuade Mr. Blair that Traffic Manager Harris' freight regulations will be very damaging to the lumber industry of New Brunswick. The minister was informed that much of this lumber was green and heavy and a good deal of it of a cheap class. The regulations that only ten tons could be carried as a carload might be well enough for dry pine boards of Ontario, but would be ruinous when applied to eastern spruce.

John Connor of St. John is in a happy frame of mind tonight. The leases for the dredging in the tributaries to the Yukon were assigned today. Mr. Connor got the largest quantity. The hon's share of the dredging leases were awarded to a group of investors represented by David Russell, formerly of St. John. They include Greenfield and St. John of Montreal, and have obtained 288 miles, putting in a check for \$28,000. The price received is \$100 per mile annually. All leases available were applied for several times over, but not all applicants were ready to pay in advance the first year's rent. Mr. Connor was one of the fortunate ones who had his money ready.

Hon. Mr. Sifton has \$8,500 of his tonight and Mr. Connor has the river beds—what, it should be said, he had them, for he explained tonight that they are already sold to a syndicate, to Geo. Gould, Edwin Gould and other New York parties.

The report brought down today from the geological survey gives the approximate value of the gold taken from the Yukon district down to date. The total is four million and thirty-eight thousand dollars, of which two and a half million was obtained last year.

ORILLIA, Ont., Feb. 21.—Fire last night destroyed the residence of Jas. Arthur, farmer, in the township of

scolded the opposition members be-

THE MARKETS.

Revised Every Monday for the Weekly Sun.

COUNTRY MARKET.

It is sometimes complained that country market quotations do not fairly reflect the condition of the market...

Table listing various market items such as Beef, Pork, Butter, Eggs, etc., with their respective prices.

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FRUITS, ETC.

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PROVINCIAL NEWS.

CENTREVILLE, Carleton Co., Feb. 14.—Twenty-five years ago on the 7th of February R. Wilnot Balloch and Alice McGarden of Woodstock were married.

Trade is reviving and farm produce is commanding an increasing price. Potatoes are in good demand at the price of \$1 to \$1.50 a barrel.

McADAM JUNCTION, Feb. 14.—Mr. McIntosh, brakeman on the St. Stephen train, had two fingers crushed off while coupling cars in St. Stephen on Friday.

WATERVILLE, Feb. 15.—The annual meeting of electors was quite well attended and personalities were freely indulged in.

CHATHAM, Feb. 10.—At the present time three vessels are on the stocks here. James Desmond is building a large fish for the Miller wharf.

ST. STEPHEN, N.B., Feb. 15.—The section men on the C. P. R. this morning found the body of a man lying in the snow on the tracks.

WELLSVILLE, Campbell Co., Feb. 14.—A party was held at the Byron hotel on the 11th, in celebration of the birthday of the genial and popular hostess, Mrs. Byron.

GRAND MANAN, Feb. 15.—Rev. Irvin Harvey, Free Baptist, baptized five candidates at White Head on the 13th inst.

THE MAINE DISASTER

Names of the Maritime Province Men Who Were Killed. Additional Adverses as to the Names of Those Who Were Disabled.

General Lee, visited the captain general at which it was decided that the American Press divers should not be allowed to go inside the wreck.

WASHINGTON, Feb. 18.—The navy department has compiled the following summary showing the total results of the Maine disaster.

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WATERVILLE, Albert Co., Feb. 16.—Mrs. George H. Brown, aged 82, Cape Enrage on Saturday.

HOPEWELL CAPE, Albert Co., Feb. 18.—Fred A. Reid, son of G. Reid of Riverside, recently passed the final examinations, and secured the diploma of Kerr's Business College.

Dr. Agnew's Ointment Cures. Sait Rheum, Eczema, Tetter, Barber's Itch, and all skin diseases and eruptions.

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LORD HARTWOOD'S GAME

ited the captain gen- and had a confes- was decided that the divers should not be

Lord Hartwood prided himself upon his strength of character. His daughter said that he was as obstinate as a mule.

Of this trait no one should have been better aware than his eldest son, Lord Pawnton, who had had excellent opportunities of studying the parent's character for a quarter of a century or so.

He found out that his anticipations were not balked. The stranger was lively, animated and disposed to be both entertained and entertaining.

Of course, however, the inevitable self-introduction followed. "Oh, dear!" cried the lady with a clever little nose of dismay.

"The lady whom my young cub—" "There was a moment's silence. "How unlucky!" murmured Mrs. Sain-ton, quirk pathetically.

"When, therefore, Lord Pawnton, after sowing a wild crop of wild oats, announced his intention of marrying a Mrs. Sain-ton, the widow of an Indian officer, who was a few years older than himself and possessed a small pension which would die with her, Lord Hartwood—ex-diplomatist though he was—was into a violent rage.

"Understand this," he shouted, almost foaming at the mouth, "I will not hear it. I will be no party to it in any way. If you marry this woman, not one of the family shall be present at the wedding. I will never receive her. You shall not have a penny while I live, and, though I cannot interfere with the entail, worse luck, I will leave every other penny that I possess to the girls. Now you know, and you had better let her know, too, and see if she will take you on these terms."

Mrs. Sain-ton was a typical femme a trente ans. She knew life, and was a past mistress in the art of managing men. India is an excellent school in which to pursue these studies, and when one is badly "left," proficiency in them comes in useful. She was undoubtedly handsome.

When Pawnton explained to her, using a certain discretion in style, the scene which had taken place between his father and himself, she sat at once that the position was extremely serious. It demanded the exercise of far more tact and a greater command of strategy than Pawnton was capable of. It was part of her creed that she could get around any man if she could only get at him.

Therefore she set her foot on winning Lord Hartwood over. Of course, if this programme absolutely failed, there would be nothing for it but to marry in defiance of him, and if the horrid old man persisted in his threat of cutting off supplies, she would cut off easily the nose from his prospects. This would be horribly expensive, especially if the father lived long, and it was not by any means the plan she would have preferred; but it was not likely that she was going to give up simply and so easily to please a bad tempered, elderly gentleman, or that, once married, she would be content to remain in poverty when she ought to be living in affluence.

She did not speak so plainly to Pawnton. She affected to be quite overcome by his news, and bemoaned the unhappy fate which made her a cause of strife between father and son.

"It does not make a bit of difference to me," protested Pawnton stoutly. "You are the only woman in the world to me, and twenty fathers wouldn't make any difference."

"Dearest boy," she said, tenderly. "But I must think it over. After all, fathers have been harsh before now, and have come round in the long run. Let me see if I cannot think of some plan."

"What a head you have!" said Pawnton in admiration. "Why, I believe that if the governor could come across you inoag, as it were, without knowing who you were, he would be so fascinated that he would withdraw all his opposition at once."

It was with an affectionate smile that Mrs. Sain-ton received the caress of her youthful lover, but at that moment she was a prey to the disquieting thought that all her valued cleverness and experience had not enabled her to hit off so promising a scheme as this which her "far from clever" swain had flashed out without a moment's thought and but little appreciation.

"I dare say I shall think of something, dear," she observed sweetly—for it would not do to let him think her brain was not equal to any emergency. She believed that she held him half at least by his belief in her superior cleverness.

How it exactly happened will never be known, for Mrs. Sain-ton was essentially an opportunist, not prone to reveal her plans, and ready to grasp at that which was in her favor as the direct result of her own far-sighted methods. One thing is quite certain that Mr. Cumbermere was an old friend and admirer of hers, one who was far too

clever to allow her to marry him for his money, and yet had a confused kind of sympathy and pity for her which made him ready to do her a good turn when she appealed to him. Also that Mrs. Sain-ton had no scruples about asking for a favor if she thought that that strife was the surest way to obtain it.

Moreover, Mr. Cumbermere was quite above any dog-in-the-mangerish form of petty jealousy, and certainly did not grudge Lord Pawnton the prize which he had purposely abstained from himself. Therefore, when he invited the lady to the luncheon party which he gave in the city on Lord Mayor's day to see the procession, and did not request the further pleasure of the company of her fiancé, it can be assumed that he was acting strictly in accordance with Mrs. Sain-ton's wishes.

What actually happened was this. Lord Hartwood, who had known Mr. Cumbermere for years, and was a regular guest at this entertainment, found himself planted between the two ladies, one of whom was a typical stout dowager and the other was a good looking youngish woman of decidedly smart and attractive appearance. Lord Hartwood had been a gay dog in his youth and he retained a good deal of the Lohrke in his wig.

Further, the following morning he did not marry again. He "went for" the younger lady.

He found out that his anticipations were not balked. The stranger was lively, animated and disposed to be both entertained and entertaining. Whereupon the old gentleman bridled up all his feathers, thought himself quite young again and thoroughly enjoyed himself.

Of course, however, the inevitable self-introduction followed. "Oh, dear!" cried the lady with a clever little nose of dismay. "To think that you should be Lord Hartwood! Why, I am Mrs. Sain-ton."

Lord Hartwood in turn was evidently startled. "The lady whom my young cub—" "There was a moment's silence. "How unlucky!" murmured Mrs. Sain-ton, quirk pathetically. "And I was just going to ask you to call."

"Confound the young cub," said the father testily. "I was just about to ask your permission."

"There was another brief silence. "Must it be war to the knife?" inquired Mrs. Sain-ton, in her softest and most appealing tones, with that upward glance through her eyelashes which she regarded as her most effective weapon. "Can't you come and see me as a friend? I can't marry your son without your consent—now, and you might find me different to what you expected."

"I find you charming, as a friend," said Lord Hartwood, slowly and deliberately. "As a friend I could not wish to find you different in any way. I can quite understand my son's infatuation. What I cannot understand is—pardon me—how you can throw yourself away on a cub like that."

"You mustn't say that," said the lady with reproving eyes. Then she turned these eyes to the ground, and with a little sigh continued: "And so I suppose we can't be friends?"

Unlike Mrs. Dombey, Lord Hartwood could make an effort. "Let us swear a truce for six months," he said. "I will suspend my decision. You will delay your marriage. Meanwhile we will be friends, and who knows—only when I come to see you, my cub—I mean Pawnton, must not be there."

"Agreed," replied Mrs. Sain-ton, with her best fascinating smile. "And you can come to see me on my at-home day, Sunday—or, if you like, I could be at home tomorrow—say about 6—and we can talk privately, then."

Lord Hartwood duly called at Mrs. Sain-ton's tiny flat, and was received as a highly valued friend. This, however, was her manner to all men, and did not necessarily mean very much. On the other hand, no one would have imagined that the other party to the tebe-a-tete was the individual who had so positively and insultingly declined to be the lady's father-in-law.

As time rolled on Lord Hartwood became a very constant visitor at the flat. He usually brought flowers, or sweets, but never jewelry, which Mrs. Sain-ton would have preferred. In time he began to tell her of his movements, or perhaps, as much as he thought fit—just as if she were his natural confidante. She learned in this way that he drove a coach, and was tantalizing, for he did not invite her, and she knew why. He gave her to understand that he had absolute control of the greater part of the property, and that as the old entail had expired, the existing entail only covered the dower house and Pawnton, excluding Hartwood castle. She very soon perceived, moreover, that he was master of his own family, and that his girls were mere ciphers, and that Lord Pawnton's wishes and opinions were of no account whatever, if they ran counter to those of his father.

Mrs. Sain-ton meditated deeply over this extraordinary friendship. There was not the smallest sign that Lord Hartwood was disposed to relent. She caught him up once and inquired: "But why could not I go as your friend also?"

He shrugged his shoulders like a Frenchman. "Because, fair lady, no one would believe it. They would say that it was a formal recognition of—of—understand?"

She understood only too well. "Then you are still determined?" she said, sulkily.

"More determined than ever. Then it was because I did not consider the match suitable to him; now it is because I don't think it suitable for you. You might do much better. You might marry a man of more suitable age, who is not dependent on anyone, who worships the ground you walk on, and would treat every visit of yours as a command from the throne."

"Then, why don't he ask me?" she murmured, and the palpitation of her breast showed the depth of her emotion.

"Because the engagement stands between. If that were once at an end—"

"I will break it off," she cried abruptly. "I was a fool. I did not

know my own mind, and I did not know you then. You have made me see things so differently. Of course he is a mere boy compared to me."

That was Mrs. Sain-ton set down and wrote to Lord Pawnton with a fair attendance of delegates and visitors. The associations throughout the maritime provinces are well represented. After devotional services, conducted by John Hay of Truro, Rev. D. McGregor delivered an address on How to Get the Most Out of the Convention. His was followed by John McKean, president of the Amherst association, who spoke on What Amherst Expects to Give and Receive.

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

COL. W. W. D. TURNER (also president of the Le Roi) President W. J. HARRIS (also vice-president of the Le Roi) Vice-President J. E. CRICHTON, 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: viz: Claim "51" 500x1500 feet, on the Bonanza Creek; the "Buckley" claim, 500x1500 feet, at the junction of Forty-Mile Creek and Nugget Gulch; three quartz claims, the "Emma M.," "Dependent" and "Tenderfoot."

This is not a speculation, as 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.

Home Work for Families. WE WANT the services of a number of families to work for us knitting. Bicycle Stockings, Woodmen's Socks, and Motormen's Mittens. WE FURNISH machine and material under contract to Reliable Yarns, light and by sending it out and having it returned by parcel post. We are enabled to supply larger quantities, and thereby save taxes, insurance, and interest on money. STEADY WORK AND GOOD PAY (whole or spare time) to those who make prompt returns. For particulars ready to commence same and address: THE CO-OPERATIVE KNITTING CO., Georgetown, Ont.

LATE FRANCES WILLARD. NEW YORK, Feb. 20.—The funeral service over the remains of Miss Frances E. Willard, president of the World's and National W. C. T. U., took place today in the Broadway tabernacle. The service was held in this city by official decree of the W. C. T. U., because of Miss Willard's many friends and admirers in the east.

On Thursday next a service will be held at Evanston, Ill. Before final interment in the cemetery, however, the body will lie in state in Willard hall, at the W. C. T. U. temple at Chicago, probably the greater portion of Wednesday next, and while en route to the western metropolis will also lie in state for a short time in Churchville, N. Y. Miss Willard's birth place, the body will lie in state in Willard hall, at the W. C. T. U. temple at Chicago, probably the greater portion of Wednesday next, and while en route to the western metropolis will also lie in state for a short time in Churchville, N. Y. Miss Willard's birth place, the body will lie in state in Willard hall, at the W. C. T. U. temple at Chicago, probably the greater portion of Wednesday next, and while en route to the western metropolis will also lie in state for a short time in Churchville, N. Y. Miss Willard's birth place, the body will lie in state in Willard hall, at the W. C. T. 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ADVERTISING RATES.
 \$1.00 per inch for ordinary transient advertising.
 For Sale, Wanted, etc., 50 cents each insertion.
 Special contracts made for time advertisements.
 Sample copies cheerfully sent to any address on application.

SUN PRINTING COMPANY,
 ALFRED MARKEAM,
 Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., FEBRUARY 23, 1898.

THE TWO HARBORS.

Halifax papers are making all the capital possible out of the views expressed by our merchants before the St. John harbor improvements committee. The Chronicle quotes Mr. E. Schofield as saying that St. John is at a disadvantage in the average time taken in loading and discharging as compared with Boston, Portland, Halifax and other ports; Mr. Hayward as stating that two reefs within the port limits were in a large measure responsible for the currents in the harbor, and Mr. W. E. Vroom with emphasizing the necessity of having the entrance to the harbor dredged out so that large vessels might come in at any time of tide. Our Halifax contemporaries are welcome to all the amendment they can extract from these and kindred statements. St. John is getting a large share of the winter export trade of Canada, and it proposes to get a great deal more. It has already spent \$500,000 in equipping its harbor for this business; and it will not rest until all local obstacles in the way of the growth of that trade are removed. Nature, the imperial army and navy chests and the dominion treasury have done a great deal for Halifax harbor. But mortal man cannot point to a single effort made on its behalf by the Halifaxians, where that effort involved putting their hands in their own pockets.

THE TWO NAVIES.

A year ago the United States officials declared that in the event of a war with Spain they would sweep the Spanish navy off the seas. They do not talk in that strain now. As a result of the loss of the battleship Maine, the navy of Spain is superior to that of the United States in the number of ironclads. The Washington correspondent of the New York Herald says:
 The history of Spain's rise from a naval position inferior to that of this country to a point equal and in some respects superior to ours is one which is viewed with deep regret by naval officers. As it was told today, while serious, pursuing its Mediterranean course, has been threatening intervention in Cuban affairs, it has failed to take measures to increase the armament of its fleet, or to authorize the construction of additional vessels. Spain, warned by our threats, has been content to repair its fleet.
 The Spanish navy a year and a half ago had but three armor-plated ironclads in commission on the Atlantic coast and the armored cruisers Infanta Maria Teresa, the United States had seven armor-plated ironclads in commission on the Atlantic coast and the armored cruisers Albatross and the armored cruiser Cristobal Colon. She is now pushing the rebuilding of the battleship Numancia, which will shortly be ready for commission, and within the next few months she will have ready for service two 7,000 ton armored cruisers and a number of modern torpedo boats, the Albatross and Catalina. During the period additional vessels or to even provide the armor for the battleships Illinois, Alabama and Wisconsin.
 Officials a year ago declared that in case of war with Spain, the United States would undoubtedly be the conqueror on the seas, and that they had no confidence, and while they declare that Spain has no battle ships to compare with ours, they wish that congress had continued the construction of ships and thus perpetuated our superiority over Spain as a naval power.

MR. BLAIR IN PARLIAMENT.

The esteemed Telegraph is just now engaged in the herculean task of trying to make its readers believe that Mr. Blair achieved great triumphs in the debate on the Yukon railway job. The facts of the case, as given by the press correspondents at the capital, are against the Telegraph.
 The gallery correspondent of the Toronto Telegram, Independent, says: "A. G. Blair, with all his craft and cunning, undertook a task which far exceeded his powers. Blair is a debater of wide repute. In his own province of New Brunswick, those who have no reason to admire his political record are ever ready to admit the ability of his one-time premier. He has to a considerable degree the fierce sarcasm of Cartwright, with all the plausibility of Sir Louis Davies. Above all, Blair is audacious. When he has a weak case, he attempts to substantiate it by bold characterizing it as the climax of all that is good."
 Blair's attempt to justify the Yukon railway deal was a miserable failure. Bravado will not always fill the place of logic. No man is tonight more fully exposed as to the truth of that axiom than Andrew G. Blair. There was witnessed the most pleasant spectacle of a minister of the crown placing ignorance of essential particulars bearing on a contract which he himself had actively helped to prepare. More than once the minister of railways was hemmed in by inability to answer the interrogations of Power. It was a weak case, Blair, who is fighting ground is none too prone to tumble.
 When it comes to whitewashing Mr. Blair, the Telegraph pays little attention to facts. It has to earn its pips.

Says the Ottawa Citizen: "We are ashamed of several conservative contemporaries for publishing a rumor that the Hon. Mr. Blair contemplated retreating from the ministry. The very idea!"

The death is announced of Rev. William F. Moulton, D. D., of Cambridge, England, a noteworthy Wesleyan Methodist minister and critic of the Scriptures. In 1870 he was invited to join the New Testament Revision Committee, and he remained a member of that learned body until it was completed in 1880. He was also on the Cambridge committee which revised the translation of the Apocrypha. In 1878 he issued a popular history of the English Bible, and to Bishop Elliott's Commentary he contributed the exposition on the Epistle to the Hebrews. In 1890 his co-religionists elected him president of their conference and when the Wesleyans opened their school at Cambridge he was made headmaster.

A British Columbia paper thus maps out what it considers a not impossible rival to the Canadian Pacific from the lakes to the Pacific:

If the Grand Trunk secured running powers over Mr. Greenway's new line from Lake Superior to Winnipeg, and from the latter place over the Northern Pacific to Portage la Paire, a distance of 5,000 miles, the Manitoba and Northwestern could be taken and would give a through line into the Northwest Territories without rail having to be laid. A continuation from Yorkton through the Peace River valley or Yellowhead pass, and along the proposed route of the British Pacific railway to the Pacific coast, would open up a rich country in which railroad building would meet with less obstacles than did the building of the C. P. R. The road, too, would traverse the great ranching country of the Saskatchewan valley.

The farmers are not so secure everything that is offered by the local legislature this season. The manufacture of silk worms is also to receive an impetus. It may be of course that the legal gentlemen have in mind for the benefit of the rural districts, the cultivation of the silkworm, to occupy the mind of the farmer when he is not devoting himself to the extinction of the potato bug. As the lawyers on both sides of the house are agreed on the question of Queen's counsel, it may hereafter be assumed that the "mantle of peace" is of a silken texture.

Hon. Mr. LaBelle will be re-elected in his duty as minister of agriculture if he falls, ere the close of the present session of the legislature, to include in his list of agricultural lectures, one to the members of the assembly on sheep, male and female. If all the members cannot be got together to listen to this lecture, the minister might at least secure the attendance of those of their number who made up the stock purchasing delegation that visited Quebec and Ontario last year.

The late Frances E. Willard will be remembered, more perhaps than any other woman of her time who has lived in the public eye, for the broad humanity, steadfast purpose and splendid unselfishness that characterized her life. She lived unspelled at the head of a great movement, and her memory is enshrined in the hearts of countless women over the English speaking world.

The patriotic dominion government could not tolerate the idea a few months ago of subsidizing a steamer calling at an American port. They were apparently complete converts to the conservative doctrine of Canadian trade through Canadian ports. Have they now stipulated that the Numidian shall not go on to Portland?

SUNBURY CO.

MAUGERVILLE, Feb. 21.—The death of Mrs. Geo. R. Smith, which occurred on Thursday, was not unexpected, as she had been seriously ill for some time. She deceased was 60 years of age, a daughter of the late David A. Sterling, and a sister of Rev. Geo. H. Sterling, now of Morris, N. Y., who arrived at her bedside only a short time before she passed away. A sorrowing husband, one sister, three brothers and two adopted children were left to mourn. Miss Lamb of Victoria hospital was in constant attendance during her illness. The funeral, which took place on Saturday afternoon, was largely attended. After a short service at her late residence, conducted by Rev. B. W. Colston, assisted by Rev. H. E. Dibble, of Oromocto, the remains were conveyed to Lower St. Marys church, where a short address was delivered by Rev. John Parkinson, after which the body was laid to rest. Rev. Mr. Colston officiating at the grave.

Rev. Mr. Sterling will go to Nelson, N. B., to visit friends before returning home. The many friends of Mrs. Sterling, who is a sister of the speaker of the legislative assembly, will be glad to know that she is now in a fair way of recovery from a dangerous illness.

The ladies of the "W. A. A." of Burton held a tea party and fancy sale in the temperance hall, Oromocto, on Thursday night and realized \$35 in aid of the "Restoration fund."

44 and 46 Pearl Street,
New York, February 10, 1898.
 My certificate (Certified Public Accountant) was the seventh issued by the State. There are only 120 in the entire State (N. Y.) holding certificates, so that doesn't speak badly for the methods of teaching in the Saint John Business College.
 B. MCGIBBON, C. P. A.
 (Of McGillivray & Sullivan, Accountants)
 This is what we do for our students.

Catalogues to any address, S. KERR & SON.

THE MUTUAL RESERVE FUND LIFE.

(From the Monetary Times, Feb. 11.)
 At the recent annual meeting of this well-known assessment society, held in New York a couple of weeks ago, it was reported that in one year's business obtained by the society during the past year amounted to \$58,234,785, bringing the total amount in force up to \$201,567,101. This shows a serious reduction compared with previous years, when the amount of business written, and the amount in force at the end of the year were as follows:

	1897.	1896.	1895.
Business written	\$58,234,785	\$75,783,790	\$75,783,790
Amount in force at end of year	\$201,567,101	\$235,032,061	\$201,567,101

This year's loss—\$18,791,545—\$23,438,900 put on \$36,224,785 of new business any yet have with a previously on drop down by \$2,000,000 as \$32,458,860, shows a fearful condition of lapse. Here is how the account stands:

	1898.	1897.
Total insurance to be accounted for	\$201,567,101	\$201,567,101
Total insurance in force December 31st, 1897	\$201,567,101	\$201,567,101
Total disbursements somewhere	\$18,791,545	\$23,438,900
Balance disappeared somewhere	\$18,791,545	\$23,438,900

If this is the result of the operations, how long will it take to use up the whole \$201,567,101 of business now deemed to be in existence on the books of this old-time bragging concern? If \$4,182,803 was paid for death in the short year (in 1887, we notice that the 1887 losses) how long will the \$5,402,853 of total assets, now claimed, stand the drain, if that fund has to be called upon for deficiencies in the collection?

We learn from the fourteenth annual statement, which was issued in January, 1895, that the society was then certified by four state commissioners to have on hand surplus assets and gross assets much in excess of what it is now reported to possess, as follows:

Year ending	Assets	Liabilities	Surplus
December 31st, 1894	\$6,688,011	\$1,850,800	\$3,717,202
December 31st, 1895	5,462,588	2,330,237	3,072,351

Change in three years... \$1,225,423 \$479,423... This means that with an increase of total insurance to be paid, from \$232,356,148 to \$201,567,101 in 1897, there has come up a surplus of cash assets of nearly three-quarters of a million dollars.

With such a condition of things in the society as a whole, it might be expected that the officers would feel exceedingly reluctant to announce another jump in the assessments. We suppose every effort has been made to conceal the fact that a tremendous addition is now again being made to the bi-monthly calls upon the old members. These members have borne the burden and heat of many previous assessments, and some double assessments, without having their faith and patience strained to the snapping point. But a further test is now forthcoming.

Mr. Daley's matter with the Mutual Life of New York? said on the old-time assessment paper. "Nothing," we answered. "Well," said he, "what do they want to double my assessment for now?" We answered that the Mutual Life of New York was all right, but that the assessment was a matter of no concern, for no life insurance company worthy of the name ever doubted its rates. So he confessed to the wrong name, and wanted to know why the Mutual Reserve Fund did not carry out its contract with the Mutual Life of New York. The Provincial Provident Institution, which the Mutual Reserve absorbed, and continue the members at the old figures. We answered him that they could not carry out such a contract, if it was ever made, and that the death losses and old men like him must expect to pay, not merely double, but treble and quadruple what the P. F. I. had been charging, or lose every cent paid in. He said he was paying about \$2 for a certificate of \$2,000, and he was assessed as per annum premium at his age was \$33, and next year would be \$38; and five years hence, \$50; and ten years hence, \$125; and in fifteen years \$188 a year. He went away feeling comforted with the idea that he would not live long enough to be assessed so high as that, and also expressing a hope that "the Mutual Reserve Fund" would hold out a little longer, and not go to smash so suddenly as the Massachusetts Mutual Benefit did.

Another elderly gentleman complains that he has never taken any of the assessments. For some years after joining, his certificate cost him \$235 per annum, then it rose to \$348, and now he is assessed in \$811.20 for the year. He naturally wants to know where the end of this thing is to be. We may suppose there are a good many friends of our late Mayor Kennedy, who boomed "this thing" when he was in office some years ago, who would be glad to get some enlightenment on the subject.

Still another party joined in 1887 for \$5,000 at age 55, and paid, as per advertisement in that good religious paper, the Christian Guardian, only \$105 a year, apart from \$15 for expenses. Two years ago he had this \$105 raised to \$184.40, and he is now assessed with calls now \$390.50. Is he not a happy man? If it is not the Christian virtue he can command to prevent boiling over with gratitude toward the gentlemen who are responsible for the six he now finds himself at 67 years of age. He holds one of the promised "bonds" that were advertised five years ago for a goodly fourish, good for a good hundred dollars if he pays fifteen years. But what is it worth in the face of the fact that instead of another being sent him now, at the close of his second five years, as promised, he is assessed \$390.50 for the year 1898, that there is "no margin of accumulation in the later years, but gradual absorption of the accumulations." And worse than all the table of rates on the back of his calls show that his payments the next five years

will run this way: Age 68, \$405; age 69, \$440.70; age 70, \$480; at age 71, \$523.60; at age 72, \$566.10. And if he is unfortunate enough to live to 75, it will be \$722.70; and at the age of 76, \$788.80. He has already paid \$2,034, and by that time \$5,416 more of his hard earnings will have disappeared in the sink-hole, making a total of \$3,450 and interest thereon, for \$5,000 of insurance, and no certainty of that being the end of it.

According to the Spectator, of New York, a strong effort is being made to get the old members to surrender their certificates, and take some new-fangled affair called the "five-year combination-option policy." If they do not," the Spectator says, "they are liable to have their assessments increased, for there is nothing more certain than that the insurance risk increases as the man grows older, and age must be paid for. By exchanging their policies for the new form, they get a level premium policy, which is unchangeable, that is guaranteed by all the resources of the association." Its resources are very small.

Experience has amply demonstrated that the course of this journal toward the Mutual Reserve Fund, and all other such concerns, was the right one, in warning the public that nothing but disappointment could come putting trust in their promises to give insurance at half the price charged by regular companies. The Spectator says further, in confirmation of this: "It is well known that since Mr. Burnham became president of the Mutual Reserve he has been endeavoring to place its business upon a footing that would give greater security to its policy-holders. Experience had demonstrated that the old plan to which his predecessor, E. B. Harper, was wedded, of attempting to carry its policy to maturity at the same price that charged when the holders originally became members, was erroneous. The failure of numerous assessment companies that tried to do business upon the well formed opinions of expert life insurance men."

And here follows the announcement of the tremendous up-lift in the bi-monthly assessment of 1898: "Since the above was written the Mutual Reserve has sent out to its agents an announcement that the rates of premium were advanced, and intentionally known as the 'Fifteen-Year-Class' members. This class is made up of those who became members when the association was in its infancy; when the rates charged were insufficient to provide for their insurance. The rates are advanced, and intentionally being rectified by charging the rates applicable to their present age."

WEDDING BELLS.

On the 15th instant, at 2 o'clock P. M., Rev. E. B. Daley performed the sacred duty of solemnizing a marriage at the home of W. E. Stevens on St. James street, when Miss Kate N. Stevens, a prominent worker in Leinster street Baptist church and a member of the church choir, was united to John McKnight, a young man of the same name, who is a member of the same church. The ceremony was performed in the presence of a few friends and relatives. After a luncheon and refreshments, the bride and groom, accompanied by their bridesmaids and groomsmen, departed for their home in Hopeville. The bride received many beautiful presents, including a china service, a silver tea set, and a gold watch. The groom received many beautiful presents, including a silver watch, a gold watch, and a gold watch.

A quiet wedding took place at the residence of Daniel Cathcart, 39 Adelaide street, on Feb. 17th, at three o'clock, when his niece, Jennie Cathcart Watson, was united in marriage to Dunstan E. Alcorn of Hartland. Rev. J. A. Gordon performed the ceremony. The bride was becomingly attired in a travelling suit of blue, with hat to match. After the ceremony Mr. and Mrs. Alcorn left by the Fredericton express for their home in Hartland. The bride received many beautiful presents, including a china service, a silver tea set, and a gold watch.

A very pleasant wedding took place at St. James Episcopal church, North Cambridge, February 16. Rev. Mr. Brohm officiating, the contracting parties being John Wesley Myles and Albert Victoria Cartmel. The bride, gowned in pearl silk trimmed with lace and lace, looked very winsome and charming, being attended by the sister of the groom, Miss Jennie Myles, who was attired in a gray cloth dress, trimmed with pink. The groomsmen were J. J. Northrup of W. Somerville, Wellington N. Cartmel, and Adam Archibald Tupper of Liverpool. The bride's mother, Wm. Cartmel of Somerville, the young couple started south on their wedding tour.

THE RING.

LONDON, Feb. 21.—In the twenty round bout between Spike Sullivan, the crack American light-weight, and Harry Greenfield, the English boxer, at the National Sporting club this evening, Sullivan won in the fifteenth round, Greenfield being outpointed from the start.

The following deaths of former provincialists are announced: At Charlottetown, Feb. 18, Leo Voyer, son of James H. Mawhinney, formerly of St. John; at Cambridgeport, Feb. 15, Mrs. John S. Mitchell, formerly of St. John; at Somerville, Feb. 16, Mrs. Phebe T. Dunham, widow of George C. Dunham, aged 69 years, formerly

MANCHESTER'S TONIC
Condition Powder.
 A Preparation put up by qualified Veterinary Surgeons and compounded from the purest Drugs and Medicines to be obtained in this country. It is a most powerful and invigorating tonic, and is especially adapted for the treatment of all cases of debility, weakness, and general exhaustion. It is also a most valuable remedy in all cases of indigestion, dyspepsia, and other disorders of the stomach and bowels. It is sold in all the principal drug stores and chemists throughout the world.

BOSTON LETTER.

Public Feeling as the Result of Loss of Maine Very High.

Recent Deaths of Former Residents of This City—Lumber and Fish Markets.
 (From Our Own Correspondent.)
 BOSTON, Feb. 19.—The present month up to date has been a very eventful one in New England, and in the rest of the country as well. The month began with the great storm, which cost many lives and the destruction of an immense amount of property. The storm was followed by a disastrous fire here, by which six persons were killed, and a Pittsburg fire cost the lives of over four times that number. The cotton mill crisis is not yet a thing of the past, and in international politics the DeLoone incident was followed by the disaster to the warship, Maine. Now the yellow journals are even anticipating war with Spain.

Many former Nova Scotians in New England believe that the sentence of death passed upon Lyman Davitt, a Green Oak, N. S., boy, for the alleged murder of an Assyrrian peddler, should be commuted, and a movement has been started here to draw up a petition to the Canadian justice department. About 60 Nova Scotians in Woonsocket have signed a petition asking for a commutation of the sentence.

Public feeling as the result of the loss of the Maine has been very high this week, and the tragic event has been discussed everywhere. Although there has been little evidence to warrant the theory of treachery, probably fifty per cent. of the people believe that the vessel was intentionally blown up. The sensational despatches from Havana, written in Key West and other places in this country, have been largely responsible for the state of public feeling. It is true that the coast defenses of Boston and vicinity are being put in better condition, but this work was begun before the Maine was blown up. Rumors were flying so thick and fast in the city yesterday that for a time a stranger would have supposed war had been declared. Crowds congregated in front of the newspaper offices, and things were almost as lively as in Paris during the Zola trial. The stock market was feverish but not panicky, and shares have been on the foreboding. The pernicious and inflammatory trash published by two disreputable New York sheets has done much to poison the public mind in that city, and the authorities have decided to guard the harbor. Today, in case anyone should attempt to do the vessel any damage, it is not believed, however, that there will be any trouble of consequence in New York.

The schooner Mildred E., formerly of Magnum, of Methuen, N. S., is fitting out for a Klondyke expedition at this port.
 The Boston Associated Boards of trade has appointed a committee of five to act in conjunction with committees from other bodies which have been appointed to further the movement to secure reciprocity with Canada. The Paint and Oil Club, the Master Builders' Association, the Boston Chamber of Commerce and the Boston Fish Bureau have appointed similar committees. Osborne Homes, has prepared a statement, in which he says Canada is the best customer the United States has, for the latter sells each year to the dominion goods to the value of \$13 for every Canadian man, woman and child, while Canada sends to the United States to the value of about \$9 per capita of her people. Mr. Homes adds that the South and Central American republics, where the U. S. has been endeavoring to work up trade, do comparatively a small business with this country.

Dr. B. E. Farnow, chief of the forestry division of the department of agriculture at Washington, in an address before the National Association of Paper and Pulp Manufacturers, this week, said that the supply of spruce in this country was threatened and changing; the pulp mills, and he thought unless present methods were changed, it would be nearly gone in ten years time. The consumption of wood pulp in paper manufacture, Dr. Farnow said, was equal to 2,000,000 cords per year.

Adam Archibald Tupper of Liverpool, N. S., an insurance man, was run over by a train and killed at Glenbrook, N. S., yesterday, while on his way to visit his nephew. He was 69 years old and well known in Nova Scotia.

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CITY NEWS.

Recent Events Around St. John.

When ordering the WEEKLY SUN to be sent to you, please give the NAME of the person to whom the paper is to be sent. Remember! The Office must be sent a prompt request.

A despatch received announced the death of the daughter of Capt. Park Kilverdale.

Members of Court F., and other courts, attend the funeral of a member of the group, from Corresp. Exchange.

W. L. Prince, the tractor, who went ago looking over the place, is said to be a present time.

The Furness liner arrived at 6 o'clock last days from London days of that time had large as usual. Quotations are as follows:

Spruce—Random cargoes, \$11.50 to 12.50; frames by car, ten inches and under, \$13 to 13.50; do 12 in., \$14 to 14.50; 12 in., \$15 to 15; yard random, \$11.50 to 12.50; bundled firings, \$9 to 10; boards, planed one side, \$11 to 12; planed one side and matched, \$12 to 13; clear floorings, kiln dried, \$13 to 14; No. 1, \$17 to 18; No. 2, \$18 to 19; extra clear, \$23 to 25; shingles, \$1.50; laths, 1.5-8 in., \$2.10 to 2.15; 1 1/2 in., \$1.85 to 1.90.

Pine, hemlock, etc.—Eastern pine, coarse No. 2, \$16 to 17; matched boards, \$19 to 22; extra clear, \$23 to 25; second clear, \$20 to 22; eastern hemlock, No. 1, \$10 to 11; extra cedar shingles, \$2.60 to 2.70; clear, \$2.25 to 2.50; second clear, \$1.75 to 2.

The fish trade is generally quiet, in fact it has not been as satisfactory to wholesalers as usual at this season, and business has been by no means heavy. Herring are slightly firmer owing to a small supply of frozen fish. Codfish are steady and a shade firmer. Lobsters and sardines continue high. Canada lobsters are quoted at \$3 for flats, \$2.75 to 2.90 for aprons, 16c for live and 18c for boiled. Frozen herring are selling at \$2 per 100 lbs. out of vessel. Eastern smelts are worth 6 to 7c for common and 10c for extras. Lake trout sell at 9 to 10c.

The position of mackerel is unchanged, the stock on hand being still small and the arrivals limited.

THE NOVA SCOTIA KLONDYKE.
 The Halifax Herald says: George A. Pyke deposited a brick and mortar company's bank which weighed 263 ounces and was valued at \$5,000. It was the result of 18 days' work at the mine of the Hurricane Point Gold Mining company of Isaac's Harbor, Guysborough county. Besides the brick, some beautiful specimens were brought to town by John McMillan, who is manager of the mine.

The property was formerly known as the Palgrave mine, and has been in liquidation and unworked for the past ten years. On the death of the owner, Mr. Palgrave, the mine was offered for sale. A number of parties, which the principals are Senator M. Keen, P. O'Mullin and G. A. Pyke, Halifax, J. E. Burchell et al, Sydney, and the McMillan Bros. of Isaac's Harbor, purchased the property last November. On the 17th of that month the company proceeded to put it in working order, and the shafts had to be pumped out and new machinery put in place. Late in January, twenty-five men were put to work in the mine, which is a comparatively narrow lead, but very rich. In eighteen days the first clean up of the mine returns as given above. Only 135 tons were crushed, giving nearly one and a half ounces to the ton.

REV. MR. RAYMOND IN HALIFAX.
 A very interesting paper by Rev. W. O. Raymond of St. John, consisting largely of extracts from the diary of Benjamin Marsden of Marblehead, Mass., Journal, was read by Mr. Raymond at a public meeting of the Historical society, held last evening in the Legislative Assembly chamber. Marsden was one of the leading families of Massachusetts, a graduate of Harvard college, and a staunch Unitarian. He was a very prosperous merchant of Marblehead, but did not confine his efforts and his talents to that calling, but was in a way a sort of John of all trades.

In the course of his paper, Mr. Raymond said, in speaking of Shelburne, N. S., that at one time it ranked as third town in North America, and after Philadelphia and New York, being larger, in fact, in point of population than Montreal, Quebec and Three Rivers combined. A large, attentive and appreciative audience listened to Mr. Raymond, and a hearty vote of thanks was moved by Rev. W. Smith, D. D., and Rev. Dr. A. Mackay and Rev. Principal Forrest—Halifax Herald, Feb. 18.

RICHIBUCTO.

The Residence of Laurent LeBlanc Destroyed by Fire.

RICHIBUCTO, Feb. 21.—The residence of Laurent LeBlanc, farmer and mill operator at Chocomaquin, ten miles south of here, was destroyed by fire yesterday afternoon. Mr. LeBlanc had been making extensive improvements in his house, the carpenters finishing on Saturday. The tools of the latter were consumed; also a lot of seed for the coming season. The loss is partly covered by insurance.

THE ST. CROIX CLEAR OF ICE.

HALIFAX, Feb. 21.—The St. Croix river is clear of ice to the head of navigation.

RECENT EVENTS AROUND ST. JOHN.

When ordering the WEEKLY SUN to be sent to you, please give the NAME of the person to whom the paper is to be sent. Remember! The Office must be sent a prompt request.

A despatch received announced the death of the daughter of Capt. Park Kilverdale.

Members of Court F., and other courts, attend the funeral of a member of the group, from Corresp. Exchange.

W. L. Prince, the tractor, who went ago looking over the place, is said to be a present time.

The Furness liner arrived at 6 o'clock last days from London days of that time had large as usual. Quotations are as follows:

Spruce—Random cargoes, \$11.50 to 12.50; frames by car, ten inches and under, \$13 to 13.50; do 12 in., \$14 to 14.50; 12 in., \$15 to 15; yard random, \$11.50 to 12.50; bundled firings, \$9 to 10; boards, planed one side, \$11 to 12; planed one side and matched, \$12 to 13; clear floorings, kiln dried, \$13 to 14; No. 1, \$17 to 18; No. 2, \$18 to 19; extra clear, \$23 to 25; shingles, \$1.50; laths, 1.5-8 in., \$2.10 to 2.15; 1 1/2 in., \$1.85 to 1.90.

Pine, hemlock, etc.—Eastern pine, coarse No. 2, \$16 to 17; matched boards, \$19 to 22; extra clear, \$23 to 25; second clear, \$20 to 22; eastern hemlock, No. 1, \$10 to 11; extra cedar shingles, \$2.60 to 2.70; clear, \$2.25 to 2.50; second clear, \$1.75 to 2.

The fish trade is generally quiet, in fact it has not been as satisfactory to wholesalers as usual at this season, and business has been by no means heavy. Herring are slightly firmer owing to a small supply of frozen fish. Codfish are steady and a shade firmer. Lobsters and sardines continue high. Canada lobsters are quoted at \$3 for flats, \$2.75 to 2.90 for aprons, 16c for live and 18c for boiled. Frozen herring are selling at \$2 per 100 lbs. out of vessel. Eastern smelts are worth 6 to 7c for common and 10c for extras. Lake trout sell at 9 to 10c.

The position of mackerel is unchanged, the stock on hand being still small and the arrivals limited.

THE NOVA SCOTIA KLONDYKE.
 The Halifax Herald says: George A. Pyke deposited a brick and mortar company's bank which weighed 263 ounces and was valued at \$5,000. It was the result of 18 days' work at the mine of the Hurricane Point Gold Mining company of Isaac's Harbor, Guysborough county. Besides the brick, some beautiful specimens were brought to town by John McMillan, who is manager of the mine.

GOOD ROADS.

Proceedings of the Association at Fredericton.

Many Resolutions Looking to the Better Managements of Roads.

Proposition for the Amendment of the Highway Act—The Wide Tire Question.

FREDERICTON, N. B., Feb. 17.—The Provincial Good Roads convention was called to order by Hon. Mr. Hill this evening at eight o'clock sharp. The room designated was called by the secretary, when it was found the following gentlemen were present: J. S. Armstrong, John Betts, Northumberland; A. J. Beyer-Mige, Victoria; W. F. Burditt, St. John; M. B. Burrows, Gloucester; G. T. Banks, Sunbury; J. Bridges, St. Stephen; Robert Craig, Restigouche; David Curry, Victoria; A. C. Dow, York; Hon. H. R. Emmerson, Hon. L. R. Ferris, P. Farrell, Fredericton; L. Guiton, Kent; H. E. Hall, Gloucester; D. E. Hays, Restigouche; H. Hays, Restigouche; Hon. G. P. Hill, president; Joseph Hornbrook, Kings; W. W. Hubbard, Sussex; John Irvin, Kent; David Johnson, Charlotte; Ora P. King, Sussex; John Lowell, St. John; J. McGaffigan, St. John; Robert McKeown, Charlotte; John Muir, Kings; P. M. Murdoch, Charlotte; W. J. Owens, Carleton; S. L. Peters, Queens; H. H. Smith, Sunbury; C. L. Smith, Carleton; Geo. P. Searle, Northumberland; Nell Shaw, Restigouche; Wm. Shaw, Wm. Simpson, Westmorland; H. J. Stephenson, Albert; Geo. E. Styles, Albert; Dr. A. A. Stockton, St. John; S. W. Tompkins, York; H. Wilnot, Sunbury; W. A. West, Albert; W. Wyse, Northumberland, and many others.

The president remarked that he would dispense with anything like a formal opening address, stating that a number of resolutions had been prepared.

Mr. Burditt moved: That whereas it is generally believed that there is great room for improvement in the condition of the public highways throughout this province and that such improvement, if it could be brought about, would facilitate the means of communication and transportation at all seasons of the year, and result in large pecuniary and social benefits to the people; and whereas, it is the opinion of this convention that better results might be obtained from the expenditure of money and labor now made upon our highways, and it is the object of the New Brunswick Good Roads Association to acquire and disseminate information as to the best methods of making and repairing highways, and discuss among practical men the best means of bringing about this desired improvement; therefore, the members of the provincial government be respectfully petitioned to make a grant to this association to aid it in carrying out its objects as set forth in the constitution and by laws.

Hon. Mr. Emmerson was invited to express his views, which he did in an address pledging the best efforts of the government to assist in every way possible the betterment of our road system.

Dr. A. A. Stockton also pledged himself to do all he possibly could to assist in the work.

The resolution passed.

The following resolution was moved by J. S. Armstrong, seconded by W. A. West: That it is expedient that local improvement societies be organized in all parishes of the province for the purpose of acquiring and disseminating information as to the best methods of making and repairing highways, and discuss among practical men the best means of bringing about this desired improvement; and that a committee be appointed to draft a constitution for such societies and look up literature bearing on the subject, distribute the same and otherwise promote this object.—Passed.

Moved by W. S. Tompkins, seconded by C. L. Smith, that it would be an advantage to wholly substitute a money assessment for statute labor, to which an amendment was moved, but both were promptly voted down.

The discussion on the resolutions was very general, and the opinion of the meeting strongly expressed in favor of anything like compulsory taxation in lieu of statute labor.

FREDERICTON, Feb. 18.—At the morning session of the Good Roads association President Hill was in the chair. He reported that it would be to move the first resolution, as follows:

Whereas, it is desirable that the road commissioner should be freed as much as possible from collecting the road tax and yet that he should have in his hands a certain amount of money to be applied to the work of his office; and whereas, the privilege of working out their road tax; therefore,Resolved: That provision be made in the act as follows: That the regulation parish tax collectors make out and distribute the road tax notices at the same time with other county tax notices; that the said road tax notices have a coupon attached showing the item of the road tax and with blank space to be filled up by the ratepayer, if he desires to work out the tax and with a notice that unless the ratepayer duly fills out the blank and delivers to the road commissioner personally on or before a certain date, he will be required to pay the tax in cash, the coupon only being used in districts where statute labor is in operation, and that the commissioner be authorized to add names where they have been omitted by the assessors.

An amendment to the resolution was moved by Mr. Curry of Victoria, but was withdrawn.

showed that in order to make the law continuously operative the road masters appointed by the commissioners have authority until another was appointed in his place, and was carried by a large majority.

Moved by Mr. Hornbrook: The county councils shall have authority to constitute a larger division than a parish, or they shall have power to appoint a chief commissioner over a certain number of parishes or divisions over all the county, and his enlarged powers and emoluments should be defined.

An amendment was moved by J. H. Dixon as follows:Resolved, That in the opinion of this meeting it is not conducive to the betterment of our roads if the chief commissioner should appoint in each county a county commissioner to exercise the road making of the county.

After a short discussion the amendment and resolution were withdrawn.

Moved by Mr. Burditt, seconded by Mr. W. Hill:Resolved, That in the opinion of this meeting it would be desirable that there should be competent men appointed, having special knowledge in road construction, drainage, etc., who should have the supervision of the work and expenditure over large districts, and that the appointment of a commissioner composed of one or more persons with special knowledge in road making to define, mark out and settle the bounds of at least the principal roads of the province.

This resolution was moved by the secretary of the association, freely discussed and promptly voted down.

On the obstruction of highways the following was moved:Whereas, great damage is frequently done to highways by obstructions of ditches and other encroachments; therefore,Resolved, That the attention of the government be directed to the advisability of empowering highway commissioners to compel any one causing damage to the highway by any obstructions or encroachments to repair said damage to the satisfaction of the commissioners or be liable for damages, and that the commissioner must set on written complaint of any number of taxpayers.

The resolution was sustained.

It was further resolved, That this meeting recommend the government to purchase a pipe of similar nature, be used largely instead of log culverts. Whereas, it is the opinion of the government to have the proceedings of this meeting printed and attached to the minutes of the meeting held in St. John, Sept. 11th, 22nd and 23rd, 1897, for distribution throughout the province; therefore,Resolved, That a number of copies be sent to the common council, St. John, the several municipal councils throughout the province.

A vote of thanks to the president for his services and to the government for their valuable assistance rendered in enabling the association to convene so large a meeting were unanimously passed.

WOMEN AND WEAK NERVES. Lives of Misery and Affliction.

MARVELLOUS CASE IN MANITOBA. Paine's Celery Compound Proves a Wondrous Blessing.

Miss Parr Says: "After the First Dose I Felt New Hopes and New Life Coming."

Nervous Prostration, Mental Depression, and Excruciating Sufferings are Banished.

PAIN'S CELERY COMPOUND THE GREAT LIFE BUILDER AND VITALIZER.

Wells, Richardson & Co., Dear Sirs:—For several years I have had weak nerves, and was gradually becoming more and more nervous.

One day, while feeling quite discouraged and wondering if I was ever to get out of my dreadful state, a dear friend said to me: "I wish you would try Paine's Celery Compound."

I had intended to try it I acted upon her advice and started using it the very same day, and from the first dose I felt new hope and new life coming.

I continued using it, and am still taking it once in awhile, always asking God's blessing on each bottle. I am very much improved, and cannot say too much in favor of the medicine, and would recommend it to all suffering from nervous prostration and mental depression.

Yours faithfully, L. E. PARR, Crystal City, Man.

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None else can use Mr. Ogilvie's story, while no other man knows the Klondyke road as Ogilvie does. So there is a great rush for the book. The government might have made \$25,000 out of the publication, or might have put it in the hands of the public at a low price without loss, or might have allowed Ogilvie to make a handsome profit out of his own work and his own brain. But it preferred to make a present of the copyright to Mr. Rose, who is a good party man, and to make a present also of Mr. Ogilvie's labors and the fruits of his intellect to a publisher who is an actor money.

It is a great thing for Mr. Rose, who makes his \$25,000 or \$50,000 in a few weeks without much expenditure of brain matter. Of course he is a pigmy in his gains compared with Mackenzie and Mann, but many people would have been glad to get even his scoop.

The relations are strained between Mr. Blair and Sir Richard Cartwright. Sir Richard however much he may be annoyed by appointments to office from his domestic circle is still sarcastic and sardonic. He does not like the members of the government who plunge recklessly into lavish expenditure. He cannot stop the jobs, but he can say things. It seems he made a number of appointments to office about the minister of railways, and it has been circulated abroad. Now it has reached the ears of the minister and has made him mad. Sir Richard is not the kind of man to take it back, and accordingly there is a strain on the mutual affections of the minister of trade and commerce and the minister of railways.

Senator Ferguson had fun with the minister of justice and secretary of state in yesterday's debate. Mr. Mills is rather pedantic on constitutional matters, but he is not always accurate on current topics. He does not seem to have followed the career of his distinguished leader in England with great care, and his attempts to explain why Sir Wilfrid did not carry out his preferential trade pledges were badly mixed. He made Sir Wilfrid say and do things because of circumstances that happened after he said and did them. Senator Ferguson explained and exposed these machinations in a manner which deprived the minister of justice for the time of his quiet assurance of superiority. Mr. Mills was confused and troubled.

OTTAWA, Feb. 15.—Yesterday's debate contained features of more than usual interest. There was a good deal of curiosity to know how Sir Charles would handle the Yukon deal, as he was known to be in favor of rapid construction, and of the Stikine route. In his interview published at the time the contract was made, and had been paid the dubious compliment of commendation by the minister of railways. There was also some desire to know whether Mr. Blair would make a better defence of the proposition than he had done in his preliminary speech. The debate as now under way indicates that before it is over the house may witness a little of what Lowell calls "Pisen-head, pig-headed fighting."

The minister of railways was again singularly ineffective. This seems odd, for Mr. Blair is known to be a good speaker, but his speech on moving the second reading was labored, and confused, avoiding the main issue, and altogether proceeding in a per-

sonal and half-hearted manner, except when he was defending himself or retorting upon some member who had attacked him. For the large grant of land, with all its opportunities of good to the contractors and of evil to the public, he had scarcely a word to say. The most he offered in extenuation was that nobody knew how much gold there was there, and therefore no one could estimate the value of the concession. This is properly an argument against the grant, but it is the best that can be said for it. A queer feature in the minister's speech was his attack on the report of his own engineer. He or Mr. Sifton had sent Mr. Jennings to survey the route and make an estimate. Mr. Sifton says he did it, but Jennings is Mr. Blair's officer, and it was Mr. Blair who presented the report. Now Mr. Blair comes into the house and denounces a large part of his speech, showing that Jennings' figures are not reliable, that his estimates of the cost are far too low, and that the house believe that Mr. Blair had sent Mr. Jennings to survey the route and make an estimate.

Sir Charles Tupper, in his reply, stated that in all his experience he had never known a case like this. It was the first time that a minister of railways had come into the house of commons, with a report of one of his own officers, and then spent half an hour or an hour trying to prove that the report was no good, that the engineer did not know his business and that the minister himself could teach him his trade.

A streak of ill luck is following Mr. Blair in the Yukon matter. Fully fifteen minutes was occupied by him yesterday in an attempt to make the house believe that Mr. Haggart had said something he did not say. Mr. Blair did not intend to mislead. It was one of the fatalities that attend him. He read a quotation which he said he had taken from Hansard in support of Mr. Haggart's speech. Haggart, interrupting, asked for the page, and said he had not used the words. Mr. Blair did not know the location, but said the paragraph had been clipped from the speech. Several opposition members with the Hansard before them told Mr. Blair he was mistaken and asked him to get it back, but he refused. The spectacle was witnessed of eight ministers of the crown and thirty government supporters, all searching Hansard to find evidence that their colleague was right. At length Mr. Harte found the words. But unfortunately they were in another man's speech. It seems that Mr. Blair's secretary had prepared his clippings, and that either Mr. Blair or he had got the babies mixed. He was holding Mr. Haggart responsible for the language of Charles Wallace. Still the minister would retract, and when a quarter of an hour had been wasted over the episode everybody had forgotten what the minister was originally trying to say. Sir Charles Tupper, who enjoyed his address, made a number of humorous reflections, observing afterwards that the minister's speech had been prepared by his clerk, but the minister himself had not sufficiently studied his brief. At that time Mr. Blair was not in the house, and the leader suggested that he was probably chastising his secretary.

Mr. Blair simply added nothing to his explanations or defence of the contract. The laboring of the words to Mr. Sifton, who had a much better appetite for his job, seeing that it is one of his own manufactures. He was left to reply to Sir Charles Tupper, which was a more serious contract than that which devolved upon the minister himself.

The address of Sir Charles was dignified and statesmanlike. He indulged in no carping criticism. As in his previous interviews he has freely granted the urgency of the case, he preferred the Stikine route, as he believed it to be the best one available for early operation. Half of Mr. Blair's speech had been devoted to an argument in favor of this route, which was quite an unnecessary contribution, as most of the opposition members do not condemn it. Sir Charles Tupper thinks that while the case was urgent the ministers were not. They slept all summer and only woke up after Christmas in time to give a contract to Mackenzie and Mann and to shut out everybody else. There was plenty of time to give other capitalists a chance, and if an opportunity had been afforded them Sir Charles is quite certain that a far different contract and one far more advantageous to the country might have been made.

In the course of the Charles made some observations in respect to the United States. He spoke with dignity and in plain language, he asserted platonically that the United States are our neighbors, and that we are bound to have pleasant relations with them. He said that the United States are our neighbors, and that we are bound to have pleasant relations with them. He said that the United States are our neighbors, and that we are bound to have pleasant relations with them.

OTTAWA LETTER.

Sir Richard is Not Pleased With Mr. Blair.

Points in Favor of the Edmonton Route to the Klondyke.

Dan Rose Finds a Gold Mine in Another Man's Brain Work—Some Questions and Answers.

OTTAWA, Feb. 15.—Yesterday was first private members' day in the session and the members were in an interrogative mood. From three o'clock till nearly six, questions were pointed in to ministers in connection with the cost of the road, the amount of capital stock subscribed and paid, the names of the present owners of stock, the financial position of the company, the particulars of all offers of negotiation, and in connection with the condition of the equipment, and all other information in regard to the transaction. The committee which he proposes comprises seventeen members, as follows: Messrs. Clemon, Cox, Boucherville, Ferguson, Kircho

SHIP NEWS.

PORT OF ST. JOHN.

Arrived. Feb. 18—St. John City, Harrison, from London via Halifax, Schofield and Co. gen cargo. Feb. 18—St. John City, Harrison, from London via Halifax, Schofield and Co. gen cargo.

Clear. Feb. 18—Sch Romeo, Campbell, for Boston. Feb. 18—Sch Romeo, Campbell, for Boston.

CANADIAN PORTS.

Arrived. At Yarmouth, Feb. 15, brig Boston Marine, Porter, from Barbados. At Yarmouth, Feb. 15, schooner Boston, from Boston; schooner Boston, from do; schooner Boston, from do.

BRITISH PORTS.

Arrived. At Liverpool, Feb. 15, ship Adelaide, Gules, from Antwerp. At Liverpool, Feb. 15, ship Adelaide, Gules, from Antwerp.

FOREIGN PORTS.

Arrived. At Curacao, Feb. 5, brig G B Lockhart, Sheridan, from New York (and returned). At St. Vincent, C. V. Jan 31, schooner Florence R Hewson, Patterson, from New York.

DEATHS.

HARDING—On Saturday, Feb. 19, James Lewis, aged 8 months and 8 days, youngest son of Catherine and Theodor Harding.

BIRTHS.

PHILAN—At Fredericton, Feb. 16th, to the wife of J. P. Philan, a son.

MARRIAGES.

WENBROOK-HOFFMAN—On the 15th of February, at 48 Adelaide street, city, by the Rev. George Steel, Joseph Penbrooke and Fanny Hoffman of the north end.

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths occurring in the families of subscribers will be published FREE in THIS SUN. In all cases, however, the name of the sender must accompany the notice.



NEW MULTIFLORA ROSES.

Need of these new roses, plants may be had in bloom in 60 days from time of sowing. Plant in any time. They grow quickly and flowers appear in large quantities.

Our Great Colored Plate Catalogue.

Our Great Colored Plate Catalogue of Flowers and Vegetables, and Rare New Fruits, is the most complete and profusely illustrated ever published.

JOHN LEWIS GARDENS, FRIAR PARK, N. Y.

From Paranaqua, Feb 18, bark Baldwin, Wetmore, for Barbados. From Hart Island Roads, Feb 17, bark Lovings, Hadley, from New York.

MEMORANDA.

In port at Melbourne, Jan 17, ship Anacostia, Fulton, for Manila via Newcastle. In port at Gonaves, Feb 1, sch Mark Gray, from temporary towing.

NOTICE TO MARINERS.

SANDY HOOK, N. Y., Feb. 18.—The electric lights in Gedy Channel are working badly tonight, burning only for a few minutes.

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SUNDAY SCHOOL.

THE INTERNATIONAL LESSON.

LESSON IX.—FEBRUARY 27. GOLDEN TEXT.—Come unto Me, all ye that labor and are heavy laden, and I will give you rest.—Matt. 11: 28.

HISTORICAL CHAPTER.—Luke.—Latter part of the summer of A. D. 28, Placatus Gallie, probably in the vicinity of the cities on the shores of the lake, John the Baptist in prison at Machorus since March, A. D. 28.

Warning and Invitation.—Matthew 11: 28-30.

20. Then began he to upbraid the cities wherein most of his mighty works were done, because they rejected him.

21. Woe unto thee, Chorazin! Woe unto thee, Bethsaida! for if the mighty works which were done in you had been done in Tyre and Sidon they would have repented long ago in sackcloth and ashes.

22. But I say unto you, It shall be more tolerable for Tyre and Sidon in the day of judgment than for you.

23. And thou, Capernaum, which art exalted unto heaven, thou shalt be brought down to hell: for if the mighty works which have been done in thee had been done in Sodom, it would have remained unto this day.

24. But I say unto you, That it shall be more tolerable for thee in the day of judgment, than for Sodom.

25. At (e) that time Jesus answered and said (f) unto them, Forasmuch as ye have refused to believe, I will send you prophets, wise men, and scribes, that they may bring upon you all the blood of righteous men which is shed upon the earth, from the blood of Abel unto the blood of Zacharias, whom ye murdered between the temple and the altar: that ye may be made guilty of their blood.

26. Even so, Father: for so (g) it seemed good in thy sight.

27. All things which I delivered unto my Father, he hath given unto me: and no man knoweth the Son, but the Father; neither knoweth any man the Father, but the Son, and he to whom the Father will reveal him.

28. Come unto Me, all ye that labor and are heavy laden, and I will give you rest. Take My yoke upon you and learn of Me: for I am meek and lowly in heart; and ye shall find rest unto your souls. For My yoke is easy, and My burden is light.

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AT LOCH LOMOND.

Farmers' Institute Meeting Under Auspices of Simonds and Loch Lomond Agricultural Society.

John McLeod, M. P. P. on Shipbuilding and Lumbering Interests—Addresses by Messrs. Peters and McCrea.

The Farmers' Institute meeting held in the Agricultural hall at Loch Lomond on Monday, under the auspices of the Simonds and Loch Lomond Agricultural Society, was a most interesting affair.

Much good must necessarily result from it. The addresses of the several speakers were full of hints to the farmers present as to how they might prosecute their chosen calling more advantageously to themselves.

The gathering was a large one, and included not only the farmers themselves, but their wives, sons and daughters.

John McLeod, M. P. P., occupied the chair, and there were present: T. A. Peters, deputy commissioner of agriculture; Lt. Col. McCrea of Guelph, Ont.; J. E. Starr of Cornwallis, N. S.; C. E. Willey of Woodstock, W. H. Quinn, W. E. Raymond, James Collins, Henry Gallagher, J. D. Hazen, C. H. Jackson, W. Campbell, James Kelly, James Hunter, J. H. Walker, Dr. J. H. Smith, F. Johnston, J. H. Cass, C. Danvers, E. S. Carter, W. E. Kennedy, J. Noble, A. H. Hamm, E. E. Raymond and others from the city.

There is only one recorded case in England, and on the continent less than one in ten thousand. It has been alleged that while not found in young calves, the germ may be there remaining dormant for a time. This is not the case; when put into calves artificially it develops so rapidly that in a very few days the calves will show the disease on a test.

The only sure way of ascertaining what animals in a herd have the disease is by testing with tuberculin. This substance was first introduced by Koch of Berlin, Germany. It was first thought to be a cure for consumption.

He explained the absence of the disease in the consumers were fully gone into. J. D. Hazen having been called upon for an address, expressed great pleasure at being present. He had listened with much profit to the addresses.

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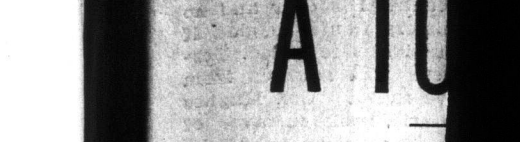
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