

SOUTH AFRICA.

Truck Loads of Long Tom Ammunition Captured at Komatiport.

Boer Horses Reached the Portuguese Frontier Area—A Terrible State in the Cape Parliament.

LONDON, Sept. 21.—The war office gave out the following despatch from Lord Roberts this evening:

"Waterboulton, Thursday, Sept. 20.—Pole-Carew reached Koopmuidan yesterday. Practically there was no road, and a way had to be cut through jungles intersected by ravines. He captured 33 cars of flour, one car of coffee and 19 damaged engines.

"Yesterday evening Lieut. U. P. Clarke was shot, but not fatally, while making the rounds, by a sentry. He either did not hear the sentry's challenge or the sentry did not hear his reply."

LONDON, Sept. 21.—Further reports from Lord Roberts say the Boers who remain in the field include a few irreconcilables, but that the majority are fighting under compulsion. General Delany, it is added, holds three hundred burghers as prisoners in his hands.

CAPE TOWN, Sept. 21.—In the Cape house of assembly today the treason bill was passed on a third reading by a vote of 46 against 18.

LOURENÇO MARQUEZ, Sept. 23.—The British have captured Komatiport without opposition.

LONDON, Sept. 21.—A special despatch from Lord Roberts says that Boers are reported to have been seen on the frontier between Portuguese troops and burghers, whom the former wish to disarm on entering Portuguese territory.

Several hundred have been wounded and further fighting is feared. The Portuguese are almost powerless until reinforced.

LONDON, Sept. 22.—The following despatch has been received from Lord Roberts:

PRETORIA, Sept. 21 (Friday).—Methuen completely routed a Boer convoy at Hart River, west of Klerksdorp, and recaptured a fifteen pounder lost at Colenso. He also captured twenty-six wagons, eight thousand cattle, four thousand sheep, twenty thousand rounds of ammunition and 23 prisoners.

"Billard occupied Vryheid Sept. 19, turning out the Boers from a strong position. The British casualties were few.

"Clery has captured a Hollander-American belonging to Theodor's scouts, who confirms the reports of Theodor's death."

LONDON, Sept. 21.—There has been considerable discussion raised over the right of the British government to intercept the gold and public documents which former President Kruger of the South African republic is reported to be anxious to take with him to Holland. It is stated on good authority today that it is not at all probable that any obstacle will be placed in the way of his carrying off anything he has with him.

The Netherlands government has received from the foreign office assurances that Kruger's journey will not be interfered with by the British fleet.

NEW YORK, Sept. 21.—A St. Petersburg cable to the Evening Sun says President Kruger's object in going to Europe is to appeal to the tribunal of international arbitrators instituted by The Hague peace conference, to which Great Britain is a signatory power.

It is stated on trustworthy authority that Russia will not depart from the policy of non-intervention in South African affairs, because the Czar is most anxious to maintain good relations between the powers in order to settle the Chinese difficulty.

LONDON, Sept. 24.—Lord Roberts reports from Pretoria, under date of Sept. 24, that the guards under Pole-Carew occupied Komatiport this morning. The bridge was found intact, much rolling stock, locomotives, and truckloads of "Long Tom" ammunition were captured. Only a few rifle shots were fired. Lord Roberts adds:

CHINA PROBLEM.

Germany Likely to Suggest that the Powers Form an International Court

To Try the Officials Accused of Complicity in the Outrages—Boat Load of Native Christian Women Butchered.

LONDON, Sept. 25, 3.30 a. m.—A semi-official announcement has been issued in St. Petersburg that the European cabinets are engaged in an endeavor to induce Germany to abandon her demand for the surrender of the instigators of the anti-foreign outrages as a preliminary to peace negotiations.

The Vienna correspondent of the Daily Chronicle asserts that Russia's reply to the German note is very friendly, but that, although it appears to consent to Germany's proposal, practically it disapproves by asking whether it would not be best to open peace negotiations first, and to make the punishment of the instigators of the outrages the first object of discussion.

According to the London correspondent of the Daily Chronicle, Germany will make a new proposal, namely, that the great powers form an international court to try the Chinese officials accused of complicity in the outrages.

The Morning Post has the following from its Shanghai correspondent, dated yesterday:

"The Russians recently organized an expedition towards Mukden, which has already reached Liao Yang, about midway between Niu Chwang and Mukden. It will probably encounter opposition."

"Prince Tuan's ascendancy creates a very grave danger. The only hope for foreigners is that the pro-foreign victory of Nanking has not yet been removed. Tuan's emissaries are working hard to get him out of the way by murder or suicide."

The British and continental press is still discussing America's reply, which is generally regarded as encouraging Hung Chang to delay the negotiations.

HONG KONG, Sept. 24.—Advices from Canton say that a boat load of native Christian women at Kum Chuk, on West river, was fired upon and that the women were then taken ashore and butchered.

Native Christians are flocking to Canton from the surrounding country. Canton itself is quiet. The native city is full of bad characters anxious to create trouble, but they lack leaders.

VIENNA, Sept. 24.—The admiralty has received a telegram from the Chinese government, which is a request for the occupation of the fortifications of Lu Tai yesterday.

Lu Tai is situated about 40 miles northwest of Tien Tsin, and is about 20 miles due north of Taku.

BERLIN, Sept. 24.—The refusal of the United States to accede to Germany's proposal regarding the Chinese settlement is prominently commented upon by the entire German press. In spite of the previous intimations that the advance of this great refusal has come as a great surprise.

The press comment varies widely, although generally in a tone of disapproval and regret.

Marine reserves to replace those disabled in China were sent forward today from Kila.

FERRIFIC FLOOD.

Water in the Colorado River, Twenty Feet Higher Than When the Austin Dam Was Broken Last April.

AUSTIN, Tex., Sept. 24.—Governor Sayers wired tonight to all points south of here, warning notices that the most terrific flood in the history of the Colorado river, which flows by this city, is now surging down through the mountain gorges to the northwest and is expected at this place by midnight.

The river has been rising very rapidly at Austin since four o'clock this afternoon, and reports from Goldthwaite, at 8 o'clock tonight, say the water is still rising there. The water at that point was reported to be fifty-eight feet at dark. Along the Colorado watershed very heavy rains have fallen during the past four days, and the rise reported coming down now is 20 feet higher than one that broke the Austin dam last April. It is expected that the advance of this great rise will sweep by Austin about midnight, and all parties in the lowlands to the south of the city, and all points reached by either telegraph or telephone, were communicated with by the governor, with the warning to escape before the flood arrives.

DALLAS, Sept. 24.—The Trinity river is higher tonight than it has been since 1890, when it broke all records. The water lacks only six feet of reaching the 1890 mark, and is still rising. No lives have been lost in the immediate vicinity of Dallas, but cotton and live stock have suffered heavily. The item of damage to roads and bridges alone in the dozen or more counties affected in Northern Texas will be about \$250,000.

A bulletin received here this afternoon from Fowler, 40 miles north, in Bosque county, says: "The Brazos river out of its banks; higher than in twelve years and going higher. Big rise will reach Waco tonight."

THE LATE REV. WM. EATOUGH.

At a meeting of the Young Men's Association of Trinity church last evening, an enlarged photo of the late, Rev. Wm. Eatough was presented by the association to the rector, church warden and vestry of the church. The photo is the work of Harold Climo, and it is a speaking likeness. It is

SALES OF IMPORTED HORSES.

Good Prices Realized at the Sale at Halifax on Wednesday.

There were several hundred people at the sale of the hackney, clydesdale, coach and thoroughbred horses, imported by the government, at the exhibition grounds this evening. Dugan sold the hackney, for \$1,000; Murray and Alty, General Longley were present. Hon. W. H. Mack and D. W. Chipman, secretary of agriculture, assisted the auctioneer in giving particulars of the horses.

The thoroughbred stallion Honneur, by Galopin, started at \$200 and advanced in price until he was finally knocked down to F. L. Fuller, Truro, for \$700.

The clydesdale stallions were next offered. Adjudicator started at \$300; there were three bidders, and he was finally sold to R. D. Kirk, Antigonish, for \$400. The clydesdale mares were both purchased by W. W. Mack, Antigonish, for \$150 and \$200. The best of the yearling colts was sold to R. D. Kirk, Antigonish, for \$150.

The only Yorkshire coach stallion, Albert, who won first prize at the Royal Agricultural show at York, G. B., brought \$150, being purchased by Wm. Dunlap, Upper Stewiack.

The hackneys were next disposed of: the stallion Ryedale Fashion, 3 years, brought \$150, purchased by John Glassey, Halifax; Colton Swell, chestnut stallion, went to R. D. Kirk, Antigonish, for \$200; Malentic 2nd, bay stallion, went to R. D. Kirk, Antigonish, for \$120.

The hackney mares were next brought out. Queen Louise, 2 years, went to A. B. Etter, Antigonish, for \$150; Carina, 2 years, to N. Smith, Halifax, for \$150; Carina, with foal, to E. Dickie, Upper Stewiack, for \$150; and a 2-year-old mare, to A. B. Etter, Antigonish, for \$100, who also bought Miss Lynn for \$100.

Forbush, to Dr. A. Ross, Barney's River. Mr. Barby, H. H. Wickwire, Kentville, \$150; Cyclist, A. Drysdale, Halifax, \$250.

There were also sold clydesdale French King to W. M. Carruthers, Kentville, for \$150; Chestnut mare, 6 to N. & W. Smith, Bay St. Lawrence, for \$100; Black, Antigonish, Sable Island, pony, W. Brown, \$5.

ST. JOHN MEN AND ROOSEVELT.

Ferris Brothers Were Brother Cowboys With the Vice-Presidential Candidate.

Joseph and E. M. Ferris of Medora, North Dakota, have been in the city visiting their brother, Proprietor Ferris of the Ferris hotel, Indiantown, for some little time. Joseph recently returned west. Both are Grand Lake men, but have been absent from their native province for almost a score of years. Joseph is at present, and in fact has been for eighteen years, mayor of Medora, which is a bustling ranching centre. In a recent issue of the Chicago Record the Ferris brothers are spoken of in connection with the ranching life of Gov. Roosevelt, when the vice-presidential candidate was round-trip up cattle ten years ago. The Record says:

"The only men in Medora who were here in Roosevelt's time are the Ferris brothers, Sylvanus and Joe, the best known ranchmen in this locality, whose reputations as cowboys are well known west. Joe is postmaster, keeps a big store, and enjoys the unique distinction of being the only mayor Medora ever had. He has served in that office continuously for eighteen years, and usually has been unanimously re-elected. Sometimes a few votes are cast against him for a joke. Joe's store has been the principal outfitting place for ranchmen and cowboys in the Little Missouri country, and may be considered the centre of civilization in this section. Sylvanus is the cattleman of the family, and a great success as a factor in the science of cow-punching. He is a man of education, with a knowledge of the world.

"There isn't much to tell," said he in reply to my inquiries. "Roosevelt was ranching here for several years, spending every season with us and his share of the ranch and range work like the rest of the men. I cannot remember any particular incidents that are worth repeating. Those I have seen published in the papers since he was nominated for vice-president are not true, at least they did not happen to him while he was in Medora.

"There was a prejudice against him at first, as there always is among the cowboys against city men, but when they saw that he could ride a broncho and shoot and rope a steer as well as any of them, and had no notions of putting on airs, they began to like him, and he soon settled down into the routine with them as if he had never done anything else in his life. Cowboys are quick of perception; they have keen judgment, and size up a man pretty quick and pretty accurately. When they see an honest, genuine, brave gentleman they recognize him and respect him and yield to his influence very readily, and that is the way they sized up Roosevelt."

The interview published in the Record is quite long and cites incidents of Roosevelt's life while a cowboy, which are of more interest nowadays on the other side of the line than down here in St. John.

SUICIDE AT METEGHAN.

DIGBY, N. S., Sept. 24.—Sister Mill-cent, of the Convent of the Sacred Heart at Meteghan, suicided last night by walking out into the cold waters of St. Mary's Bay. Deceased had complained during the day of feeling ill, and when she was discovered missing from the convent a search was made, and her lifeless body was found on the shore. The body was taken to the convent. Deceased was thirty-five years of age and had led an exemplary life. She was a native of Meteghan.

CONCORD, N. H., Sept. 24.—The Boston and Maine railroad today filed petition with the state supreme court asking for authority to build an electric railroad from Concord to Nashua.

BIG COAL STRIKE.

In All the Strike Districts Yesterday, the Day was Extremely Quiet.

President Mitchell in Discussing the Situation, Said that in no Place They Lost a Man.

PHILADELPHIA, Sept. 24.—Instead of the expected clash between the troops and striking miners in the Schuylkill region today, a peaceful calm pervaded the region, and there was not the slightest disorder for the soldiers to be called upon to quell. In fact, in all the districts of the anthracite coal fields the day was extremely quiet, there being no demonstrations whatever on the part of the strikers.

While the operators claim that a number of their employes returned to work at the mines in the Schuylkill region, it was early in the day evident that operations did not assume the activity which the mine owners had yesterday anticipated, and indications tonight are that tomorrow will find more idle colliers than at any time since the strike began.

The soldiers moved over the roads leading to the colliers in Schuylkill county from early morning, and thus afforded protection to those desirous of returning to work. No opposition was encountered, however, and not a very great many availed themselves of the protection offered.

The strike leaders claim many additions to their ranks. No overtures to end the struggle have been offered by either side. The strike leaders are occupying themselves in inducing mine workers to quit, and the operators are endeavoring to mine all the coal they can with their reduced forces.

Meantime coal shipments from the mines are daily growing less, and reports of advances in price for the commodity are received from all trading sections.

SCRANTON, Pa., Sept. 24.—The demonstration by the strikers at the Bellevue mine, occasioned by a false report that the mine was to be started up, had the effect of scaring away a squad of Italians who were on their way to the colliery, which adjoins the mine, and, encouraged by this, the strikers are contemplating similar demonstrations at all of the eight washeries that continue to operate in this region. If this is done, trouble can be looked for, as the companies have declared they will work the washeries at any cost.

Soft coal is coming into Scranton in large quantities. The factories are experimenting with it, and the manufacturers say they can get all they want of it.

HAZELTON, Pa., Sept. 24.—Contrary to the expectations of both the operators and the striking coal miners, there were no developments in the strike situation in the Lehigh region today. It was thought in some quarters that, owing to the presence of troops in the anthracite field, a break would occur in the ranks of the strikers, or that a large number of disaffected men would refrain from going to work. The operators as a rule predicted a break in the strikers' ranks, and the labor leaders were equally sure they would tie up this region tighter than ever.

Both sides claim they have made good gains. It seems, however, from the most reliable reports received here today from the entire region, that the strikers made a net gain in point of numbers. The M. S. Kommerer colliery at Sandy Run, on the north side of the city, was closed today, but the operation is not a large one. There were many stories afloat in regard to the situation at the Lattimer mines. The strike leaders asserted that the colliery at that place was completely tied up, and that a representative of the California Pacific, who owns the mines, was asked about the situation there, he said the colliery was running along as usual and that only about 50 out of 1,100 employes had failed to go into the slopes today. The United Mine Workers have been working hard to get the Lattimer men to quit. The most of the other collieries in the Hazleton district, which have not yet been shut down entirely, reported that their working forces had been more or less increased. This the labor people declare to be untrue.

President Mitchell, in discussing the situation in the entire strike region tonight, said:

"Reports received by me today from the lower anthracite (Schuylkill) region indicate that at least two thousand mine workers joined the strikers today. A large number of these came from the Reading Co.'s mines. In the Lehigh region were made large gains. I have not received definite figures, but I should judge that the number of men heretofore working and who did not go into the mines in this district today numbered between 600 and 800.

"The meetings held on Sunday by the United Mine Workers, at which men who had not struck were strongly urged to help in the fight, bore fruit. As a whole, I feel more encouraged tonight than I have at any time since the strike began, and I am confident that within the next few days the entire anthracite coal fields in Pennsylvania will be idle. At no place today did we lose a man.

In regard to the efforts of Archbishop Ryan of Philadelphia to bring about a settlement through arbitration, Mr. Mitchell said:

"Archbishop Ryan will call upon the presidents of the various railways which have mining interests in this region, at the request of the United Mine Workers, and will tender his good offices in the struggle. If the officials refuse to meet His Grace, it will certainly demonstrate their insincerity in publicly declaring their willingness to treat with their men, and will place them in the same position as that once occupied by Mr. Vanderbilt, who very forcibly said that the public had no interests which a corporation was bound to respect."

When Mr. Mitchell was asked if the striking miners had received any benefits from the United Mine Workers of

AMERICAN STRIKE

There is not the slightest change in the situation in regard to a settlement of the labor war. Neither side has approached the other, and there is nothing in view which would indicate that anything will soon be done in that direction. The United Mine Workers are still devoting most of their attention to getting out of their attention to getting out of the men, while the operators are doing the best they can with their crippled forces.

Considerable interest is attached to the answer the firm of G. B. Markle & Co. will make to the grievances presented by its employes. The firm has intimated that it will make some sort of a concession to the men, but refuses to say what it will be until tomorrow, when the ten days in which the firm was allowed to make an answer will expire. The firm will issue a long statement, in which it will give its answer, and this will be made public tomorrow night. The action of the Markle firm will be closely watched by other individual operators, and it is believed by some who are in touch with the situation that if the firm reaches a satisfactory settlement with its men it might lead other operators to open negotiations with their employes.

The Markle firm has an agreement with its men that if a satisfactory answer is not made tomorrow, the whole matter is to be left to two men, one to be selected by each side, to arbitrate the differences. If they fail to agree, the two arbitrators are to select a third person.

The United Mine Workers are opposed to arbitration on this plan. President Mitchell, in his statement a few days ago, said the United Mine Workers are willing to arbitrate if all the negotiations are carried on simultaneously.

The entire Hazleton region was extremely quiet throughout the day, not a single case of violence was reported from any town. A better feeling now prevails and the fear of trouble seems to be disappearing.

The battalion of the 8th regiment, which arrived at McAdoo, Gordonville from here, today, and which made a demonstration in that town and surrounding country, returned to Shenandoah at 4 o'clock this afternoon.

NOVA SCOTIA SMUGGLER.

Capt. Trahan of Meteghan in the Tolls at Sydney.

(Sydney Post.)

Capt. Gordon, of the Gladiator, seized the Howard, Capt. Trahan, a schooner of about forty tons, on Tuesday afternoon, about 4 o'clock, for smuggling liquors from St. Pierre. The Howard ran into North Sydney harbor for shelter from the storm, and was at anchor when the Gladiator came up to her. Capt. Gordon, owing to the heavy sea running, had considerable difficulty in boarding her. He found that the Howard's crew, profiting by the delay, had staved in a number of parcels, allowing the liquor contents to run into the bilge, and had thrown the rest of the cargo overboard.

One case of brandies was picked up floating alongside. Capt. Gordon left the Howard over night at her moorings, in charge of two men, and brought her in yesterday morning to the government wharf, North Sydney, where she now lies. Capt. Trahan halls from Meteghan on St. Mary's Bay, as do all his crew with the exception of the mate, who is from Barrington. This is not the first misfortune met by the Howard on this trip, as shortly after leaving St. Pierre she lost her mainmast and mainsail and had to put back for repairs.

MONCTON.

MONCTON, N. B., Sept. 24.—James G. McKenzie, of the I. C. R. car shops, died this afternoon, in the 78th year of his age. Deceased was born in St. John, his father being a loyalist, and his ancestors coming from Scotland. Deceased leaves a widow and three children, all boys, in Moncton. He had been employed in the I. C. R. shops about twenty-five years. His body will be taken to St. John for interment on Wednesday.

Dr. Allison of Mount Allison University, Sackville, last week received a cheque from the executor of the late Mr. Massey, the eminent Toronto manufacturer, for fifty thousand dollars, being an instalment of one hundred thousand bequeathed by that gentleman to the Sackville institution.

PENITENTIARY PRISONER POISONED.

Richard Late, a native of Lawrence-town, who has been serving time at the Dorchester penitentiary, died at the institution last Wednesday from the effects of eating poisonous weed. He with seven others found a weed on the marsh on which they were working, and believing it eatable, ate some. Not long after they complained of pains in the stomach, for which medicine was given. Poisoning set in, and in the evening the above man died from the effects.—Annapolis Spectator.

RICHBUCTO NEWS.

RICHBUCTO, Sept. 22.—Frank James a former resident of this town, who now makes his home in Maine, was here this week, accompanied by his wife.

A thanksgiving service will be held in St. Mary's church next Wednesday evening. Rev. R. P. McKim of St. John will deliver an address.

J. & T. Jardines bark, Valona, was towed in Thursday, and their bark, Sagona, sailed yesterday for Liverpool. The schooner Ella Maud brought in a cargo of flour for R. O'Leary on Thursday.

DAVENPORT SHOT GUNS.



This cut represents our Davenport Ejector, Single Barrel Shot Gun. This gun has been on the market since 1894, and has never failed to give satisfaction. The barrels are taper choke bored, a system that ensures the strongest close shooting qualities. The lock parts are made of fine tempered steel, stocks black walnut with pistol grip. Every gun tested and targeted before leaving the factory. Price \$9.75.

The Acme Model is a first class shooting gun, same quality as above, with a sure working ejector. Price \$7.75. All kinds of double barrel guns also in stock.

W. H. THORNE & CO, LTD., ST. JOHN, N. B.

Daily Sun

PROVINCIAL NEWS

BOIESTOWN, Sept. 18.—Messrs. Richards and Lynch have sent several crews of men to the woods this week. A heavy cut is expected this winter on the Miramichi valley. Richards & Genter's mill shut down for the season yesterday, and about all the men have gone to the woods. Some little repairs are being put upon the mill preparatory to closing up for the season.

Messrs. Simmons are progressing favorably with the repairs which are being put upon Burnt Land brook bridge. Robt. T. Joy, the foreman, is assisted by a crew from this village.

Fred W. McCloskey left on Thursday for Montreal to take up freshman work in the applied science department of McGill university.

The work on the Stanley branch railway from Cross Creek to Stanley village is progressing favorably under the charge of Mr. and Superintendent James Dennison. The track is now about in readiness for the laying of rails, which have partly arrived.

Truckmaster Johnson of the Canadian Eastern extension is putting in the necessary railway shops at Cross Creek. Some time ago an order was given the Canada Eastern to lay out the construction of the road. Already one is in service. The regular locomotive will shortly be in the spot.

Ernest Clowher, who has spent the past year in Wisconsin, is home on a visit to his parents. Mrs. and Miss Atkins of Wisconsin are visiting parents at Ladlow. Miss Harriet Dudley and Miss George Clowher, who have been spending some weeks with their parents, left for Ladlow, Maine, and Lowell, Mass., respectively.

On Saturday, W. H. Irvine, resident physician, performed a successful surgical operation upon a patient who had a tumor about the neck. The patient is doing as well as can be expected.

The general merchants, of whom there are six, have their stores well stocked for the winter trade, and business is booming. Lechmere Price, who has been in Minneapolis, Minn., for the past eleven years, is raising his old home in Lewiston, Me. Price is a brother of Mrs. W. R. McCloskey of this place.

W. H. Genter of the William Richards Co., Ltd., is spending some days on the company's grounds on the Duganung and Rousay rivers.

WOODSTOCK, Sept. 18.—James Good of Jacksonville met with a painful accident recently. He was working about a young horse, when the animal took a vicious turn and bit him on the hand, biting out a piece of the flesh between the thumb and forefinger.

A great improvement is being made in the appearance of the grounds surrounding St. Gertrude's (R. C.) church. Under Father Chapman's supervision a lot of unsightly willows are being cut away, overgrown underbrush is being cleared up, and the result will be, when the work is completed, that the grounds around the church will be about the most attractive in town.

Hugh S. Wright, who has represented the North American Life Insurance Co. in this town for a dozen years past, has been promoted to a position in St. John, and will leave with his family, for that city the latter part of the week. Besides his life insurance, Mr. Wright of late years carried on a large fire insurance business, in partnership with Wm. Diblee. His departure from Woodstock is sincerely regretted, both as a citizen and in a social way.

The services in the Church of England were carried on last Sunday by Rev. H. C. Diblee, rector of Orocodoc.

CODYS, Queens Co., Sept. 19.—The remains of Saml E. Armstrong, the widow of Malcolm Armstrong, who died at the general public hospital, St. John, were brought up to Armstrong's wharf by steamer Star on Tuesday, and interment took place this (Wednesday) afternoon at the burial ground at Thornetown. Rev. D. Campbell, Presbyterian, held the service.

Wm. Bernard, section man, who was injured in the Central railway accident, has been removed to his home at Codys, and is able to move about the house with the aid of crutches. Jas. McBrierty, another of the injured, is recovering, but will be unable to yet. Wm. Morrison, the fireman, is still unable to be removed from Belleisle.

MONCTON, N. B., Sept. 23.—The bridge across the Petitcodiac at Trueman Jones' mill, near Salisbury, fell into the river on Friday as Mr. Jones was driving his cows across. One of the cows was killed, but the others being somewhat behind, escaped, as also did Mr. Jones.

Mechanical Superintendent Joughins of the I. C. R., who was granted an extended leave of absence to visit Europe, has been cabled to return at once. The reason of the recall is not stated.

The Church of England rural deanery of this district has framed a strong resolution against bribery and corruption in elections, and in view of the near approach of the elections, sermons will be preached throughout the deanery against the evil.

Blair Murphy of the I. C. R. freight department, who has been transferred to Montreal, was tendered a farewell supper by friends here last night.

NOVA SCOTIA NEWS

HALIFAX, Sept. 18.—The marriage of Miss Louise Boak, youngest daughter of Hon. Robert Boak, president of the legislative council, and George B. Burns of Toronto took place this afternoon at the residence of the bride's parents. The ceremony was performed by Rev. D. McDougall, uncle of the bride, who was assisted by Rev. Alfred Gandier. The bride was given away by her father, Miss Hattie Boak, daughter of George E. Boak, was bridesmaid and Lieut. Charles Beardsmore of the Royal Canadian regiment was best man. After the marriage a luncheon was served. Mr. and Mrs. Burns will spend their honeymoon in the province of Quebec.

DIGBY, Sept. 18.—Schr. Muriel, 146 tons, Capt. Robblee, owned by Clarke Bros. and others of Bear River, was burnt in Boston on Saturday. W. H. Benson has been sent to look after the owners' interests. This firm is now building a three-masted schooner which will be sailed by Capt. Robblee.

The south end of Digby is being supplied with a thorough sewerage system, which will be complete in about two weeks. It is being laid under the supervision of W. E. Browne and followed by a plan by which it can be incorporated into a general system when the town decides to have one. At present the sewage is carried to a private property of the residents who are putting it through.

Several parties have gone into the woods in search of moose. On Saturday Sheriff Smith and guides left for a two weeks' expedition.

Orbin Sprout of the firm of D. & O. Sprout of this town received word yesterday that his son Harry is dangerously ill at Wolfville, where he had gone to the summer here. It is feared the trouble is appendicitis.

During the recent gale a large tree was blown down on a tent occupied by some New Brunswick Indians at Cannon Point, very nearly crushing the tent and killing one of the men. Fortunately recovered by next morning to sit up and have their photographs taken with the ruins as a background.

Judge Holdsworth on Saturday received a very handsome case, presented by Col. Fowler of New York, which is in Charlestown on his yearly summer residence at Buxton. The case is of fine pine with a heavy black ivory handle attached by a massive gold band on which is a presentation inscription.

Fred L. Jones of the customs inspection service is paying his family a flying visit.

Rev. L. S. Osborne of Newark preached on Sunday what is probably his last sermon to a Digby congregation for two years. He returns home to Newark on Monday. He has spent the summer here for the last ten years.

Geo. Friend, formerly of Jenner's drug store, has gone to Halifax to accept a position as head clerk in Buxton's drug store. Mrs. Harley is visiting her mother, Mrs. Hind, in Windsor. Miss Muriel Hazel, who was Mrs. Harley's guest during the holidays, has returned to Windsor for the new school year at Edgell. Mrs. Noel, wife of Canon Noel of Harbor Grace, Nfld., who is visiting her sister, Mrs. Lockhart, at Clementeville, spent Saturday at Digby with friends. Manager Green of the Bank of Nova Scotia is in Charlottetown on his yearly vacation. Mr. Dapper of Halifax is receiving Bishop Kinoshin of Texas, who has been visiting Bishop Jagger at Smith's Cove, has returned to his diocese. S. B. Townsend of Montreal is leaving for a week's holiday in his summer residence at Buxton.

WOLFVILLE, Sept. 15.—Dr. W. W. Chipman, Acadia, '90, gold medalist of Edinburgh University, now on the staff of the Victoria Hospital, Montreal, is visiting his father, William Chipman, Wolfville.

The death occurred at Berwick on Thursday of Rev. Wm. Ellis, formerly of Sackville, N. B., who retired from the Episcopal ministry some time ago. His remains were taken to Sackville. He was sixty-six years of age.

Mrs. William Leaman of New Minas was seriously injured last week by a bicycle, which collided with her.

NOVA SCOTIA NOTES. Coal deposits have been discovered this side of Strait of Canso. Hon. J. E. Corbett, M. L. C., was in Halifax on Tuesday with some samples.

It is rumored that H. S. Pools has resigned the management of the Acadia Coal company, and will shortly remove to Halifax.

D. D. Mann, railway contractor, returned to Halifax on Saturday from inspection of the work at the new pier of the Port Hood Coal Co., near their mines is over two thousand feet long, says the Sydney Post. The building of this pier, the opening of the mines and the operations by the Inverness Railway company are giving employment to a large number of people. The town of Port Hood has taken on a new lease of life, all the vacant houses are taken and a large number of new ones are being built.

"NOTICE TO MARINERS." There is a flavor about recent marine department doings that points strongly to the presence of the election campaign manipulator. On Sept. 1st, there appeared in the government press an advertisement under the heading "Notice to Mariners," and signed by F. J. Harding, agent marine and fisheries, stating that "Cape Enrage fog alarm will not sound for about ten days from the 4th instant."

According to the notice the fog alarm should have been in full running order a week ago. But on Saturday last the advertisement reappeared with the following P. S.: "The repairs will not be completed for about ten days from this date, September 23, 1900." If this thing continues the advertisements might be headed, "Notice to the Marines," as the sailors will not believe them. Either the department made a big mistake as to the time it would take to repair Cape Enrage fog alarm, or as above stated, some favored contractor is being given a long pull.

PARRSBORO, N. S., Sept. 18.—Bark Thomas Perry, Mattison, cleared for London last week with \$73,625 freight and 176,064 feet ends, shipped by the R. W. Kineman Co. of Canning. There is only one deal ship remaining in West Bay and only one more is expected this season.

Charles H. Cahan has been holding a very successful series of political meetings in the western part of the county. He spoke at New Canada last night, and will address a meeting at Southampton this evening. His reputation wherever he has been has been very encouraging.

A young liberal club was organized here Monday evening with the following officers: President, Harvey McAloney; secretary, J. Frank Outhitt; assistant secretary, A. Russell Boss; treasurer, Burpee L. Tucker; assistant treasurer, Newton Pugsley. It is a significant fact that two treasurers seem to be required.

The Spring Hill Tribune of last week published a grossly false and malicious report of Mr. Cahan's meeting at Trujillo Mines. The publisher of the Tribune will have to publish an ample apology and recantation or accept the alternative of defending a libel suit. Probably no paper in the province has abused the freedom of the press more than the Tribune, and it is time to call a halt.

LAWRENCEVILLE, N. S., Sept. 17.—On Wednesday, morning the Baptist church was the scene of a happy event, when Miss Rosamond Morse, eldest daughter of Dr. L. R. Morse, was united in holy wedlock to Rev. Lew. Wallace. Rev. Isaiah Wallace, father of the groom, officiated, assisted by Rev. E. G. Caldwell of Port Lorneau. The bride will be greatly missed in the church, where she has acted as organist and S. S. teacher. The happy couple boarded the "Flying Bluenose," en route for their honeymoon at Lunenburg, N. S., followed by the best wishes of a host of friends.

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THE WORLD OF SPORT.

Some Interesting Events that Took Place Saturday.

Harry Elkes Defeated Johnny Nelson Breaking All Records from Forty to Fifty Miles.

Canadian Cricketers Defeated by the United States Eleven at Philadelphia - Canadian Rider Won Six Days Paced Bicycle Race.

ELKES DEFEATED NELSON. CAMBRIDGE, Mass., Sept. 22.—Harry Elkes won the second of his series of three races with Johnny Nelson at Charles River park tonight, breaking all records from forty to fifty miles. Elkes rode 36 miles, 826 yards, in 1 hour and finished eight laps in the lead. He covered the fifty miles in 1:22:25.5. Both riders appeared in good form, but it was evident from the first that Elkes was too much for the Swede. At eight miles Elkes was half a lap ahead, passing Nelson for one lap in the tenth. Nelson hung close, but lost his pace in the fourteenth mile, dropping back half a lap. Elkes spurred and passed his plucky opponent in the 16th, making two laps in his own favor. In the 20th he passed again at such speed that Nelson seemed standing still, and from then on Elkes simply walked away with the race. At 22 miles he was leading by five laps. At 41, by seven, and at 45 by eight. Elkes finished the race nearly three miles in the lead.

Elkes established a new American record for the hour of 36 miles and 826 yards, while his time for the last ten miles was:

Miles.	Time.
40	1 05 50 2-5
41	1 07 23
42	1 09 07 2-5
43	1 10 49 2-5
44	1 12 30 2-5
45	1 14 06 4-5
46	1 16 01 2-5
47	1 17 39 2-5
48	1 19 15 2-5
49	1 20 49
50	1 22 25 2-5

CANADIAN RIDER WON. BALTIMORE, Md., Sept. 22.—The six days' paced bicycle race on the Coliseum "Bowl" track between Archie McEachern of Canada, Burns Pierce of Fall River, Mass., and Henry Smith of this city, ended tonight in a victory for McEachern by a score of 212 miles, 5 laps, 161 yards, to 211 miles, 1 lap, 400 yards for Pierce. Smith was in the rear, having had more or less trouble with his motor pacer during the week. Records were lowered on every hand. The conditions of the race were that the men should ride one hour each night, starting from the line on the ensuing night and having to their credit the distance between the line. On Wednesday night both the leaders broke all previous records for five, ten, fifteen, twenty, twenty-five, thirty and thirty-five miles, and on the following night lowered their own best scores made the night before. Friday night brought forth even sturdier contests and men doing more than 26 miles in the hour and smashing the minor records right and left. Pierce had the bad luck to lose both of his motors tonight and this fact cost him the race.

CANADIAN CRICKETERS DEFEATED.

PHILADELPHIA, Sept. 22.—The annual cricket match between the United States and Canada ended today in a victory for the United States, but only after a stubborn contest and with only two wickets to spare in a full two innings' match. Yesterday the Canadians scored 108 in their first inning, and the United States, 119. Today Canada put together 120 in its second inning, making the grand total 228.

The United States went in for their second inning and lost eight wickets before they obtained the necessary 110 runs to pass the Canadians' total.

CRESCUS AND THE ABBOTT WILL NOT MEET.

LEXINGTON, Ky., Sept. 22.—Crescus, 2:04 3-4, the world's champion stallion, will not meet The Abbott in the October meeting of the Kentucky Trotting Horse Breeders' Association here. The owners cannot agree on the number of heats. Geo. Ketchum wanted three in five, but C. J. Hamlin, the owner of The Abbott, would not agree.

PEDAGOGIC.

Meeting of Kings County Teachers Institute.

Seventy-three Teachers Enrolled—Officers Elected—The Business Transacted.

SUSSEX, Sept. 20.—The 15th annual meeting of the Kings Co. Teachers' Institute convened here today, President J. W. Menzie in the chair. The enrollment fee was fixed at 50 cents. The following teachers enrolled: Miles McCutcheon, W. W. Biggar, A. M. Stewart, W. L. McDiarmid, Annie Darling, Leonard McCain, Margaret Pearce, Howard Kirk, Greta Pearce, C. C. Crawford, A. Cosman, D. Hamilton, Annie Cosman, E. H. Crawford, W. A. Toole, D. Kirkpatrick, J. Sherwood, T. DeBow, Bertie Coates, Maggie Mahoney, Laura Mace, Annie Briggs, Maggie Lockhart, Helen Ray-

mond, Jessie Dunn, Ella Seely, Maggie Pickhart, P. H. Robertson, Mabel Steeves, Margaret Murphy, Francis McCarty, Adelle Richardson, Mary Quirk, A. H. Moore, Maggie Smith, Laura Floyd, L. A. Allaby, Mabel Curran, Mina Andrew, J. Keith, Mary Haslam, Annie Coggan, E. A. Dunlop, J. W. Menzie, Bertie Duffie, J. Sharp, Mary Osborne, Ida Patterson, Laura Horman, Mary Armstrong, Mary Long, Hattie Smith, Francis Prichard, Olivia J. Moore, Lottie Fullerton, Nellie Saunders, E. H. Croker, E. J. Puddington, W. C. Anderson, Beatrice Dune, Bessie Marr, Maggie Smith, Mabel Folkins, G. T. Morton, H. W. MacEachern, J. W. Hill, Maggie Briggs, Mrs. M. S. Cox, Evelyn Cox, Miss M. Keth, Miss J. E. Ayer, Miss Winnie Keith.

The second session was opened at 2 p. m. Inspector Steeves in the chair. W. N. Biggar was appointed secretary pro tem. In the absence of C. Kelly, who was to have read a paper on Geometry, the subject of Patriotism was taken up. The discussion was opened by W. L. McDiarmid, D. J. Kirkpatrick, John Brittain and others. At the close of the discussion, the institute proceeded to the Bianch Hill, in a field excursion, led by Prof. Brittain.

SECOND DAY. SUSSEX, Sept. 21.—The Institute reopened at 10 a. m., Inspector Steeves in the chair. Secretary Howe announced that he had received Dr. Wheaton's paper on Canadian History, which was to have been read yesterday, which, on request, he read to the institute.

Duncan Kirkpatrick gave a lesson to a class of boys and girls in Percentage. It was discussed by Mr. Croker, Miss Beatrice Duke and others. John Brittain of the Normal school gave a very interesting and practical address on Plants and Their Ways. The discussion was opened by W. W. Biggar, who was followed by D. W. Hamilton and Miss Annie Darling. At the close of the discussion, Miss Maggie Smith gave a lesson on composition in grade second. Miss Smith's lesson was an example of teaching oral composition from the Perry Pictures. The discussion was participated in by Miss Stewart, Miss Drake and others.

At the afternoon session President Menzie presided. The secretary submitted the financial statement for the year, showing a balance in favor of the institute of \$21. Howard Keith, Miss Briggs and Miss Darling were appointed a committee to audit the accounts. Mrs. M. S. Cox read an excellent paper on School Discipline, dealing with the elements, swearing, lying and impertinence on the part of the pupils. The discussion on this paper was opened by a fine address from G. T. Morton, which was followed by addresses by Miss W. A. Toole, President Menzie, Miss Smith, Miss Horsman, Mr. Crawford, Inspector Steeves, Miss Briggs, Howard Keith and John Brittain.

The auditors' report was received and adopted. The following officers were elected for the coming year: President, Howard Keith; vice, Miss Annie Briggs; secretary-treasurer, W. W. Biggar. Additional members of the executive, Laura Horsman and T. E. Morton. During the forenoon session W. N. Biggar had on exhibition 120 samples of mounted plants collected by his school during the summer. John Brittain has the hearty thanks of the institute for his excellent services during the sessions.

ROSEBERRY AND MORLEY

Agree that the Government's Course re South Africa was Entirely Wrong.

LONDON, Sept. 22.—John Morley liberal member for Montrose Burghs, in his manifesto declares that his opinion has not changed that everything might have been attained in South Africa without war. "In the present situation of the world I believe in Ireland has the difficult race problem been more miserably mishandled." Mr. Morley admits, however, that it is impossible to revoke the proclamation of annexation. The Earl of Roseberry issuing a manifesto in the form of a letter to a liberal candidate, says: "In the present situation of the world I would vote for almost any strong administration, but the present government are strong only in votes. In other respects they are the weakest government I can recollect."

After enumerating the government's "failures at home and abroad," Lord Roseberry criticises the conduct of the South African war, declaring that it has "exposed England to humiliations unparalleled in our history since the American war."

SNOW STORM SATURDAY.

MOUNT WASHINGTON, N. H., Sept. 22.—With the thermometer at 32 degrees this afternoon, a driving snow storm raged for two hours on the summit of the mountain. Yesterday afternoon "Burgs" Bickford, the one-armed guide, crossed the northern peaks from Randolph in a furious rain and hail storm, and reached the summit in splendid condition, without any assistance.

INTERESTS THAT MAKE FOR PEACE.

France and England may possibly be momentarily in disagreement upon various questions, but they have common interests that tend constantly to draw them together. They would both suffer too cruelly from an open struggle between the two nations.—La Petite Gironde, Bordeaux.

SUMMER TOURISTS.

A Manual for the New Brunswick Farmer by David Russel Jack.

Good Advice to New Brunswick Folk Who Keep Summer Borders or Who Might Profitably Keep Them.

Summer Tourists, a manual for the New Brunswick farmer, is the title which D. Russell Jack gives to a pleasing publication issued from the Globe press. The printer and Mr. Jack have combined their skill and knowledge to produce a work whose outward style should conform to the standards of art and taste. Inwardly the little book is an address by Mr. Jack to the New Brunswick folk who either keep summer borders or might profitably keep them. The lecture is not long, and as the edition is only 200 copies, the Sun is permitted to give it the benefit of a larger circulation: TO NEW BRUNSWICK FARMERS.

Of all the various branches of industry which the farmer can and does combine with farming, pure and simple, in this province of New Brunswick, there is probably none so profitable, and which can be so advantageously carried on, as the keeping of summer borders. It is a spot cash trade, with good profits and quick returns.

This allied branch is as yet, however, with us practically undeveloped, and is capable of almost unlimited expansion. In the sister provinces of New Brunswick and Nova Scotia we have people of kindred race, language, customs and developed, and the attraction of catering to the wants and tastes of the summer tourist, the New Brunswick farmer is by comparison to the wily Nova Scotian as the mild mannered Doukhobor to the crafty Chinese, only more so. In Nova Scotia the tourist industry has been carefully studied and developed, and the attractions of the country widely advertised for years, while with us it as yet but in embryo.

By selling your milk, butter and eggs, your vegetables, fruits and poultry in first hand to the summer tourist, you can make a much greater profit than by hauling them ten or fifteen miles to the nearest town or railway station, only perhaps to be eueched out of your proper returns by some unscrupulous middle man.

The Tourist Association of New Brunswick and Nova Scotia has done untold efforts for the past few years to increase the tide of summer travel which yearly flows this way, but in order to obtain the best results they must have your active help. If you can house and feed in good shape the increasing number of tourists, you will have done much to assist us in carrying on our work.

Before you can expect any very beneficial results, it is necessary that you should bring your establishments up to the standard of the summer tourist, the more you can improve upon that standard the better for yourselves. If you earnestly try to do so, be sure that there is a good harvest in store for you.

If your house has been built for some years, and beginning to look a little shabby, buy a few coats of paint and let it be done. If you have not a bathroom, buy two coats all over when your other work is slack. It will make your property look much more attractive, and will greatly improve its wearing qualities. If you have not a granddaddy to your house, build one and make it not less than six feet high, so that you can sling a hammock in it, in which the summer tourist may enjoy the summer breezes. If you can make it eight or ten feet wide, so much the better.

If your house stands upon a bare spot of rock, plant a few lovely shrubs, it will give it an appearance of beauty, and lend rest to the eye and shelter from the hot rays of the summer sun.

If you have any feather beds that your mother made, for goodness sake try to get rid of them. They are a hideous abomination to the average tourist. Buy a wire spring or two, with a cheap mattress. They are nice and cool to sleep upon, and are not apt to get stuffy. Don't burn your feather bed, though, but buy a few remnants of cheap bright chintz, and have your daughter make them up into those lovely soft pillows which are so delightful to the back-bone of the lazy tourist.

If you get your tourist into a good mood, with one of those lovely pillows under his head, the chances are ten to one that he or she will want to stay there.

Make the windows of your house to open wide, so as to let in the pure sweet air of heaven, which is as the balm of Gilead to the weary sojourner from the great city.

If the paper on your walls is the same that was there when you were born, tear it off and send to town for a few rolls of pretty light colored stuff, which you can buy for eight to ten cents a roll, and have your family put it on before the busy time in the spring.

Most farmers keep a horse or two. If you have one, teach that boy of yours to drive. Give your wagon a coat of paint and send your boarders out to enjoy the air whenever they feel so heavy to lift around, the best way of the way and gives your wife a chance to tidy up the house.

Cleanliness is next to Godliness. If you have an old clock that belonged to your grandfather, an old piece of mahogany furniture that is heavy to lift around, an odd shaped chair, or any other old thing, don't sell it for your life's sake. The wily tourist generally knows just about what such things are worth, while you do not. If you sell them you will likely get stuck, and the chances are that your visitor will tire of his purchase before he gets it home. If you don't sell them to him, he will want them all the more, and will have about them to his friends when he gets home. Perhaps next summer his friends will come down to see them, and try to

There are Many Preparations... advertised and sold, and many of them have valuable properties, BUT THE MOST USEFUL MEDICINAL PREPARATION IS Abbey's Effervescent Salt. When taken as directed it cures Billousness, Constipation, Indigestion, and all their attendant evils, in a natural manner, and without leaving any nasty after-effects. Abbey's is a modern scientific preparation compounded by expert chemists from the original English formula. It is pleasant to the taste, gentle in its action, sedative to the stomach, and stimulating to the liver and digestive organs. A pamphlet explaining the many uses of this fine preparation will be mailed free on application to the Abbey Effervescent Salt Co. Limited, Montreal. FOR SALE BY ALL DRUGGISTS, 25c and 60c a bottle.

STEEL RANGES \$25.00 to \$500.00 Any size, any price, for any purpose. Made of the best patented steel sheets. Asbestos lining protects steel and prevents heat escaping. The ventilated oven keeps foods pure. Duplex grate. Heavy linings that cannot crack or crumble. Strong and durable. Will last a lifetime. Saves fuel. A good baker and heater. PAMPHLET FREE from our local agent or our nearest house. Made in all sizes for all purposes. LONDON, TORONTO, MONTREAL, WINNIPEG AND VANCOUVER.

The McClary Manufacturing Co. The Semi-Weekly Sun AND The Co-operative Farmer ONE YEAR FOR ONLY \$1.20. This great combination offer is only open to new subscribers or to old subscribers who pay all arrears at the regular rate, and one year in advance. THE CO-OPERATIVE FARMER is a Semi-Monthly Journal, exclusively devoted to the interests of the farmers of the Maritime Provinces. It is the official organ of the Farmers' and Dairyman's Association of New Brunswick; the Nova Scotia Farmers' Association, and the Maritime Stock Breeders' Association. THE ST. JOHN SEMI-WEEKLY SUN is the best newspaper a Maritime farmer can take. It is published on Wednesdays and Saturdays, eight large pages every issue, containing all the provincial as well as foreign news. It has THE MOST COMPLETE WAR SERVICE of any paper in Eastern Canada, and its frequency of issue makes it of especial interest during the strife in South Africa. REMEMBER THIS OFFER IS GOOD ONLY ON ABOVE CONDITIONS. Address, with Cash, Sun Printing Company, St. John, N. B.

AGENTS WANTED To sell high grade fruit trees and fruit bushes, ornamental trees, flowering shrubs, roses, hedging, vines, etc., all of which is sent out under Government certificate for cleanliness and freedom from disease, for T-H-E F-O-N-T-H-I-L-L N-U-R-S-E-R-I-E-S. We have the largest nurseries in Canada; 800 acres, and can therefore give the best assortment of stock. STEADY EMPLOYMENT TO WORKERS and good pay, weekly; all supplies free. We are sole agents for Dr. Mole's celebrated Caterpillarine which protects trees from the caterpillar. Highest testimonials. Our agents cover their expenses by carrying this as a side line. It is in great demand. Write at once for terms. STONE & WELLINGTON, Toronto. The man that wants to get game should buy

your house to the nearest railway station or steamboat landing, and the prices you propose to charge. He will do all he can to help you. If you start at \$5 per week for each adult, and please your visitors, you can then increase your charge to \$7 a week. A small amount at a time to new patrons as your reputation becomes established. Your Nova Scotia rival frequently obtains \$10 per week for moderate accommodation. Don't try to jump prices up too suddenly to old customers, as they are your best advertisers. All this cannot be accomplished in one year, but it is astonishing what good results you can show in two or three years if you try hard enough. Then the golden harvest will begin, and you may safely look forward to years of increasing prosperity, and be able to keep your children about you as they grow up, instead of having to send them abroad to seek a means of livelihood. It is a good thing for your country to have them at home, to take up their share of the burdens of life, and allow you to take matters a

little easier in your declining years, in the old home you love so well. DAVID RUSSELL JACK. HON. GEO. E. FOSTER Will be Offered the Nomination by the Conservatives of West Pictorbor. TORONTO, Sept. 22.—The Evening Telegram's Pictorbor special says: "Hon. Geo. E. Foster is to be the conservative candidate in West Pictorbor, James Kendry, M. P., retiring. Mr. Foster visits the town at an early date and will be offered the nomination. Should Mr. Foster enter the field, the liberals will likely withdraw their candidate, J. M. McClellan, and place a stronger man against him." NEW YORK, Sept. 17.—Commencing today, the west bound steamer rates of the American line, Anchor line, White Star line and Allen-State line will be increased uniformly \$2.50. The east bound rates will not be changed. The steamer of the lines mentioned have ranged between \$26 and \$28, according to the vessel.

ADVERTISING RATES.

\$1.00 per inch for ordinary transient advertising.

Per Sale, Wanted, etc., 50 cents each insertion.

Special contracts made for time advertisements.

Sample copies cheerfully sent to any address on application.

The subscription rate is \$1.00 a year, but 17 1/2 cents is sent IN ADVANCE.

SUN PRINTING COMPANY.

ALFRED MARKHAM, Manager.

THE SEMI-WEEKLY SUN

ST. JOHN, N. B. SEPTEMBER 26, 1900

THE CITY COUNCIL AND THE WINTER PORT.

The action of the city council in the present crisis is not more vigorous than the occasion demands.

THE ATTORNEY GENERAL'S OPINION.

The valued Telegraph does Attorney General Pugsley another grave wrong when it says that he is censured by the Sun for having "changed his opinions in regard to the conservative party in recent years."

While the Sun may have casually mentioned some of these features, it has not ventured to say that Dr. Pugsley has changed his opinion of the conservative party.

MR. BLAIR CAN DO IT.

Mr. Blair is a man of energy and activity. Unless his engagements with the Grand Trunk or some other private reasons affect him, he may yet grapple with the winter port traffic.

There is no trouble about cars. The Intercolonial would receive them laden from the C. E. R.

freight trains from Montreal to St. John in 26 hours, he would not need ten engines to handle his 200,000 tons.

We venture to think that between the first of September and the first of December the minister could have gathered together that many engines, even supposing it to be true that he has yet made no provision at all for winter export business.

THE SHERIFF'S INTERPRETATION.

The attention of honest and fair-minded people of this province, of both parties, is called to the conduct of the sheriff of Queens in reference to the election now pending in that county.

It shall be the duty of the sheriff on notice to the revisors to appoint a time and place for hearing the application.

Under this power Sheriff Reid of Queens county recently held a number of applications made by supporters of the provincial government, with the result that the lists for the parish of Petersville were made more favorable to Mr. Farris.

Under the same law another application was afterward made from Petersville, setting forth that a further number of names of persons entitled to vote had been omitted.

In obedience to this notice, Mr. Harry Woods, one of the revisors summoned, went to Gagetown to attend the hearing.

No application shall be received by the sheriff or hearing be held before the sheriff under this section within ten days next preceding the day fixed for any provincial or Dominion election in the county in which said list is to be issued.

But it is also directly contrary to the interpretation expressly given by the election law itself. The statute under which Sheriff Reid acted is an amendment of the act of 1899 and is governed by the interpretation clauses of that act.

WELCOME HOME.

Lieut. Weldon McLean Given a Well Deserved Reception Monday.

Thousands of People Crowded the Depot and the Streets Through Which the Young Officer was Escorted Home.

St. John turned out almost en masse Monday to welcome Lieut. Weldon McLean home from South Africa, whether he went a subaltern in G company, first Canadian contingent.

The principal streets and buildings were gaily decorated with flags and bunting in honor of the gallant young St. John officer, while crowds filled the depot and the streets.

AGAINST BRIBERY.

Action by the Rural Deanery of Shediac.

At a regular meeting of the clergy of the rural deanery of Shediac, held at Pettitodiac on Sept. 18th and 19th, the matter of bribery and corruption at elections was discussed.

That whereas, without claiming any personal knowledge of specific acts of bribery at elections, the clergy of this deanery are nevertheless cognizant of a prevailing feeling and conviction amongst electors of every shade of political opinion that such acts are practiced.

And whereas, leading men of all political parties openly admit and deplore the prevalence of such practices, and the fact that, without them, as things are, neither party could hope to gain an election.

HEROES HOME AGAIN.

Fifty returning Canadian soldiers were given a royal welcome at Gagetown on Saturday.

NEW CHRISTIAN CHURCH.

The dedication of the new Central Christian church at Charlottetown, P. E. I., took place on Sunday.

EVENING CLASSES

OPEN FOR 6 MONTHS.

Winter Term, Monday, October 1st.

HOURS: 7:30 to 9:30.

S. KERR & SON, Oddfellows' Hall

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The Best is the Kind We Sell.

If you want a Good Fall Suit, one that will keep its shape, and give you good service, we have it.

We would like you to call and examine our Tweed and Serge Suits, single and double breasted, which we offer from \$5.00 to \$15.00

Men's Beaver Overcoats, \$4.90 Men's Frieze Reefers, - \$3.50 Underwear in large variety.

Boys, Youths, and Children's Clothing in every description.

HENDERSON, HUNT & McLAUGHLIN, Successors to

FRASER, FRASER & CO., 40 & 42 King St. Opposite Royal Hotel.

Bandmaster F. H. Jones was toastmaster. Following were the toasts:

The Queen, responded to by Bandmaster Jones.

The Army and Navy, responded to by Bandmaster Jones.

Lt. Col. McLean and Son, responded to by the colonel and the lieutenant.

Lieut. McLean said he was delighted beyond words with the kind reception his friends had accorded him, and felt that it was a tribute not only to himself, but to the brave boys he was associated with in Africa.

Our Boys in Khaki were next called upon. Col. Sgt. Utton of Quebec and Messrs. Pascoe, Pelkey, Johnston and Sprague of St. John, also listened to Lieut. McLean's genial and ability while on the field.

After referring to the Canadian contingent who had been invalided for ill health, the Toronto Globe correspondent at the front wrote:

"On April 10th orders contained a notice of a diminution of strength arising from the military cause."

The official words are: "Lieut. C. W. McLean, having been appointed to a second lieutenancy in the Royal Artillery, is struck off the strength of the battalion from the 31st ult."

On account of this injury Lieut. McLean was invalided to England, hence his present visit to his St. John home.

Portraits of Lt. McLean have appeared in the Illustrated Graphic and London News.

SUSSEX EXHIBITION.

The Sussex exhibition, which, opening on Monday, Oct. 1st, will run five days, promises to exceed all its predecessors in the extent and variety of its attractions.

Raisins continue to advance in price. The latest cable from Denia, Spain, quotes Valencia and Valencia layer raisins up about 3 cents per pound from the opening price six weeks ago.

ELECTION CARD.

To the Electors of Kings County:

Gentlemen—At the request of a large portion of your members, I have decided to become a candidate in opposition to the Honorable William Pugsley at the election to be held on Sept. 27th.

I pledge myself, if honored with your confidence, to offer uncompromising opposition to a continuation of the jobbery, deals and extravagance of the present administration.

Respectfully soliciting your support, I am, gentlemen, Your obedient servant,

FRED. M. SPROUL, Hampton, K. C., Sept. 12th, 1900.

CITY

Recent Events Around

Together With from Correspondents

When ordering WEEKLY SUN to the NAME of the office which the paper is to be sent to, please specify the name of the office.

THE SUN Printing weekly WEEKLY SUN, of edition of all papers Maritime Province please make a note

Kumfort Heads N. K. & M. Co. finished with the I. C. R. wharves. The structure of completed in three

The fair and Central Agricultural held at Hampton and Wednesday.

The first steam Valley Steamship Holmes, left T. inst., and is due 27th.

It is reported that negotiations for the sale of the mill and mill building Dalhousie to a

Henry W. Robb, barrister, has a public hospital brother-in-law, Keast, Indian, with typhoid fever

P. Giffins, of Dr. A. R. has detectors on his of pay received intention of Mr circumstances w employes as high other road in

The Halifax I says: "The judgment have display of the highest distinction, which is the No one can quit firm are entitled special recognition"

Dr. E. A. Remazoo College, Wednesday at father, Rev. E. N. S., of typhoid Dr. Read graduated in 1890, and great promise qualities.

Some time ago was appointed to inquire relative the Pugsley farm raising of the h the direction of Wedderburn he obscur and ad October, Geo. V the petitioner in the absence Keown, represent

The Norwegian went ashore in Queen's wharf successfully flo ma, and is now side of Acadia feet of lumber strained. H. B at Digby, is in Another survey, as the vessel is loaded by Mess Hectanooga.

Bentley's is no ment, but it is PER than any White Liniment etrating, yet cl bottle contains 10c. Money he it.

NEW

Our stock of

We have the

Colored, hard to \$1.25. White, long to \$1.25 White, unlaund

TOF

Shaker Flannel Black Sateen, Gingham, Fancy Blue D Heavy Knit V \$1.00 each, Flannel Shirts,

SHARP





BLAIR TO SHAUGHNESSY

The Minister of Railways' Reply to the President of the C. P. R.

Mr. Blair Complains that the C. P. R. Has Not Given Him Enough Time - What the Minister Has to Say.

WOODSTOCK, Sept. 18.—Hon. Mr. Blair was seen tonight in reference to the letter which Mr. Shaughnessy has given to the press.

The following is the reply of the minister of railways to Mr. Shaughnessy, mailed Tuesday, and received at Montreal Wednesday morning:

"At St. Stephen, N. B., Sept. 19, 1900.

"My Dear Mr. Shaughnessy—I have been unavoidably delayed in acknowledging and replying to your favor of the 13th instant with reference to the transfer of your export traffic to Intercolonial at Montreal, and I have only just now concluded my conferences with my officers and the general manager. The proposition you make, as I understand it, to deliver to us at Cartier Junction the traffic you have been heretofore carrying to St. John for export, is one which, with some minor modifications, I am bound to say has much to commend it to favorable consideration. The arrangement of details to ensure a satisfactory working agreement, and the necessary preparations which the Intercolonial would have to make to enable it to handle so large an additional traffic, would require time to adjust and provide for. Your suggestion that I should let you know inside of 12 or 15 days whether the Intercolonial is not prepared to enter into a binding agreement with you to take care of this traffic during the approaching winter, you must, from the standpoint of the Intercolonial, see does not afford adequate time in which to complete the negotiations necessary before such a contract should be concluded. The volume of your traffic last year east bound for export aggregated 200,000 tons. To add such an enormous business to the normal traffic of the Intercolonial would involve the settlement of many details. Let me enumerate them:

"First, your suggestion is based upon the condition that we should make with your company an agreement on the basis of that existing between the Grand Trunk and the Intercolonial for export traffic. This would be satisfactory if you make the conditions identical, or nearly so, and in order that we may be on as good a footing in a financial sense, carrying your merchandise as we are with respect to any we may receive from the Grand Trunk, we would require you to deliver to us at Ste. Rosalie, rather than at Jacques Cartier Junction. This is a minor detail, however, which we could, I have no doubt, after discussion, arrange between us.

"Second, our facilities at St. John, which are approaching completion and which will be ready for winter business, would be quite insufficient to handle anything like the large volume of business you propose to turn over to us. As a consequence, we should have to discuss with you, and also with the bridge company, the terms upon which we could utilize your works on the west side of the harbor, and the bridge and the tracks. Upon the assumption that you are retiring from the export business at St. John, but some necessary arrangements would require to be made for taking over, either temporarily or permanently, your west side facilities, with the Carleton bridge and connecting tracks, and in this regard I presume the corporation of St. John would be able to have a say as to the property which they have constructed and placed at your disposal, and following the results of our arrangement parliamentary action would have to be had to enable us to legalize and effectuate such agreement as we might make.

"Third, as a sub-question, and perhaps involved in the above, the terms upon which the use of the bridge could be acquired is a matter of importance. The charges now made for crossing the bridge by the bridge company, and the charges for the miles of track which we would have to use to reach the west side terminals, would involve to the Intercolonial an additional cost, as against east side shipments, of over \$1 per ton. This is an expense which your company avoid, as you are not under the necessity of crossing the bridge, and \$1 per ton taken off the rate which you propose to us would be a very considerable item, and would necessitate our endeavoring to secure the bridge upon terms entirely different from any which the bridge company have heretofore been willing to concede.

"Fourth, the Canadian Pacific has reached its present capacity for handling the considerable tonnage which you were able to take care of last winter as the result of years of organized work, and is the growth of time. To cast upon the Intercolonial the responsibility of handling 200,000 tons of additional freight beyond its ordinary business during the approaching winter, and to do which you would bind us to undertake in a manner satisfactory to shippers, is such a large problem that months would be required of vigorous preparation to justify us in assuming it. Our present locomotive and car equipment is really not sufficient to handle the ordinary business which now comes to us, and I have been making strenuous efforts to increase our capacity for the purposes of this normal business. I have had no parliamentary authority to incur expense this year to take up such a burden as I would suggest we might assume. I quite understand that in the matter of care you would not doubt be willing to furnish these on the usual car mileage terms, but we would require a number of additional locomotives, besides securing a sufficient and organized staff to handle business.

"Fifth, there would still remain the problem of making arrangements with shipping companies for the ocean transport of this traffic, and you would realize as fully as the traffic officers of the Intercolonial do, the

impossibility of effecting such arrangement on 12 or 15 days' notice.

"Sixth, I have assumed that you propose to hand us over all the export traffic you can secure. Possibly I may be in error in this, and if I am, there is the more reason for our coming to an implicit understanding upon this question, which can only be arrived at after much thought and discussion. In your letter to me of the 3rd you speak of your being under the necessity of discontinuing export business from St. John in the manner and to the extent you have heretofore carried on that business. There is here an implied reservation, if not an express one, that part of the business you would retain. We would naturally have to discuss between us what is the portion of this business you contemplate reserving for your company. Export business consists of various classes, some of which are better paying than others, and it is only when the general traffic includes both the less profitable and the more profitable that average results are obtained, which make it possible for the railway to transact the business. You would be the first to acknowledge that an offer to us of the unprofitable business, while you retain the profitable portion, could not be an offer, and would not be in accordance with either the letter or spirit of the suggestion that we should get your export traffic on the same basis as I provided for in our agreement with the Grand Trunk. All the above considerations, it appears to me, are of point to one conclusion. That your company should have decided months ago what would intimate now you have decided, that the relations of the government railway with your company render it necessary for you to withdraw from the export business at St. John. In such a case, your present view, the conclusion would have likely forced itself upon you months ago, and when you did so decide, it would have been better to have at once made such a proposition to us as is contained in your letter of the 13th.

"Had that been done, we could then have debated the whole question with you, doubtless have come to a conclusion upon it, procured the necessary parliamentary authority, have increased our equipment and got into a shape in which we could have undertaken the business.

"Upon the whole, and treating your proposal seriously, I would suggest that you continue the export business this winter as usual, and I will be prepared during the coming season to take your proposition up and make an honest effort to come to an agreement upon fair and reasonable terms.

"Yours faithfully,  
"Signed) A. G. BLAIR."

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"At St. Stephen, N. B., Sept. 19, 1900.

"My Dear Mr. Shaughnessy—I have been unavoidably delayed in acknowledging and replying to your favor of the 13th instant with reference to the transfer of your export traffic to Intercolonial at Montreal, and I have only just now concluded my conferences with my officers and the general manager. The proposition you make, as I understand it, to deliver to us at Cartier Junction the traffic you have been heretofore carrying to St. John for export, is one which, with some minor modifications, I am bound to say has much to commend it to favorable consideration. The arrangement of details to ensure a satisfactory working agreement, and the necessary preparations which the Intercolonial would have to make to enable it to handle so large an additional traffic, would require time to adjust and provide for. Your suggestion that I should let you know inside of 12 or 15 days whether the Intercolonial is not prepared to enter into a binding agreement with you to take care of this traffic during the approaching winter, you must, from the standpoint of the Intercolonial, see does not afford adequate time in which to complete the negotiations necessary before such a contract should be concluded. The volume of your traffic last year east bound for export aggregated 200,000 tons. To add such an enormous business to the normal traffic of the Intercolonial would involve the settlement of many details. Let me enumerate them:

"First, your suggestion is based upon the condition that we should make with your company an agreement on the basis of that existing between the Grand Trunk and the Intercolonial for export traffic. This would be satisfactory if you make the conditions identical, or nearly so, and in order that we may be on as good a footing in a financial sense, carrying your merchandise as we are with respect to any we may receive from the Grand Trunk, we would require you to deliver to us at Ste. Rosalie, rather than at Jacques Cartier Junction. This is a minor detail, however, which we could, I have no doubt, after discussion, arrange between us.

"Second, our facilities at St. John, which are approaching completion and which will be ready for winter business, would be quite insufficient to handle anything like the large volume of business you propose to turn over to us. As a consequence, we should have to discuss with you, and also with the bridge company, the terms upon which we could utilize your works on the west side of the harbor, and the bridge and the tracks. Upon the assumption that you are retiring from the export business at St. John, but some necessary arrangements would require to be made for taking over, either temporarily or permanently, your west side facilities, with the Carleton bridge and connecting tracks, and in this regard I presume the corporation of St. John would be able to have a say as to the property which they have constructed and placed at your disposal, and following the results of our arrangement parliamentary action would have to be had to enable us to legalize and effectuate such agreement as we might make.

"Third, as a sub-question, and perhaps involved in the above, the terms upon which the use of the bridge could be acquired is a matter of importance. The charges now made for crossing the bridge by the bridge company, and the charges for the miles of track which we would have to use to reach the west side terminals, would involve to the Intercolonial an additional cost, as against east side shipments, of over \$1 per ton. This is an expense which your company avoid, as you are not under the necessity of crossing the bridge, and \$1 per ton taken off the rate which you propose to us would be a very considerable item, and would necessitate our endeavoring to secure the bridge upon terms entirely different from any which the bridge company have heretofore been willing to concede.

"Fourth, the Canadian Pacific has reached its present capacity for handling the considerable tonnage which you were able to take care of last winter as the result of years of organized work, and is the growth of time. To cast upon the Intercolonial the responsibility of handling 200,000 tons of additional freight beyond its ordinary business during the approaching winter, and to do which you would bind us to undertake in a manner satisfactory to shippers, is such a large problem that months would be required of vigorous preparation to justify us in assuming it. Our present locomotive and car equipment is really not sufficient to handle the ordinary business which now comes to us, and I have been making strenuous efforts to increase our capacity for the purposes of this normal business. I have had no parliamentary authority to incur expense this year to take up such a burden as I would suggest we might assume. I quite understand that in the matter of care you would not doubt be willing to furnish these on the usual car mileage terms, but we would require a number of additional locomotives, besides securing a sufficient and organized staff to handle business.

"Fifth, there would still remain the problem of making arrangements with shipping companies for the ocean transport of this traffic, and you would realize as fully as the traffic officers of the Intercolonial do, the

impossibility of effecting such arrangement on 12 or 15 days' notice.

"Sixth, I have assumed that you propose to hand us over all the export traffic you can secure. Possibly I may be in error in this, and if I am, there is the more reason for our coming to an implicit understanding upon this question, which can only be arrived at after much thought and discussion. In your letter to me of the 3rd you speak of your being under the necessity of discontinuing export business from St. John in the manner and to the extent you have heretofore carried on that business. There is here an implied reservation, if not an express one, that part of the business you would retain. We would naturally have to discuss between us what is the portion of this business you contemplate reserving for your company. Export business consists of various classes, some of which are better paying than others, and it is only when the general traffic includes both the less profitable and the more profitable that average results are obtained, which make it possible for the railway to transact the business. You would be the first to acknowledge that an offer to us of the unprofitable business, while you retain the profitable portion, could not be an offer, and would not be in accordance with either the letter or spirit of the suggestion that we should get your export traffic on the same basis as I provided for in our agreement with the Grand Trunk. All the above considerations, it appears to me, are of point to one conclusion. That your company should have decided months ago what would intimate now you have decided, that the relations of the government railway with your company render it necessary for you to withdraw from the export business at St. John. In such a case, your present view, the conclusion would have likely forced itself upon you months ago, and when you did so decide, it would have been better to have at once made such a proposition to us as is contained in your letter of the 13th.

"Had that been done, we could then have debated the whole question with you, doubtless have come to a conclusion upon it, procured the necessary parliamentary authority, have increased our equipment and got into a shape in which we could have undertaken the business.

WINTER PORT

The City Council Turns from Blair to Laurier.

A Resolution to be Forwarded to the Premier Calling Upon the Government

To Take Such Action as Shall Result in the Continuance This Winter, of the Established Business With Great Britain.

A special meeting of the Common Council was held at the City Hall yesterday afternoon. Mayor Daniel presided, and all the members were present except Ald. Christie, Maxwell and Tuttle.

The mayor said he had called the meeting on account of the trouble which had arisen with regard to the continuance of the winter port business by the C. P. R. at Carleton. He thought the committee to whom the matter was referred some time ago should let the Council know just how the matter stood. The Council occupied the peculiar position of being bound to lose in the event of the C. P. R. taking their business or a part of it away, yet not being able to exert any commanding influence with either party. The Council would be looked to to give an answer for what they had done or what they had not done. It was considered best to make a statement of what had been done and let the Council take whatever action they might decide best in the interests of the city. The mayor then read the following report:

"Your committee appointed to winter port matters, beg leave to report as follows. After the visit of Mr. Shaughnessy to our city on July 20th ult., at which time he stated that the C. P. R. could not continue to do the extensive export business at this port which it had been doing during the last winter, and that the Intercolonial was prepared to take up the business, the committee endeavored to make such arrangements as could be made with the government that it had hitherto been able to obtain, it was felt that a disagreeable crisis in the winter port business was being reached. The benefits which have already accrued to this community from the business, in the form of a very large amount of money every winter, which otherwise would not take place, and in the employment of large numbers of our working men during the months that they would otherwise be idle, in the distribution also of large sums to the merchants of this city, as well as to the farmers of the province, are so well known and appreciated that it was hardly necessary to refer to them.

"The minister of railways and canals was at this time absent in England, and as it was felt to be important that no time should be lost in acquainting the government with the serious aspect of this matter—at least serious to the City of St. John, a type written copy of the stenographic report of the interview was immediately forwarded to the Rt. Hon. Sir Wilfrid Laurier, leader of the government.

"The Hon. Sir W. Laurier: Dear Sir—The president of the C. P. railway has lately had an interview with me, at which he stated, as well as the president of the board of trade, were present, with reference to the continuance of the winter port business. A full copy of the interview has been forwarded to you for your consideration, and you will learn the points of dispute between the department of railways and the C. P. R. The Hon. Mr. Shaughnessy is of the opinion that the government should assist him in the way of a subsidy, and that at this stage there should arise any doubt of the necessity of such a measure, for which they have made such immense financial sacrifices, about \$750,000, and more, and which will be a heavy burden upon the future welfare. The withdrawal of this business would be viewed in the light of a disaster to the city, and a regrettable agitation. Since this business was first started here, there has been a large and constant growth, every winter being marked by a great increase in the tonnage exported, so that last winter nearly 300,000 tons of goods were shipped, as against about 45,000 tons four seasons previously, and evicting points to a gradual but immense development.

"I have seen it stated that this matter is still the subject of negotiation between the government and the C. P. R. Mr. Shaughnessy intimates that he knows of no negotiation at present, and so the matter appears to be still in limbo.

"I take the liberty, as mayor, of calling attention to the fact that the Hon. Mr. Shaughnessy, who is the distinguished leader, will in the settlement of this matter, as between the C. P. R. and the C. P. R., not forget the great and important interests of this city, and the welfare of this really national undertaking.

"I have the honor to be, sir, Your obedient servant,  
J. W. DANIEL, Mayor.

"To that letter the following reply was received by the mayor: AETHABASKVILLE, July 30, 1900.

Dear Sir—I have the honor to acknowledge the receipt of your favor of the 25th inst. I have also received the report of the interview of Mr. Shaughnessy with yourself, a number of the aldermen and president of the board of trade of St. John. The matter therein referred to is now engaging the attention of the government. The question is that the C. P. R. company object to the present condition of things and would like to direct their business to some other port which now exist in order to continue their present system of winter port at St. John, and at all preceding the case in any way, I can say at this moment, that it is enjoying our most serious attention.

Yours sincerely,  
WILFRID LAURIER.

"As soon as Hon. Mr. Blair reached St. John, after his arrival from England, the mayor waited on him and requested an interview for your committee. The minister stated that he was too busy to grant an interview at that time, but on his return here would consider the question as to the advisability of an interview. The mayor, hearing nothing further, on the 17th inst. telegraphed the minister in the following lines:

"Our committee extremely desirous of an interview with you re winter port matters."

"No answer was returned to this telegram. On the 20th inst., as the minister was passing through the city, the mayor again waited on him to request an interview for the committee, when the minister told him he didn't think an interview was necessary or advisable, as he was in full possession of the facts. Your committee do not for a moment say or express themselves as believing that the minister of railways was wrong in his opinion that an interview was useless, but they felt that the publication of Mr. Shaughnessy's offer to turn over C. P. R. winter business to the I. C. R. at Montreal and Mr. Blair's reply, place the matter in a new light, and your committee would have been glad to have an opportunity to present their views on this aspect of the question to Hon. Mr. Blair, not only as a minister of railways, but as the representative in the cabinet of the province of New Brunswick.

The fact that the minister states that the I. C. R. could not possibly carry freight for export, even if it was handed over to it at Montreal, makes it absolutely plain that if we are to have a continuance here this winter of the immense winter export business to which we have been accustomed, it can only be done by the C. P. R. at the west side of the harbor.

"Your committee feel that considering the importance of the subject to our city, they must lay a statement of what has been done before you and ask you to take such action as shall result in the continuance of the winter port business by the C. P. R. at Carleton. He thought the committee to whom the matter was referred some time ago should let the Council know just how the matter stood. The Council occupied the peculiar position of being bound to lose in the event of the C. P. R. taking their business or a part of it away, yet not being able to exert any commanding influence with either party. The Council would be looked to to give an answer for what they had done or what they had not done. It was considered best to make a statement of what had been done and let the Council take whatever action they might decide best in the interests of the city. The mayor then read the following report:

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best arrangements possible after that.

Ald. Seaton was satisfied with the resolution as it read.

Ald. McGoldrick thought the committee should have seen the minister of railways and canals before reporting. Years ago the city undertook to build wharves and provide facilities at Sand Point, and the C. P. R. agreed to do business through the port. Now because there was some rivalry between the I. C. R. and the C. P. R. we were likely to suffer, that was to be regretted. Street rumor was to the effect that politics were behind this move, but he did not credit that story. Still the committee might have made a further effort to get an interview with Mr. Blair. Mr. Blair was being asked to be a candidate in St. John, and he would certainly not do anything against the city. He would vote for the report of the committee, as it could do no harm.

Ald. McMillan was of the opinion that the business would go on. No harm would come of this resolution, and he would vote for it.

Ald. Colwell said a year ago Mr. Blair gave a committee an interview, but he accused two of the aldermen of attempting to embarrass the government and himself. Mr. Blair then receded from the position he had taken, and the C. P. R. continued the business. He was hopeful that Mr. Blair, when he realized what a blow it would be to St. John to have the C. P. R. abandon St. John, would make an arrangement with that railway which would be satisfactory. The resolution could do no harm.

Ald. Macrae thought there might be a chance of getting business outside of the C. P. R. It would not be well, therefore, to mention that railway in the recommendation. The government were only bound to whom the Council could appeal. Let us ask them, as his amendment suggested, to ensure to us the business.

Ald. White moved that the following be added in the resolution after the particular section under discussion in the first sentence: "And upon receipt of the report of the government may be such as will ensure to the port of St. John for the future, through some system of railway connection, a continuance of the winter port export trade that it has hitherto enjoyed."

The report was adopted, as amended, by a vote of 7 to 5. It was moved that copies of the resolution be telegraphed to Sir Wilfrid Laurier and Hon. A. G. Blair. The appeals of the Lewin and Turnbull estates with reference to taxes were referred to the treasury board, with power to act.

WINTER PORT QUESTION.

Press Opinions on the Blair-Shaughnessy Letters.

AN ACUTE CRISIS. (La Patrie-Tarte's organ.)

The long-continued dispute between the C. P. R. and the railway department has reached an acute crisis. We have confidence that Sir Wilfrid Laurier and his colleagues will give this winter port question their attention, and will regulate the affair so as not to permit the commerce of the West carried to the American port as that of the Grand Trunk enriches Portland.

WHAT WILL ST. JOHN DO ABOUT IT? (Frederick Gleason, Con.)

The minister of railways has become thoroughly conversant with the winter port question, and tells the C. P. R. to go to Boston or anywhere else they like. If St. John does not take a course it would be suicidal. Upon the present occasion the C. P. R. has offered extra aid, as they claim, unnecessary inducements to the I. C. R. to get equal lights with the Grand Trunk and fair treatment at St. John.

NEITHER NATIONAL SPIRIT NOR BUSINESS PRINCIPLES. (Montreal Gazette, Con.)

The proposition thus outlined fairly bears out Mr. Shaughnessy's claim that his road would be a sacrifice to the benefit of the country's broad commercial interests. It laid down some conditions which seem to sound reasonable for rejecting. Though it was made on September 3, it was not replied to up to the date of the meeting at which the country would have to close its winter freight arrangements. In several instances which seem to sound extraordinary, it indicates that there is both a lack of national spirit and of regard for business principles in the present management of the Canadian government railway.

THE INTERCOLONIAL PARALYZED. (St. John Telegraph, Blair's organ.)

Under existing circumstances it would be perfectly futile for the Intercolonial to do business as the C. P. R. may be able to control on the same terms as the export traffic agreement between the government and the Grand Trunk Railway Company has not yet been accepted by the government. The proposal was made in a letter sent to Mr. Blair on the 22nd of September and Mr. Shaughnessy asked for an immediate reply. Why did Mr. Blair wait so long? The arrangement made with the G. T. R. was a good one, why not jump at a similar arrangement with the C. P. R.?

A TEST. (Moncton Times, Con.)

Mr. Blair now finds himself in a most awkward situation. He has spent millions in equipping the I. C. R. winter port facilities at both St. John and Halifax. A 600,000 bushel grain elevator has been erected at Halifax and another at St. John. Millions have been expended the past two years for additional rolling stock. Mr. Blair, however, knew it all. With the splendid road bed of the I. C. R. and the national heavy rolling stock, he assured parliament he could compete successfully with the Grand Trunk. His argument was based on sound commercial principles. The principal difficulty that his critics foresaw was to come from Mr. Shaughnessy's offer to transfer the business. The winter port business at St. John last year amounted to only 300,000 tons, between 6,000 and 8,000 tons. This is 100,000 tons less than Mr. Blair's splendid facilities at St. John and

Halifax were intended to provide for.

The offer now made by the president of the C. P. R. is a practical test. The question is whether the large expenditure for terminal facilities at St. John and Halifax were intended for doing business or making votes.

WANT TO RUIN THE GOVERNMENT. (Halifax Chronicle, Fielding's organ.)

The conclusion is inevitable. The C. P. R. having found that it cannot do business through the port, is determined to do its best to ruin the government. But it has made a serious tactical blunder at the outset. Its trap is too open and obvious; and the decision of the public, if we are not greatly mistaken, will be that Mr. Shaughnessy and not Mr. Blair has been caught.

NOT COMFORTING. (St. John Globe, Liberal.)

The proposition of Mr. Shaughnessy to transfer the business, the winter port business, to the government railway, is an indication that the Canadian Pacific railway itself is not unduly excited over the prospects of the continuance of the business. We have practically the declaration of the Canadian Pacific railway that it cannot do the business as the matter stands now with satisfaction to itself, or rather with profit to its shareholders. It is self-evident that the Intercolonial railway, with its much longer haul, cannot do the business. Even the willingness to use the proposed willingness of the Canadian Pacific railway to abandon St. John and Halifax is a comforting thing. It is well to remember that while in Western Canada there is a sentiment of doing the business of Canada through a Canadian port in winter, the Canadian farmer, producer and exporter, the Canadian merchant, is as far as to pay more to ship it from St. John than from any other port. Perhaps it is not well to take too strictly the checks and drawbacks which naturally beset any great undertaking. The interests of St. John in a matter of this kind are sensibly connected with the national sentiment and the national interests of Canada.

A TOTAL LOSS.

Dominion Government Steamer Newfoundland Fast on the Rocks.

Ran Ashore Saturday Afternoon at White Cove, Digby Neck, During a Thick Fog - Crew Taken Off by the Steamer Lansdowne.

HALIFAX, N. S., Sept. 23.—The Dominion government steamer Newfoundland, Capt. J. H. Campbell, is a total loss at White Cove, Digby Neck, on the Bay of Fundy side, having struck a ledge there at one o'clock Saturday afternoon during a thick fog. She left Westport four hours previously for Digby, carrying supplies for the light houses. The crew were saved.

This afternoon Capt. Campbell, after consulting with Chief Officer Blakeley, and Chief Engineer Stewart of the Newfoundland, Light House Inspector Hutchins and Captain Bissett of the dominion steamer Lansdowne, decided to abandon the Newfoundland. The crew were taken off at Digby, and upon receipt of the news of the accident, left immediately and fruitlessly endeavored to pull the Newfoundland off the rocks. The Newfoundland was heavily wedged in between two gigantic boulders. Holes in her bottom allowed the tide to rob and flow in her forehold an engine room. The forehold was full of coal, which is beyond saving. The old supplies in her afterhold and other stuff was saved and placed on board the Lansdowne. Inspector Hutchins was aboard the Newfoundland and will go to Digby on the Lansdowne. The Newfoundland is alleged to have been steaming eight knots an hour when she struck.

The loss of the Newfoundland calls to mind a terrible catastrophe when on December 23rd, sixteen years ago, the Newfoundland was towing around to Halifax from Miramichi, the Princess Louise, when storm caught both vessels off Digby Gut. The Princess Louise broke away from the Newfoundland and was driven ashore one mile below Digby by light, and excepting two persons, all on board perished. Now the Newfoundland's bones are likely to remain on the same coast, only twenty miles from the scene of the Princess Louise disaster.

Captain W. H. Smith, R. N. R., examiner of wrecks for the government, will go to Digby today to conduct an enquiry.

The officers of the Newfoundland have reported to J. Parsons, agent of the department, that the ship is liable to become a hopeless wreck. The first strong westerly wind will probably destroy her. The steamer Lansdowne was waiting at Digby for the Newfoundland and was engaged all yesterday saving cargo. The forehold of the Newfoundland filled rapidly after striking, and the engine room was immediately filled. The Newfoundland suffered \$10,000 damage recently in the Gulf of St. Lawrence and temporary repairs were made by the crew. Permanent repairs were contemplated later. The Newfoundland was twenty-four years old.

LETTERS FROM THE PEOPLE.

THE PORCUPINE AS FOOD.

Sir,—I notice a paragraph in the Sun this morning stating that porcupines are very numerous in portions of the province, and destructive in their depredations on the growing crops. Porcupines, properly dressed, were often to be seen in the country market for sale many years ago, and were reputed a delicious mess. If numerous and destructive why are they not now offered for sale? The animal feeds largely on grain, and must be clean as an article of human food and even desirable for the epileptic, who is generally the cleanest of mortals.

There is no close season for the porcupine, and so the hunter would have no conscientious scruples in killing them on the trader's selling. Cannot some of your readers furnish information relative to this abused and neglected animal, whose quills figure in all Indian works of art, and whose carcass should grace the tables of the wealthy and may be made an article of export to feed the hungry in other lands. J. H.

Mrs. Naylor—I notice you've got 'em in your hall? Mrs. Popprey—Yes, How do you like the design? Mrs. Naylor—It seems to me it's rather loud. Mrs. Popprey—Yes, that's why we selected it. We thought it might draw the sound of your daughter's piano playing.—Philadelphia Press.

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SHIP NEWS.

PORT OF ST. JOHN.

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BRITISH PORTS.

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FOREIGN PORTS.

At Philadelphia, Sept. 19, sch D Gifford, from...
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DOMESTIC PORTS.

At Louisburg, C. B. Sept. 21, s s Cherokees, from...
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TELEGRAPH SPORTING POWDER, Also GUNS, SHOT, WADS AND CAPS.

To the Farmer—I can sell you Potato Hacks at right prices.

A. M. ROWAN, - 331 Main St.

HEAD QUARTERS FOR Horse Blankets, Lap Rugs, Fur Robes, Harness, Collars.

We keep everything required for the Horse at low prices.

The largest Horse furnishing establishment in the Maritime Provinces.

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

THE MARKETS.

Revised Every Monday for the Semi-Weekly Sun.

Table with columns for various market items like Beans, Green dried peas, Potatoes, etc., and their prices.

ST. JOHN MARKETS.

Table with columns for various market items like Beef, Mutton, Pork, etc., and their prices.

DEATHS.

BROWN—At Fairfield, St. John Co., on Monday, Sept. 10th, Elizabeth, relict of the late James Brown, aged 85 years.

ACCIDENT AT NORTON.

Dingee Scribner, of This City, Thrown from a Team and Killed.

MEMORANDA.

NEW HAVEN, Conn., Sept. 19.—The three-vested schooner, Carlotta, laden from New Haven, was wrecked on the rocks at the mouth of the Connecticut river.

HAZARD AT NORTON.

HAZARD AT NORTON. Sept. 24.—Dingee Scribner, of St. John, aged 83 years, was killed in Norton today.

BLAKE AGAIN NOMINATED.

(Special to the Sun.) TORONTO, Sept. 24.—The Telegram's special cable from London says: The popularity of Hon. Edward Blake among the adherents of the cause he upholds is still strong.

SEVERE ELECTRICAL STORM.

One of the Most Serious for a Long Time Passed Over Nova Scotia Saturday.

Vertical text on the far right edge of the page, including 'VOL', 'C Battery', 'LONDON', 'OTTAWA', 'PRETORIA', 'CAPE TOWN', 'ST. JOHN', 'H. HORTON & SON', 'W. H.', 'Blank', 'Dandy', 'Mane', 'Surcin', 'W. H.'