

Tuan is Again Sending Out Orders for Massacres.

London, Oct. 17-4 a. m.—There is no confirmation of the reported capture of Pao Ting Fu, of which the French consul there has received news. The report is generally discredited in London.

Hong Kong despatches tell of the continued spread of the southern rebellion. The Hong Kong correspondent of the Daily Express sends a report that the British torpedo boat destroyer Handy sighted two thousand rebels who were advancing on San Chun, killing 40 and wounding hundreds.

This is not confirmed from any other point. The evidence of Prince Tuan's continuance in power causes anxiety. Shanghai telegrams report that the local mandarins have received a despatch from Prince Tuan announcing that the court is now in safe keeping and exhorting them to have patience until winter decrees the allies; to keep the arsenal in constant work and everything in readiness for the massacre of all foreigners when the proper time arrives.

It is also reported that the Empress Dowager has issued a decree ordering the execution of the rebels who were ordered to be executed by the Empress Dowager.

The Shan Tung Yung is returning to their homes. Twelve thousand of them were utterly defeated outside of Tsang Chao by 5,000 government troops under General Mei.

Russians Still Moving. (Shanghai, Oct. 15)—Official confirmation has been received from the Russian southern army has occupied Fishing, the terminus of the Shan-Hai-Kwan railway. The occupation was effected Oct. 14.

Reports Chinese News. (London, Oct. 16)—The Frankfurter Zeitung telegraph from Shanghai today says that Emperor Kwang Hui has arrived at Sian Fu. The foreign office has no official information of the whereabouts of the Chinese court.

A high official of the foreign affairs, discussing the general situation, this morning said: "The situation is absolutely nothing new in the diplomatic situation. We have received no information as to the alleged difficulties encountered by the Emperor Kwang Hui in getting all the allies to recognize his authority; but it lies in the very nature of the case that he will meet with some trouble in bringing them all under one hat."

Russia to Act Alone. (Washington, Oct. 16)—The cable despatch from St. Petersburg indicating that Russia's attitude in China will be independent of the concert of the powers, raised no surprise among officials here. It was noted when the aggressive military movement was begun by Germany and expedition against Pao Ting Fu started in Russia.

Hui Chow Retaken. (Washington, Oct. 16)—Secretary of State Hay has received a despatch from General McWade, at Canton, saying that the imperial troops have recaptured Hui Chow and that the rebels have dispersed to the eastward.

British Now Arriving. (Tientsin, Oct. 15)—The Shanghai Oct. 15 report against Pao Ting Fu has met with no opposition up to October 14. Reports received by the British are that a column of 600 Freuchen, marching to Sian-fu, to relieve a party of French troops, met with opposition in the six days' march to the south.

COAL HOSES.

We have a large stock of Galval, Black and Fancy Stove Boards; Coal Shovels; Fenders; Fire Sets; Anderson's Tiles.

W. H. THORNE & CO., Ltd.

Presbytery of St. John. A meeting of the Presbytery of St. John was held Tuesday morning in St. Andrew's church school room. Moderator Rev. J. M. Robinson presided. The clerk reported that he had notified the congregation of the resignation of the Rev. J. S. Mullen, but had not received any reply. His resignation to the attorney general was read, and the reply to the letter. The various Presbyteries were also notified. The clerk's action was approved by the Presbytery.

Notes of News. It is announced that Dr. McLeod, chief superintendent of education for P. E. I., is about to resign his official position and engage in business in Sydney.

What a French Scientist Learned. Possession of a huge frame does not always betoken the possession of a corresponding large brain. True, the elephant is possessed of a remarkable amount of intelligence, but for his size, his brain power is nothing when compared to such smaller insects as the bee and the ant.

Moccasin Making—The Largest Residence in Westmorland County—Fair a Victim of Postponements. Memorandum, N. B., Oct. 16—One of the principal industries in Westmorland County is the moccasin making. Some time ago a purchaser secured a new Leonard engine and the place is run and heated by steam. Mr. Sherry has on hand hundreds of pairs of moccasins.

Recent Rains the Indirect Cause of an Animal's Death. St. Margarets, N. B., Oct. 11—William McCafferty, of this settlement, today lost a very valuable cow from parvitis green poisoning. It appears that the barrel he used last summer for mixing Paris green in for potato bugs was not thoroughly cleaned.

There Are Still Evidences of Last Week's Storm. Moncton, Oct. 16—Last week's storm was very generally felt at Shediac and Point du Chene. At the Point the tide came twenty feet further up the banks of the river than for some years and logs and debris along the shore went adrift. J. I. Black had 25 men at work for the last few days picking up debris scattered by the high water.

Moncton Matters. Moncton, October 16—Messrs. G. R. Jones, Clifford Gros, W. A. Humphrey and Fred. Lynch left for the Maritime express tonight on a trip west as far as Winnipeg.

Boilers in a Boat. Boston, Oct. 16—The construction of the new Hudson and Bangor Steamship Company's boat, the City of Rockland, is so far progressed as to allow installation of the boilers, and one of them was set today.

A Fleet of Fishermen Caught in a Gale

Highland Light, Mass., Oct. 17—The strong southwest of yesterday changed at dark to a fierce squall from the northwest and north, increasing to a gale, which continues this morning, catching in its grip a fleet of 20 mackerel fishermen, and a large number of coasters and tugs of all kinds.

Lewes, Del., Oct. 16—The two-masted schooner Carrie E. Pickering, light from New York for Philadelphia, stranded on Cape Henlopen at 9 o'clock tonight. She will probably be in the hands of the crew of the gun apparatus and Captain Worthen and crew, of the Highland Station, made all possible haste down the beach to the stranded vessel. She has a crew of 15 or 20 men.

The schooner Francis A. Rice, Captain Duffy, from Barbados, via Publico and Shelburne, with a cargo of 300 puncheons of rum, and a crew of 20 men, was driven ashore at 10 o'clock and is now in Halifax Saturday afternoon looking badly and otherwise damaged.

St. John's, Nfld., Oct. 16—The St. Pierre schooner Francis, drifted ashore in Fortune Bay, during the night, and was driven ashore at 10 o'clock. She has a crew of 20 men and is now in Halifax Saturday afternoon looking badly and otherwise damaged.

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Great Bargain Opportunities for Money-Saving People. LADIES' JACKETS

At Half Price, and many less than Half Price to Clear. 15 BLACK CHEVIOT JACKETS, sizes 32, 34 and 36 at \$1.00 each. Some in the lot were as high as \$8.00. 12 MIXED TWEED JACKETS, unlined, sizes 32, 34 and 36, at \$2.00 each. Some in the lot were as high as \$8.00.

DOWLING BROS., 96 KING ST., ST. JOHN, N. B.

Many Moose Falling in the New Brunswick Woods. The St. John Yards Are Now Too Small

Dr. Hand of Woodstock, succeeded last week in shooting a very fine moose on the Tobique. It is claimed the antlers are among the finest ever brought out of that region. A couple of exceptionally fine moose have just been brought out of the Keswick Lakes region. The sportsmen were Messrs. T. S. Smith and E. E. Crichtfield of Chicago.

In busy seasons, and under the big development of business on the Intercolonial railway, the room in the I. C. R. yards has often of late been found insufficient to accommodate the cars. There was one time last year when it was a necessity to work three shunting engines all day Sunday in order to clear the yard to some extent for the next day's arrivals.

The management is looking to prevent such a condition this year, and to this end, Mr. T. C. Burpee, of the I. C. R., Moncton, is in the city arranging for sidings for about 200 cars to accommodate the coming winter's business. These new sidings will be near Gilbert's crossing on property owned by the railway. Preparatory work has already been begun.

Don't Become an Object of Aversion and Pity. Cure Your Catarrh. Purify Your Blood and Stop the Offensive Discharge. Mr. Dr. Roebor, of Buffalo, says: "My wife and I were both troubled with distressing Catarrh, but we were cured by using this extraordinary medicine since the day we first used Dr. Agnew's Catarrh Remedy. Its action was instantaneous, giving the most grateful relief with ten minutes after first application."

Building Barges. Montreal, Oct. 16—The harbor commissioners have been making inquiries as to what extent the shipyard at the foot of the harbor is to be used for the construction of barges for the shipment of grain, and have learned that some 12 modern vessels of large capacity are already under contract at the different shipbuilding yards of Buffalo and Cleveland.

Water for Prohibitionists. Cortland, N. Y., Oct. 15—A big crowd assembled in a tent here today to protest against the sale of liquor. A thunderstorm started at noon and settled down to pouring rain. Just before the train came at 3 p. m. the tent was blown down by the wind and the crowd was scattered.

Insurgents Finished. San Domingo, Island of San Domingo, Oct. 16 (via Havana cable)—The uprising is ended. The rebels are scattered and troops are pursuing them—condemned to re-established and business is thriving.

Royal Lungs Inflamed. London, Oct. 17—"King Oscar's illness" says a despatch to the Daily Mail from Stockholm, "has developed into serious inflammation of the lungs. The crown prince has been appointed regent."

Truly Insurgents are exempt from duty in court of law. Teacher—Wish happens when a man's temperature goes down as far as it can go. Smart School—He has cold feet at an 'em' (Cleveland Medical Gazette).

How Mariners Are Warned off Shore and Danger.

The silver star that appears in the east at nightfall at the top of some tall, off-shore tower, is the accepted "light" in the sailor home, writes Louis Lindon Sibby in the Boston Transcript. If it is seen, it is the sign of a "revolving light" but any short sweep of coast line will show up unaccountable lights elsewhere.

The reason for all these differences lies far behind the obvious common need of warning seamen. It is not enough that a light be seen, it must be understood by the lights he sees; he must be told, positively, his exact position on the map, and more than that, he must be told, in time to shape his course rightly before he comes dangerously near shore. He wishes to know the position of the light by what it tells him when he sees it, but he may fall into the trough of the sea where a wall of water hides it as he agonizingly tries to count it down to certainty, or a sheet of spray may hide it as he peers, and the ghostly sail of an invisible ship obscures it wholly.

In storm and wind and spray he is trying, for instance, to find out whether a certain light that looks fixed is going to have a flash in two minutes, for if it does it may be Montauk Point, and probably is, since another one he has just seen seemed to flash three times while he and Gay Head. But he cannot stop along safely if he is far counting as he goes to find it may not perhaps be plain white Shinnecock, or sea, or something is wrong with the system.

Among all these characteristics that give individuality to a light it is proved, that a fixed light of great power is the best. It is kept constantly in view, and a bearing can be taken from it and a course steered to it with absolute certainty, while a flashing light, or a light that flashes only once in a while, is not so good. The same cannot be said of a combined fixed and flashing light, nor a colored light, nor a light of short revolution. Still, it is held that the short, sharp flash hits the searching eye of the seaman at a greater distance than the steady light, and so becomes the better beacon if the flashes are extremely rapid and secure for the light a positive characteristic at Boston Light, for instance is a white flash every thirty seconds. From its full flash, it slowly dies, it appears, then it slowly brightens back to its centre again. Now and then at lighting up time, and before the flash, a properly timed and slow flash pump comes with astonishing liveliness, giving a very fair imitation of the "lighting light," and certainly fitting at what might be done under a new system of timing the flash.

It has long been the dream of lighthouse engineers to perfect a beacon which should do out its signal telegraphically, and in the future, the flash lamp, which can carry, and presumably read, the letters and charts. Consequently the best light of the future, some have thought, will be a flash of French engineers, of which Mino's is a fair example.

Colonel Hester, lighthouse engineer of the great "third district," has demonstrated the peculiar inefficiency of many famous lights along the coast that display a flash at long intervals. It has become practically necessary to change all but the hazy light, and to make the eclipse a total eclipse. The change from bonfire beacon to light-house beacon at the very first meant the ending of the penetrating power of the light. Brilliance was temporarily sacrificed for the more enduring shine. The bunch of tallow candles at Boston Light might have been mistaken for a house light had it not hung in the sky at the top of a tower, and so made its mission sure. And there was no room in the stuffy lantern for the many candles that might have made a true optical principle. But such as it was it served the seaman acceptably for nearly a hundred years. Candles gave place finally to a single light, and probably supplied by a single lamp, and the government fitted up all the few towers with what was hopefully called a "magnifying and reflecting lantern." This ambitious apparatus consisted of a part of Argand lamp backed by a concave mirror, un-parabolic metal reflector, brighter than a tin-pan, and said to have been no more nearly correct in form than a barrel's basin. In a collision of lenses, green glass, set up in front of the lamp, prevented to have a valuable magnifying power, and held its own in obscuring the light for many years before it was found out. Reflector and bulb's eye, both discarded eventually, as "making a bad light worse," an improved type of lamp was substituted, backed by a heavily silvered reflector, made on true optical principles. Lanterns were better planned and glazed and ventilated, and by 1850 an excellent light could be shown under the best conditions of position and care-taking. Special oil and hard oil gave satisfaction as illuminants till much later than this. "Earth oil," considered as early as 1807, and much feared on account of its explosive nature, was avoided on account of the "great volume of smoke" it produced.

As matters stood in 1850, some lights were good, others were not. Complaining piles up before the government authorities till the thing to do seemed to be to change over the whole system of lighting and administration on the lines of county mental methods. The result was the adoption in 1852 throughout the service, taking the place of reflectors, saved oil gave more light and insured a greater degree of reliability, the most important thing concerning a light. With this apparatus an ordinarily capable keeper could have excellent light, and a poor keeper, if he followed the simple directions provided, could hardly have a bad one.

Teacher—Wish happens when a man's temperature goes down as far as it can go. Smart School—He has cold feet at an 'em' (Cleveland Medical Gazette).

POOR DOCUMENT M C 2 0 3 3

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., OCTOBER 20, 1900.

ST. JOHN, N. B., October 20, 1900.

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Semi-Weekly Telegraph

ST. JOHN, N. B., OCTOBER 21, 1900.

THE CONSERVATIVE CAMPAIGN.

We published Wednesday a pretty full report of the speeches delivered by Messrs. Foster and Stockton at the meeting which they held in the Opera House on Monday evening. Probably our readers will conclude that a good deal of space was wasted on these gentlemen, for really they had nothing to say, except what has been said many times before by different members of their party, at different places, during the past two years. No one, of course, expected much from Dr. A. A. Stockton, who is simply all voice and nothing more, vox et præterea nihil, but Mr. Foster has some reputation as a speaker, it was thought that he might be able to give some good reasons why the people of St. John should elect him and Dr. Stockton to represent them in the next parliament of Canada. These expectations, however, were doomed to be disappointed. Mr. Foster's speech was a very commonplace production, for it was the same old speech which he has been repeating for the last twelve months, in parliament and out of it, and which is nothing more than a tirade of abuse against the present government. Even if every word in Mr. Foster's speech had been true, instead of being utterly false, it would not have supplied a single reason why the electors of St. John should give him their confidence, or send him to the House of Commons as their representative.

Dr. Stockton gave as a reason for his change with respect to the Liberal party that he left it at the same time as Mr. Blake did, on account of the policy of unrequited reciprocity. That may be a good reason for him withdrawing himself from the Liberal party, but it is no reason for his allying himself with the Tories under the leadership of Sir Charles Tupper. Dr. Stockton in 1882 and 1887, and at other times, has denounced Sir Charles Tupper in the most vigorous language that it was possible to use on a public platform. He has alluded to him as the high priest of corruption, as a man without honesty, as a hoodler and as everything that was dishonest in politics. Yet he is now following this same man, although Sir Charles has experienced no change of heart, has not repented of his sins, and is quite as dishonest a man as he was at any period of his political career. Are we to understand by this that Dr. Stockton is not telling the truth when he denounced Sir Charles Tupper in 1882 and 1887, or are we to believe that he is now willing to follow a political scoundrel, like the leader of the opposition, as a high priest of corruption and a man without heart or conscience? We leave Dr. Stockton the explanation of this singular condition of affairs. Certainly he cannot escape from one horn or the other of the dilemma.

Mr. Foster was very anxious to avoid any personal comparison between himself and Mr. Blair. He wanted the thing to go on what he called "the principles of the Conservative party," although we never been able to learn what the principles of that party were, because they are advancing one kind of politics at one end of the line and another kind at the other end. They are in fact the opponents of Canadian public life, ready to take advantage of every favorable breeze that blows which would be likely to waft them into power, no matter from what part of the compass it may come. Mr. Foster is wise in not comparing himself with Mr. Blair, for certainly in such a comparison he would show very badly. But the people of St. John, who have some interest in the personality of their representatives, will not take the same view of the matter as is put forward by Mr. Foster. They will think, and think rightly, that Mr. Foster's conduct towards this point in times past is an element to be considered when he comes to ask them for their votes, and they will also think that Mr. Blair's treatment of Gen and of this city, is also something in his favor and ought not to be forgotten. We shall venture to say that when the electors come to deposit their votes the majority of them will vote for the man who has been favorable to them and reject the man who has done nothing but injure and depress them.

A POOR SPEECH.

The universal opinion of those who heard Mr. Foster speak on Monday evening was that his address was a weak performance. He labored hard to excite the

enthusiasm of the audience, but without result. He was surrounded by persons on the stage who were ready to applaud anything he said, but the bulk of the audience was cold. How could they be otherwise? Mr. Foster is not the man to excite the enthusiasm of any person. He is not a warm-hearted man. He is not generous in his impulses. He is not unselfish. He is not patriotic in the true sense of the word. This is clearly proved by his course of conduct towards the city. We shall, before election day, place before our readers a full detail of Mr. Foster's neglect of St. John. In the meantime we may say in a general way that he has never been willing to concede anything to us. He has never been willing that St. John should have any share in the winter port trade of Canada. He takes credit to himself for granting a subsidy in 1885, but that subsidy was extorted from him by threats of the resignation of the men who applied for it, and as a general election was not far off, such a result would have been extremely disastrous to the party, so the money was given, but with a grudging hand. It was not included in the estimates of that year and it would never have been obtained by any ordinary process of asking. The one public work which has been done by the government of Canada for St. John in which Mr. Foster was concerned, is the treaty from the government wharf to Reed's Point. This treaty was built after very long promising, but it was only built on the condition that the city of St. John should pay all the damages to private property which arose from building it. These damages we now know amount to a good many thousand dollars, for all the property owners have brought actions against the city, and have recovered substantial damages. This is the nice, kind, fatherly and considerate way in which Mr. Foster has treated St. John. If the present government had demanded that in the construction of the elevator and wharf on the east side of the harbor, the city should pay the land damages, what a howl would have been raised by the Tories. Yet this is just what Mr. Foster and the government of which he was a member compelled the city of St. John to do.

THE PARTY OF PURITY.

Mr. Foster, in his speech on Monday evening, was very severe on those who would presume to purchase votes. If we could accept his statements we would have come to the conclusion that the party to which he belongs was a real party of purity, which never expended any money on elections, but which discontinued in every way the purchase of votes or the debauching of the electorate. Unfortunately for Mr. Foster's speech, the people of this city have not such short memories, but that they can remember a good many instances in which the party of purity has been detected in gross violations of the moral law. One does not need to be so very old to remember the Pacific scandal, when the Conservative party sold a railway charter for a specified sum of money, to enable them to carry on the elections. After that Sir John A. Macdonald and his followers deliberately set themselves to work to reconcile the people of this city to such transactions, and to cause them to look upon such scandalous offences as venial and excusable. For the eighteen years the Conservatives were in power they maintained themselves by the most shameful bribery, because they were able to extort money from contractors, manufacturers and others for the purchase of votes. There is no fact in the political history of Canada better established than the infamous record of the Tory party. This record has been frequently dealt with by Dr. A. Stockton in his speeches to the electors of the city of St. John, and it so impressed Dr. Alward that he wrote a pamphlet under that title, which ought to have a very wide circulation at the present time.

Mr. Foster, referring to recent affairs, stated that in Albert, Kings and Queens, at the provincial elections, \$10, \$15 and even \$20 was paid for votes in open daylight. If this was done it was done by the Tories. We can prove that in Elgin, when the poll was opened, or soon afterwards, the Conservatives were paying \$10 for votes. At Hampstead they were paying still larger sums and at Wickham, the son of an ex-member of parliament was offering \$15 for votes, and declaring that if that was not enough he would give \$5 more than anyone else would bid. This is the way that Toryism preserves the purity of elections. It is well known that the managers in St. John who gather about the Sun office sent large sums of money to Kings, Queens and Albert to influence the elections. How much they sent is known only to themselves, but each of these counties got no less than \$5,000 or \$6,000 for the purposes of bribery. With these things publicly known, as they are, to thousands of people, how absurd it is for Mr. George E. Foster to come forward in a public speech as these only show the hypocrisy of the man, and the want of sincerity which has been characteristic of his political career ever since he entered public life.

THE INDEPENDENT PARTY.

From what the Telegraph learns, the Sun is very much mistaken if it really supposes, as it professes to believe, that any large number of the 1,400 electors who composed the Independent party in the city of St. John at the dominion election in 1896 will now support Mr. Foster, who, in their opinion, at that time, attempted to inflict a great wrong upon this city. The information which the Telegraph has, and it is of a very reliable character, is that the great body of the Independent party intend at this election to give their hearty support to Mr. Blair and Colonel Tucker. And it could not well be otherwise. The members of the Independent party have not

forgotten that in 1896 the dominion government, led by Sir Charles Tupper, actually entered into a contract for the Atlantic mail steamship service, for a period of ten years, under which St. John was completely shut out from all possibility of becoming the terminus of the line. Against this course the Independent party protested in the strongest manner possible, and at a grand citizens' meeting held in the Mechanics' Institute on the 20th of May, 1896, the following resolution, which was moved by the then Mayor Robertson and seconded by Hon. Wm. Pugsley, was carried unanimously:

"Whereas, it is the declared policy of the government of Canada to establish a line of fast mail and passenger steamships between Great Britain and Canada and to subsidize the same for a period of ten years to the amount of \$750,000 annually, and a call for tenders has been issued naming Halifax as the winter terminal port in Canada, the government declining to accede to the requests of the St. John and Montreal boards of trade contained in the following resolutions:

"The board of trade of the city on the 1st ult., passed a resolution urging upon the dominion government that in calling for tenders for the proposed fast line no Canadian port be especially mentioned, but that it be left open to the steamship companies tendering, to select their own Canadian ports for the proposed service.

"The Montreal board of trade has endorsed the above and has memorialized the government to have the call for tenders to read 'St. John or Halifax,' leaving it to the steamship companies tendering to decide which is the better port for the winter terminus. On the 5th instant the St. John board of trade unanimously adopted the following resolution: "That, as the citizens of St. John wish to place their view before the dominion and imperial authorities, the dominion government be requested to extend the time for receiving tenders for the fast mail service to August 10th; therefore

"Resolved that it is the universal feeling of the people of St. John that a grave injustice will be done to this city and province if the government persists in ignoring the claims and advantages of this port, and this meeting desires respectfully but most earnestly to ask the government to change the call for tenders for the fast Atlantic service so as to give to tenders the option of making St. John the winter terminal port."

"At a meeting of the Independent party held a few nights afterwards in Sutherland's Hall, the following platform was adopted: "We protest against the government ignoring the just claims of the port of St. John, either to be made one of the winter terminal ports of the fast Atlantic steamers, or to have the proposed contract so amended as to allow to tenders the option of making St. John or Halifax, and in the name of national good faith and public honor, we demand that the pledges so repeatedly made to the people of this city and province by the leaders of the Liberal-Conservative party, speaking for and in the name of the government, that St. John would be placed on an equal footing with Halifax in connection with the fast Atlantic service, be now fulfilled.

"Being upon these pledges, this city and province have incurred a heavy expenditure in equipping the port with the facilities necessary for the accommodation of large ocean steamers, and the proposal of the government to break faith with our people is calculated to arouse the deepest feelings of indignation among all classes. Untold and decisive action is necessary if to be averted, and it is felt that the most effective way to prevent the consummation of the wrong with which we are threatened is for our people to elect representatives who will go to parliament under obligation to no party, but solemnly bound first and always to secure justice for this city and province from the government and parliament of the dominion.

"Against the sale, lease or transfer in any shape or form of the Intercolonial Railway to the Canadian Pacific Railway Company, or any other corporation, we enter our most earnest protest. From the recent systematic attempts in certain newspapers throughout the dominion, closely identified with the Canadian Pacific Railway, to create a public sentiment in favor of the transfer, signs are not wanting that the great corporation is desirous of securing control of the Intercolonial.

"Some years ago Sir John Macdonald, the then great chief of the Liberal-Conservative party, did not hesitate to declare the policy of his government, which was that the Intercolonial Railway should neither be abandoned as a government railway nor be transferred. The fact that the minister of finance, who is one of the representatives in the government from this province, and whose duty it is to guard its interests, has declined to give any assurance upon this important question in answer to the request of the citizens' committee, seems to be entirely without justification and calculated to excite the deepest apprehension.

"Closely connected with the transfer of the Intercolonial Railway and the fast Atlantic service, arises the question of the building of the Harvey-Salisbury line, with a view to shortening the distance to Halifax, and which would have the effect of terminating a branch railway instead of being, as our people fondly hoped it would be, on the line of travel and traffic between the old world and the new. This railway would involve the expenditure of a vast sum of money; the saving in distance, if any, would not exceed thirty miles and its construction is not demanded in the public interest.

to the future of this city and province will be the action of the government of the day in reference to the matters above referred to, we call on all patriotic citizens to come out of the ranks of the party with which they have been allied in the past, and in the coming election speak with a united voice in favor of equal rights and fair play for this city, whose progress and prosperity are of vastly more importance than mere party triumph."

Mr. Foster was at that time minister of finance, and our citizens had a right to look to him to see that justice was done. The emphatic declaration of the Independent party that his course was entirely without justification and calculated to excite the deepest apprehension, shows the strong feeling entertained by the members of the Independent party against that gentleman. This feeling has not yet died out. Our people are not quick to forgive such a great wrong.

Fortunately for this port, the contract for the Atlantic mail service was subject to the ratification of parliament, and the defeat of the Tory government prevented the intended course against our citizens from being completed. But it is surely an impudent thing for the Sun to invite members of the Independent party to give their support and confidence to the man who was one of the chief actors in committing the offence, which sank so deeply into the hearts of our people, and aroused such intense indignation among all classes.

The Independent party feel that in making St. John the terminus of the mail steamers, and in declining to coerce the people of Manitoba in the matter of education, this government has acted so fully in accordance with their views, that they can, without any sacrifice of principle, assist the Liberals in sustaining the present government, which stands for equal rights, and has done so much for the progress and prosperity of the country.

THE YORK NOMINATION.

We are told in the Conservative newspapers of the immense enthusiasm with which the nomination of the Rev. Joseph McLeod, D. D., has been received in the county of York by the people who follow the fortunes of the Tory party. This may be so but we shall be able to judge better of the value of this enthusiasm when election day comes on. Our readers may, perhaps, be familiar enough with military history to know that when a position is to be stormed and the service one of the greatest hazard and danger a body of men are selected for the purpose of leading the advance who are very properly named "The Forlorn Hope." The members of the "Forlorn Hope" are almost certain to be killed, but then they are likely to win a great deal of glory, even if they do not live to enjoy it. It appears to us that the Rev. Dr. McLeod is the Forlorn Hope of the Conservative party in the county of York. Mr. George E. Foster, who sat for that constituency for the past four years for reasons of prudence thought it better to seek another constituency. It is well known that Mr. Foster abandoned York because he was aware that he had no chance of being elected, hence the election of his cousin, the Rev. Dr. McLeod, to be sacrificed as the victim of the political exigencies of the Tory party. The late Artemus Ward was so good a patriot during the civil war that he expressed his entire willingness to sacrifice all his wife's relations on the altar of his country. But Mr. Foster will go a step better than that, for he is willing to sacrifice one of his nearest relations on the altar of the Tory party. While we wish well the Rev. Dr. McLeod in all matters connected with his health, happiness and comfort, we certainly cannot give him any encouragement with respect to his prospects of representing the county of York in the house of commons. His nomination by the people of York clearly proves one thing and that is that the Conservatives in this campaign have no money. If they had had a few thousands to expend on the county of York, they would not talk of nominating the Rev. Dr. McLeod. It is not so to any posed, of course, that Dr. McLeod would conduct a campaign in which money would be used for the purpose of bribery, but he would allow himself to be involved in any such dishonest proceeding. It may suit the extremely learned professor of Dalhousie College, Dr. Weldon, to countenance bribery at elections, but the Rev. Dr. McLeod is a doctor of Divinity and a man whose position in the highly respectable body of Christians to which he belongs will not permit of any such lapse from virtue.

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Our Five-Dollar Overcoats FOR MEN

Is just such an Overcoat as you pay at least \$7.00 for at other stores; and we hand you your money back if it isn't right in every way. It's really a dressy, good-looking medium weight Overcoat, of Blue Beaver, Velvet Collar, strongly made and neatly finished and perfect fitting. We believe that no such value is offered anywhere else.

Finer Overcoats \$6.00 to \$18.00.

The greatest stock of Overcoats in St. John is here. Sensible, serviceable coats, and the "swell" silk and satin lined coats. All of correct style.

No matter what you choose here you'll pay less than equal goodness costs anywhere else.

MAIL ORDERS.

Do not let distance deter you from sending us an order. Remember our store is as near to you as your nearest letter box, and at all times we will be pleased to answer an enquiry.

Send for our Fall Style and Sample Book of Mens and Boys' Clothing.

GREATER OAK HALL, SCOVIL BROS. & CO., King Street, Corner Germain. } St. John, N. B.

County Railway was operated as part of the Intercolonial, there was a surplus of \$92,000, while during the past year which ended on the 31st of June last there was a very much larger surplus, so that all the deficits that arose since the Liberals came into power have been more than wiped out. Against this we have the fact that in 1890, under Tory rule, there was a deficit of \$550,000; in 1891 it rose to nearly \$700,000; in 1892 it was almost \$5,000,000, thus in three years of Tory rule from 1890-1892 inclusive, the deficits of the Intercolonial amounted to \$1,700,000. These are the odd facts which neither Mr. Foster nor any one else can gainsay.

On the other hand we know that when under the control of the late government, the Intercolonial practically had no future. The original intention of the construction of the road was that it should join the maritime provinces and Quebec and Montreal, and that the products of the western provinces should go over it to the sea. No attempt was ever made by the late government to realize this design. It was treated merely as a local road, and was without any through business of its own. Neither St. John nor Halifax derived any benefit from it as a port of shipment. Indeed with respect to this city there never were any facilities here for the shipment of goods except cargoes of lumber.

If the Conservatives had remained in power this state of affairs would have continued without any change or improvement. Fortunately for the interests of the country Mr. Blair assumed office, and at once set himself to work to improve the condition of the Intercolonial Railway. He realized that unless something was done its condition would yearly become worse and worse, and that to make it profitable it must have western connections. That is why he purchased the Drummond County Railway, and acquired rights over that portion of the Grand Trunk between St. Roseville and Montreal, as well as over the Victoria bridge, and the use of the depot of the Grand Trunk in Montreal. The Conservatives with their usual blindness opposed all these measures for the improvement of the Intercolonial Railway. They attempted to make out that Mr. Blair in trying to place the Intercolonial on a proper business footing was influenced by selfish motives, and not by the good of the country. They made so many charges in connection with the acquisition of the Drummond County Railway that the government felt impelled to appoint a committee to have them investigated, which committee entirely justified Mr. Blair in the purchase of the road, and what was still more significant, the Conservative members of the committee, Mr. Haggart and Mr. Powell altogether disclaimed any intention of imputing corrupt motives to Mr. Blair or to any member of

the government. There never was a more complete vindication of the policy of a cabinet minister than that which Mr. Blair received from the committee which investigated the Drummond County Railway. As a matter of fact there is no feature in the policy of the government that is more worthy of commendation than the dealing of the government with the Intercolonial. The enormous increase of the receipts of the road and the prospect of making it a paying road, are the best proofs that the right method was adopted in dealing with it. Hereafter the Intercolonial Railway, instead of being a burden on Canada, as it has been, and a cause of reproach to the maritime provinces, will be something to which every Canadian, whether he lives in the east or in the west, will be able to look with pride. It will be regarded as a truly national highway, and it will be utilized for the business which it was originally intended to do, the shipment of the products of the west to the seaboard.

THE ANTI-BRITISH POLICY.

The only policy which the Conservative leader has enunciated which is attracting the slightest degree of attention at the present time is his opposition to granting preferential trade to the mother country. The Liberal government of Sir Wilfrid Laurier has given Great Britain a preference of 33-1/3 per cent. in our tariff, so that if the duty on an article is 30 per cent. to foreign countries, British goods of that kind would only pay a duty of 20 per cent. When the preferential policy was first introduced into parliament it was received with immense applause, and it was looked upon, and rightly looked upon, as a measure which was certain to increase the regard of the mother country for Canada and unite this great dominion to Great Britain by the strongest kind of ties—ties of self-interest.

Even the Conservatives for the time being were awed into silence by the strength of the demonstration that was made in favor of this policy, but more recently they have been plucking up a little courage for the purpose of opposing it. They now claim that this policy has not been a success because it has only increased our imports from the mother country about 30 per cent. They claim that the mother country should receive no favors from our hands, but that business is business whether we are dealing with the United States or Great Britain. In other words their policy is a Hessian one and is conformable to the ancestors and character of their leader, Sir Charles Tupper. The whole people of the British Islands are looking upon this contest in Canada with the greatest degree of interest. Sir Charles Tupper has declared that if he

should be returned to power one of his first measures would be the abolition of the preferential tariff in favor of Great Britain. This, of course, would place the United States on the same footing as the mother country, giving the same advantages to a nation which has always been hostile to us, as those enjoyed by a nation from which we have sprung and from which we have never received anything but kindness and affection. If such an anti-British policy should be successful, what would the people of Great Britain think of us? What would they think of the loyalty of Canada, when they found that the only motto which had any attraction for us was the selfish one: "Business is business?" Would they regard this entire change of policy on the part of the people of Canada as an ominous sign and one that proved that our pretended affection for Great Britain was not sincere. We fail to see how they could have any other opinion of us but this. But we may console ourselves with the thought that Sir Charles Tupper will not succeed in his anti-British policy, and his attempt to destroy preferential trade will be defeated, and that nothing which will occur at the coming general elections will weaken the tie of kindred and affection which now binds us to our dear old mother land.

THE CAMPAIGN IN SOUTH AFRICA.

The fact that Lord Roberts will not return to England as soon as was expected is regarded as significant and to show that the war is not so near over as many people thought. Instead of being amenable to reason, and accepting the logic of events, some of the Boer leaders are determined to keep the field to the last moment; and although they cannot effect anything substantial for the cause of the country, they will harass and annoy the British in every way, and make it necessary to keep a large force in South Africa. A great many of the men who are now in the field under the Boer leaders are men who, after the capture of Pretoria, surrendered themselves and took the oath of allegiance. These men, moved by influences which we do not quite understand, have again taken the field, and it is said that overtures have been made on their behalf for the purpose of disbanding, provided they are granted a free pardon for this breach of faith of which they have been guilty. It must be obvious, however, that it is quite impossible for the British government, or for the general in the field to grant any such concession. Those men, having broken faith once, are not to be trusted. There is nothing to show that if they

BAD COMPLEXIONS RED ROUGH HANDS FALLING HAIR PREVENTED BY CUTIGURA SOAP

The most effective skin purifying and beautifying soap well as prevents and cures for eczema, itching, and many other skin diseases...

BIRTHS. FINLEY—At No. 6 Dorchester street, this city, on October 14, to the wife of Captain W. A. Finley, a daughter.

MARRIAGES. GRIPPS-POLLOCK—At Sussex, N. B., on October 16, by Rev. J. S. Suberland, B. A., Mr. George Edward Pollock, of the Parish of Hammond and Miss Emma Charlotte Pollock, of the Parish of Sussex, Kings county, N. B.

DEATHS. PERKINS—At Robbsey, Kings county, Monday evening, October 8, Henry A. Perkins, aged 50 years.

SHIP NEWS. PORT OF ST. JOHN. Arrived. Tuesday, Oct. 16. Sch. James Harbour, from Rockland, N. B.

REPORTS, DISASTERS, ETC. Sydney Light, Oct. 16—Passed, Rapidan, Buchanan, from Antwerp, for Montreal; St. Giles, Brown, from Miramichi, for Belfast.

DOMESTIC PORTS. Arrived. Hillsboro, N. B., Oct. 17, schrs D. J. Sawyer, Kelly, from Miramichi, N. B.; Charlevoix, Pointe, from New Brunswick.

BRITISH PORTS. Arrived. Turks Island, Oct. 16, barque Baldwin, Dalring, from Lisbon.

TO CURE A COLD IN ONE DAY. Take Laxative Broom Quinine Tablets. All druggists refund the money if it fails to cure.

FOREIGN PORTS. Arrived. St. Pierre, Martinique, Sept 4, sch. Helen E. Kenney, from Pascagoula.

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THE SOLE SURVIVOR Of the Schooner Rowena Rode Out the Storm

ON THE VESSEL'S KEEL Jonas Stafford Spent Thirty-eight Hours Terribly Exposed - Capt. W. J. Stevens, Mate Leonard and a Foreign Seaman Drowned.

The steamer City of Monticello, of the Yarmouth Steamship Company, which arrived at 4 o'clock yesterday afternoon from Yarmouth, had on board Jonas Stafford, the sole survivor of the St. John schooner Rowena which capsized near Partridge Island in the storm of Tuesday night.

Stafford was rescued off the bottom of the vessel shortly before 2 o'clock yesterday afternoon. He had been clinging to the keel for 38 hours, suffering terribly from the exposure of the severe weather in the bay.

Stafford, who is a rugged young fellow, about 24 years old with a splendid physique, when seen aboard the City of Monticello yesterday, two hours after his rescue, was looking remarkably well for a man who had undergone his experience.

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confidence I would have better luck the next day if I was not washed off the bottom during the night. It felt like a year's daylight this morning. I saw many things this morning the cold troubled me more than anything else.

Mr. Blair is to be congratulated upon the recovery of the sole survivor of the schooner Rowena. He was about two miles away from the town of Bridgewater, N. S., when he was rescued.

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ability such as Canada possesses, both inside the cabinet and out of it, to make some arrangement whereby St. John will be kept open and improved as a winter port, whereby the C. P. R. will continue to work to that end, and whereby the Intercolonial will give the maximum results to the maritime provinces and to the whole dominion.

Hope Had Departed. THE STORY OF A WOMAN'S RESCUE FROM GREAT SUFFERING.

For Years Her Life Was One of Misery—Her Feet and Limbs Would Swell frightfully and She Became Unable to do Her Household Work.

From the Enterprise, Bridgewater, N. S. It is appalling to think of the number of women throughout the country who after day after day a life of martyrdom, suffering but soon becoming in silent, almost hopeless despair.

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Local Events. Robert J. Wilkins has been elected secretary of the Development Club.

Last week Preventive Officer John T. Kelly captured an illicit still in Kent county.

The bank clearings for the week ending October 17 were \$357,316, as compared with \$316,909 in the corresponding week of last year.

The minister of militia has acceded to the request of the mayor of Halifax, that the returning soldiers be permitted to remain in that city 24 hours.

A man named McGrath was burned to death at Windsor Junction on Monday. His dwelling was burned down, probably by the lamp upsetting. His charred remains were found among the ruins.

A young man named Hector Murchison was seriously injured in a fall from a foundry, Charlottetown, on Monday. His coat was caught in a rapidly revolving shaft around which he was whirled three times.

At St. Luke's Presbyterian church, Bathurst, Monday evening, Mr. H. A. Read of Athol, N. S., was ordained to the ministry and inducted to the pastorate of St. Luke's.

It is rumored that Mr. W. C. Balcom, Hantsport, is endeavoring to organize a company to put on a steamer to run between ports on Minas Basin and St. John. We hope it may be successful.—[Windsor Journal.]

At St. Martin's Wednesday morning, at the residence of Mrs. E. M. Vauin, was solemnized the marriage of her daughter, Miss Annie L., and Rev. O. H. Cornwall, B. A., of the First St. Martin's church, Rev. Mr. McNeil officiating.

The bride was given away by her brother-in-law, Mr. W. H. Moran. She wore a light brown travelling suit and velvet toque to match, and carried a bouquet of white roses and carnations. Mr. and Mrs. Cornwall, after a wedding breakfast, left on a honeymoon trip to the maritime provinces.

Ald. John J. Ahern, of Cambridge, formerly of St. John, was last week in a contest for the nomination for the state house of representatives.

OLD HOMESTEAD! Though Weather Beaten and Worn, we made to look new with one coat of Cold Water Paint. H. L. & J. T. McCowan, Sole Agents for St. John, N. B. Telephone 697

Church of England School, FREDERICTON. A Principal and an Assistant Teacher will be required for the above school in Fredericton for the next term beginning in January, 1901.

WANTED. In press and will be issued soon. Agents wanted everywhere. Special terms given to those who act now.

WANTED—Every Lady to read it. In every locality throughout Canada. Design and get the goods at saleable prices.

NEW IDEA. How to obtain a beautiful complexion. Full Silver Set, Parfumerie, Cosmetics, etc.

Intercolonial Railway. On and after June 18th, 1900, trains will run daily (Sunday excepted) as follows:

ABSOLUTE SECURITY. Genuine Carter's Little Liver Pills. Must Bear Signature of Dr. J. C. Carter.

The Egg Harvest. SHERIDAN'S Condition Powder. It is now. Eggs will keep in best condition, maintain most egg-white eggs are high if you feed them.

Evening Classes! OPEN FOR 6 Months' Winter Term, MONDAY, OCTOBER 1st. Hours 7.30 to 9.30. S. KERR & SON, Oddfellows' Hall.