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question, Mr. Greenshields accepts the
intimation. At yesterday's sitting the
minister of railways coupled a seat
immediately behind Mr. Carroll
and Mr. Tarte was conveniently
located in the rear of Mr. Mor-
rison. Mr. Blair took a hand in the
examination of the witness.

It is established that Mr. Green-
shields is the chief owner of the
Drummond Counties railway, which
was sold to the government by him
last year, but remained still on his
hands by reason of the action of the
senate. The period between the sale
of the road to the government last
year and the action of the senate wit-
nessed some important changes in the
organization of the company. Nearly
all the original stockholders dropped
out and Mr. Greenshields took their
place. His purchases in one month
seemed to have amounted to nearly
half the stock of the company. It
would be important to know what
price Mr. Greenshields paid for this
stock, but the committee
that information. Mr. Greenshields
will not even whether he paid for
it in cash, and Mr. Lister, with the
trio of committeemen on his side of
the table, justifies the refusal. Mr.
Greenshields also declines to say what
the company owes. But his refusal is
again justified. He has denied that
the Drummond Railway Company
ever subscribed money to political
funds, although it is known that
large subscriptions have been neces-
sary, and Mr. Tarte has stated in
the house that Mr. Greenshields had
in his hands after the election a sum
of money belonging to the liberal
party against which the \$20,000 cheque
for La Patrie was issued. It might
be an important part of the enquiry
to know what the chief owner of the
Drummond railway may have person-
ally contributed to Mr. Tarte's cam-
paign and Mr. Tarte's literature, but
here also Mr. Greenshields refuses to
answer Mr. Borden's question, and
here also Mr. Lister and his friends
rule that the enquiry goes beyond the
instruction.

On some other matters Mr. Green-
shields is not so reticent. The story
he told yesterday concerning an in-
tended sale of the road to Mr. Hugh
Ryan of Toronto, who hoped to sell
it to the late government, was al-
lowed to go on without interrup-
tion from either side of the committee
table. It is the disclosure which the
ministers evidently had in mind when
they told the public that some ex-
traordinary would be made which would
make the conservative side their
heads with shame. Mr. Greenshields
says that in 1894, Mr. William Far-
well, who was a shareholder in the
company, procured from the other
owners an option on the road for
five hundred thousand dollars. So
far there is no objection to this. The
paper was produced in which Mr.
Greenshields and all the others agreed
to transfer the whole property.

But Mr. Greenshields says there
was a secret agreement in action,
the particulars of which are to be
submitted in documentary form or
shown by the evidence of Mr. Far-
well. By this agreement Mr. Farwell
undertook to transfer the railway to
Hugh Ryan of Toronto, who is de-
scribed by the witness as a con-
servative. Mr. Ryan for his part
was authorized to sell the road to the
dominion government. A basis of
valuation was fixed (it does not clearly
appear by whom), of \$2,500,000, or
\$100,000 a mile, and the road was to be
paid for in 1898. The road was to be
pleated to Chaudiers for this price and
presumably it would be provided with
rolling stock. The agreement provided
that after the cost of finishing the
road was paid from the proceeds of
the sale, the balance, with the sub-
sidy added, was to be divided by
giving the stockholders their \$500,000,
and Mr. Farwell, for the benefit of the
stockholders, one-third of the balance.
The remaining two-thirds of the bal-
ance would accrue to Mr. Ryan.

This interesting scheme was ar-
ranged in 1894. The negotiations were
not successful and the option was re-
newed in 1895 and again extended un-
til 1896, when the election took place.
According to Mr. Greenshields it was
arranged that the option should cease
in case the conservative party failed
to win the elections of that year. This
would be naturally expected, for it
would be assumed that the liberal
government would not buy a railroad
from a conservative promoter. The
interest of all parties would be bet-
ter served by a transfer of the nego-
tiation to the other camp. This is
exactly what took place, for what-
ever the scheme promised in the way
of rewards to middle men, they got
no such reward from the late govern-
ment. It is highly probable that the
wickedly Tories required campaign
funds, but they did not draw them
from this source, and it is equally cer-
tain that Mr. Ryan and Mr. Farwell
did not get their "rake off."

Now came the change of government
at Ottawa and a change of operators
at Drummondville. Mr. J. N. Green-
shields, who is as prominent a mem-
ber of the liberal party as there is in
Montreal, immediately began to as-
sume the position that Mr. Farwell
had taken in the other proposed deal.
The transfer books produced, year
day by Mr. Newton showed the dates
in which he acquired stock, but the
option for all the stock was taken
very soon after the change of govern-
ment and before the negotiations had
advanced very far. Having acquired
the principal interest, Mr. Green-
shields prosecuted his dealings with
Mr. Blair. He was more successful by
far than the manipulators under the
other regime, but whether that was
to his superior ability as a negoti-
ator or to the greater approachability of
the minister, or to the political influence
in other directions does not clearly ap-
pear. At all events Mr. Greenshields
arrived at his destination, completed
his bargain, took over his stock and
stood to make anywhere from half a
million to a million dollars out of his
share in the transaction. The unfor-
tunate course of the late ministers in
declining to accept a generous offer
cost Mr. Ryan his opportunity. The
impertinent behaviour of the senate
inflicted on Mr. Greenshields a like

misfortune. Yet here again Mr.
Greenshields rose superior, for he has
at least affected a temporary trans-
fer of his road to the government.

It is considered possible to estimate
the profits that Hugh Ryan and his
friends would have made if the gov-
ernment had bought the road on the
terms they hoped to make, for the evi-
dence told what Ryan was to pay and
what he tried to get. But it is not so
easy to get at Mr. Greenshields' gains.
We know what he was to get, but can-
not find out what he was to give. Mr.
Lister's curiosity, which led him to
accept evidence on the old transac-
tion, draws the line at the new one,
and Mr. Greenshields, whose confiding
nature urges him to disclose the price
at which the other shareholders were to
sell the proposed road to Mr. Far-
well, does not go so far as to induce
him to explain at what price they
sold to Mr. Greenshields. So we get
back to the first statement that the
senate committee may yet feel con-
strained to take a hand in this inves-
tigation.

There remains a mystery about the
purchase of La Patrie. Mr. Green-
shields has again stated that he at-
tended the sale merely as the solicitor
for Mr. Tarte, and that the cheque he
advanced was a temporary accommo-
dation retired the next day. Mr.
Tarte's statement on the record is that
Mr. Greenshields attended as the re-
presentative of the liberal party and
gave his cheque against funds belong-
ing to the liberal party. Mr. Green-
shields when asked about this, said
that Mr. Tarte must have meant
that the liberal treasury was relieved
afterwards of the money required to
refire the Greenshields cheque. Of
course the witness knows all about it,
because, according to Mr. Tarte, he
was the custodian of the party fund;
but here again a difficulty arises, for
Mr. Greenshields refuses to testify,
and Mr. Lister with the trio beside
him approves of the silence.

The interest in the afternoon and
evening proceedings in the house was
limited. The voluminous steamboat
inspection bill is now through com-
mittee, having been a great part of
two days in progress. It is sort of
codification of previous laws, in which
many changes are introduced. In a
general way it increases the power of
ministers to determine whether the
laws and regulations should be exe-
cuted and in what way. It is con-
siderable that the features in-
troduced by Sir Charles Hibbert Tur-
pin, giving discretion to the minister,
have been retained by Sir Louis,
though they were indignantly con-
demned by Mr. L. E. Davies, then
member of parliament for Queens. P.
E. L. Mr. Davies had not the same
confidence in the discretion of other
people as he expects the public to
have in his own. Of course Sir
Charles Hibbert Turpin reminded him
of his former contention, while the
good humoredly conceded that the
clauses ought to remain, notwith-
standing the change of government.

Mr. Britton of Kingston does not
want floating elevators and other im-
pious craft included in the list of
vessels required to have their engines
inspected. He also asked that dredges
be exempt. Neither the minister nor
the ex-minister of marine would agree
to this, and Mr. Britton withdrew.
There is a clause which provides that
no inspector of engines shall be al-
lowed to engage in other business or
hold civil office "without permission
of the minister." Sir Louis thought
this was suggested afterwards, of \$100,
a year. The road was to be com-
pleted to Chaudiers for this price and
presumably it would be provided with
rolling stock. The agreement provided
that after the cost of finishing the
road was paid from the proceeds of
the sale, the balance, with the sub-
sidy added, was to be divided by
giving the stockholders their \$500,000,
and Mr. Farwell, for the benefit of the
stockholders, one-third of the balance.
The remaining two-thirds of the bal-
ance would accrue to Mr. Ryan.

They call Sir Henri Joly's weights
and measures act "the potato bill,"
because nearly all the discussion has
taken place on the clause which states
that the bushel of potatoes shall
weigh 20 pounds and that the bag shall
weigh 80. A great many opinions were
given as to the character of potatoes,
the size of the orthodox bag, the pos-
sibility of tying up a bushel and a
half of potatoes in a two bushel grain
bag, and the convenience of handling.
Finally the potato clause stood over.

Mr. McMillan of Huron wants eggs
sold by weight. In his old spells he
walks down to the Bay Ward market
and amuses himself weighing eggs.
Last night he related his experience.
He weighed a half a dozen in a gro-
cery shop and found they were an
ounce over half a pound. In the mar-
ket one old lady offered him some
which weighed 13 ounces to the dozen.
Another lady, presumably of a lower
moral character, offered him eggs that
weighed a great deal less. The shrewd
Scottishman gave the house the benefit
of his own profound convictions that
these were chicken eggs. The conclu-
sion he has reached is that a dozen
eggs ought to weigh a pound and a
half. Sir Henri Joly, as a cautious
statesman, takes time to consider. He
hopes by the time Lent is over to be
sound on the egg question.

Mr. Fortin's insolvency bill will be
taken up on off days and worked
through as far as possible. A few of
the provisions of this measure may
be mentioned. The proceedings com-
menced by an order of the court com-
pelling the trader to give up his es-
tate. The sheriff takes the first pos-
session, but does nothing more than
take care of the property until a
meeting of the creditors appoints a
liquidator to wind up the estate. The
majority of creditors can appoint some
one else than the sheriff in the begin-
ning.

The discharge of a debtor can only
be given by a majority of the number
of the creditors and three-fourths in
value. The discharge does not apply
to the debts of bankrupts. Far-
mers and non-traders still have claims
which can only be lost by their own
consent. Employes may claim three
months' wages, but for other sums
they are ordinary creditors. The les-
sor can claim nine months' rent.
S. D. S.

P. E. ISLAND.

Meeting of the Presbytery on Tues-
day Evening Last.

The Capes Service—Liberal Convention—
Gone to the Klondyke—General
News Items.

CHARLOTTETOWN, March 17.—A
concert and social in connection with
the Presbyterian church at Little
Lands last week realised \$107.70.

A pound and linen party was held
in the Y. M. C. A. rooms a few nights
ago, and \$70 realized for the P. E.
Island hospital.

Mathew Smith, proprietor of the Sea
View hotel, was chopping in the woods
when a branch fell about 25 feet and
struck him on the head, knocking him
down and inflicting a severe gash.
The following young men have left
for the Klondyke: S. Nicholson of
Eldon, John McLeod of Point Prim,
Daniel McLeod of Vernon River, and
Murdoch McLeod of Lyndale.

Alfred Downing, saloon keeper on
Great George street, died very sud-
denly on Thursday night at his resi-
dence, of heart disease. He was in
his 32nd year.

The rain on Saturday night and
warm sun since have taken the snow
from the streets, and wheels are gen-
erally used now.

C. C. Richards of this city has been
appointed principal of Colville school,
Souris. He has been succeeded in the
Southport school by E. Riley.

The first Methodist church of this
city is undergoing extensive altera-
tions.

Thomas Rogers, son of Benjamin
Rogers, M. P. P., left last Sunday
night for Vancouver, B. C. hoping to
recover his health.

E. A. Earle of the Merchants Bank
of Halifax had a happy send-off from
his numerous friends as he left for the
head office at Halifax on Sunday
night. It is expected he will be sent
out to a branch in British Columbia.

A valise full of gold and chain and
an address were presented by St.
Peter's church choir and friends at
the close of the morning service. He
has been a member of the choir for
upwards of eighteen years.

Chas. B. Earle has entered the Mer-
chants Bank of Halifax in this city
as junior clerk.

A new steamer is in course of con-
struction here for Thomas Ronning-
ham and others. The hull is being
built by Angus McDonald, and the en-
gines will be made by Bruce, Stewart
& Co.

A telegram from Boston reports the
death of Jesse Burns of Freetown, who
had gone to a Boston hospital for
treatment. Mr. Burns was a well and
favorably known gentleman.

John Michael Hickey, widow of the
late Michael Hickey, of the firm of
Hickey & Nicholson, died on Tuesday
after two weeks' illness, in her 36th
year.

John L. Robertson of Glenfman,
Lot 35, has successfully graduated
from the P. E. I. Commercial College.

The first wild goose made its ap-
pearance in the market on Tuesday.
It is reported the local house will
open on the 29th inst.

A new armature of 2,000 lights was
received by the Royal Electric Light
Co. a few nights ago.

L. L. Beer has gone for a six weeks'
trip through Canada and the United
States.

On the 12th inst. Herbert Lewis and
Miss Mary Ella Crocker were married
at the Little York Methodist parson-
age by Rev. R. Ogle.

F. H. McDevine and James Bat-
eman of Cairns & McDevine, marble
dealers, are going to British Columbia.
Hon. Thomas McGee, of the building
a three-masted schooner at Souris,
West, which will be ready to launch
early in July.

In honor of St. Patrick the B. I. S.
and the A. O. H. jointly attended St.
Dunstan's church on Sunday, and par-
aded the principal streets at the close
of the service. The Rev. Dr. Monaghan preached
the sermon. A programme in the Opera
house was given in the evening.

The presbytery of P. E. Island met
here on the 15th, Mr. Gunn, modera-
tor. The Rev. Dr. McGee, of the
moderated in the call at Bedford.
found it unanimously in favor of Rev.
S. Whidden of Annapolis, N. S.
Provision were made for the Induc-
tion on the third of May. The repre-
sentatives in the general assembly are:
By rotation, D. H. L. Sutherland,
John Gillis, Adam Gunn, Archibald
Gunn. By election, George Miller, T. C.
Fullerton, D. Sutherland, ministers,
and Messrs. Geo. E. Goff, T. C. James,
Jas. Carruthers, Jas. Clow, T. S. Mc-
Leod, Hons. D. Laird and B. Rogers.

Letters of dismission were made for
laymen at the close of the present
session, will come to this province,
and that he will ultimately make it
his permanent home.

With reference to the rumor con-
cerning Mr. Fraser's name with the
vacant judgeship in the supreme court
of this province, that gentleman, on
being interviewed this morning, stated
that he was not in a position to say
anything concerning the matter.

about to join the exodus to British
Columbia.

(Charlottetown Examiner.)

Quite a lot of potatoes are being
brought to town for which 25 and 30
cents a bushel are being paid by the
dealers, who are awaiting shipment.
Eggs are bringing 10 cents a dozen,
and are being sent to the other prob-
ably drop next week, as the supply
is increasing.

The liberal convention for West
Prince was held at O'Leary, Saturday.
Advices received from there inform us
that a special train from Charlote-
town arrived with about a dozen rep-
resentatives from the party.

It is probable that we shall see the
ice of navigation within the next
fortnight. The ice in the harbor is
not over an average thickness of one
foot, and in many places is a good
deal less. The Charlottetown Steam
Navigation Co.'s steamers Northern-
land and Princess are being made
ready for a renewal of work.

There have been fewer misses this
season with the snow than for
several years. In 1896 the season began
on 24th January and ended 18th April,
and there were 16 misses; in 1897 the
season began 22nd January and ended
28th April, with nine misses; this year
the season commenced running on the
28th January and up to date there
have only been five misses. An ap-
proximate estimate of the expense of this service will be
given by the following figures: In 1896
the earnings were \$357.08 and expenses
\$774.81. There were carried 4,318 bags
of mail, 1,019 lbs. of extra baggage,
hauled, and 1,019 lbs. of extra bag-
gage. In 1897 the earnings were \$722.26
and expenses \$913.30. The number
of bags of mail carried was 4,721, and
111 barrel and 14 hauled passengers,
as well as 147 lbs. of extra baggage
were brought over. If the Stanley suc-
ceeds in getting into this port next
week, the Capes service will probably
be discontinued, in which case the
season will have been a very short
one.

ACROSS THE WATER.
The London Chamber of Commerce Ban-
quet.
LONDON, March 22.—In the house
of commons today, Sir James Fer-
guson questioned the government as
to whether there was any truth in
the accusations brought by the United
States senate committee on foreign
relations against Great Britain in the
committee's Hawley report, to the
effect that Great Britain was plotting
for the absorption of Hawaii.
George N. Curzon, in reply, said if
the published statement of the accus-
ation was authentic, there was no
truth at all in the allegations made.
LONDON, March 22.—At the ban-
quet of the London chamber of com-
merce tonight, the guests included the
Canadians, Lords Strathcona and
Mount Royal, Mr. Richard Doherty and
Lieut. General John W. Laurie, mem-
ber of parliament for Pembroke bor-
ough.

The Right Hon. Charles T. Ritchie,
president of the board of trade, in
reply to the toast: "Her Majesty's
Government," referred to foreign com-
petition and quoted figures showing
that America was destined to be more
formidable than Germany as a com-
petitor. He declared that this was due
to the energy and determination dis-
played by both masters and men in
the United States, and that Great
Britain would do well to imitate Amer-
ica in this respect.

Lord Strathcona and Mount Royal
speakers were Lord Selborne, under-
secretary for the colonies; Rear Ad-
miral Lord Chas. Beresford, member
of parliament for York, and the Right
Hon. Herbert H. Asquith, member of
parliament for East Fife and former
secretary of state for the home de-
partment.

D. C. FRASER, M. P.
(Vancouver World, March 14th.)
The rumor current in Ottawa, as
well as in the city, to the effect that
a legal co-partnership was likely to
be formed between the Hon. Joseph
Martin and D. C. Fraser, M. P. for
Guelph, N. S., with a view to prac-
tising in this city, is today confirmed
by a despatch received at the World
office from its Ottawa representative,
who this morning interviewed the lat-
ter gentleman concerning the matter.

Mr. Martin had invited him to be-
come his law partner, and that
while no definite decision had been
reached, it was more than probable
the partnership would be consum-
mated. It is likewise understood that
Martin, at the close of the present
session, will come to this province,
and that he will ultimately make it
his permanent home.

With reference to the rumor con-
cerning Mr. Fraser's name with the
vacant judgeship in the supreme court
of this province, that gentleman, on
being interviewed this morning, stated
that he was not in a position to say
anything concerning the matter.

NEBRASKA BLIZZARD.
OMAHA, Neb., March 22.—A terrific
blizzard prevails throughout Nebras-
ka. The mercury has fallen 40 de-
grees. The wind is 75 miles per hour.
Zero weather is announced for to-
night. The severe weather is general
throughout the west.

Intelligence Agent—"Does madame wish
a servant?—The place has just
been filled. I'm sorry to say, Madam,
—but suppose you come back day after
tomorrow!"—Blissville Blatter.

Cook's Cotton Root Compound
Is successfully used monthly by over
100,000 ladies. See official Letter
at your druggist for Cook's Cotton Root Com-
pound. Take no other. Beware of cheap
imitations. Be dangerous. Price No. 1, 50c
per box. No. 2, 25c per box. No. 3, 10c
per box. No. 4, 5c per box. No. 5, 2c
per box. No. 6, 1c per box. No. 7, 5c
per box. No. 8, 10c per box. No. 9, 20c
per box. No. 10, 50c per box. No. 11, 1
dollar per box. No. 12, 2 dollars per box.
Sold in St. John by all responsible drug-
gists, and W. C. Wilson, St. John, West.

BOSTON LETTER.

Large Number of Residents of the
Maritime Provinces in the
City to See the Fair.

A Nova Scotian Becomes Insane—Deaths
of Former Provincialists—Exports
of Flour and Meal.

(From Our Own Correspondent.)
BOSTON, March 19.—A large num-
ber of the residents of the maritime
provinces were in the city this week,
and the prospects are that they will
be here in greater numbers next.

Many are here on business, while a
large percentage came up to see the
Sportsmen's exhibition, which has
proved more successful than the pro-
moters had any idea of. The prov-
ince of New Brunswick as a sports-
man's paradise has been freely and
generously advertised, although all
her advantages have not been shown
in the exhibits. The fresh water fish-
eries, already famous, are not as well
represented as they otherwise would
be to the season, but there is no room
for complaint on this score. The New
Brunswick part of the exhibition is
fully as interesting as that of any
other section, and attracting wide at-
tention. Hon. Mr. Dunn and the
other government officials here, as
well as the representatives of the St.
John and Fredericton tourists, and
others, have worked hard to make the
provinces an important factor in the
big show.

Isaac Marshall, a Nova Scotian, em-
ployed by Prof. Martin Flak of Tem-
ple, N. H., became violently insane
this morning over the was so
Ever since the blowing up of the
Maine he has been wishing for hospi-
tality to open, so that he could get a
shot at the enemy. He thought the
time had arrived at an early hour this
morning. He jumped out of bed,
grasped a revolver and entered an
adjoining room, which was occupied
by a young lady. He took her for a
Spaniard and pointing the weapon at
her, pulled the trigger half a dozen
times. Happily the chambers of the
revolver were empty. The other occu-
pants of the house, alarmed by the
young woman's cries, were soon on
the scene and disarmed Marshall. A
physician pronounced Marshall insane
and he was taken to the asylum.

Among the residents of the lower
provinces in the city this week were
the following: H. M. McLean, J.
F. Watson, John H. Thomson, James
Allen, H. P. Hayward and Mrs. Hay-
ward and child, John M. Wetmore,
George McCarthy and Mrs. McCarthy,
F. Stetson and Mrs. Stetson, W. Mal-
colm and Mrs. McKay, Bayard
S. Litchfield, Edwin W. Gilbert, Dr. W.
H. Drummond and Mrs. Drummond,
Miss Drummond, B. S. Purdy, Fred
D. Miles, J. M. Johnson, W. H. Mur-
ray, J. E. Moore, G. E. Biscate, W.
P. White, J. L. H. White, P. P.
Fussey, George H. Hughes, St. John;
Wm. Lamont, L. A. W. Lamont, and
Mr. Everett, James Wells, and Mr.
Wells, Joseph Walker, Dr. R. Mc-
Mullin and Mrs. McMullin, Frederic-
ton; Milton Dayton, Miss H. Dayton,
Edmundson, Hon. L. J. Tweedie,
Chas. H. H. B. McAllister, F. Mur-
phy, Hon. J. M. Murphy, St. Stephen;
Chas. G. M. Porter, St. Stephen;
W. W. Wells, Moncton; Lawson
Smith, Sackville; John Naylor, Mrs.
Charles Desmond, Miss Seton, Jere-
my E. Kline, Sert, Rehan, Hall-
fax; Samuel Kellan, P. M. Augh-
lin, Yarmouth; L. A. Masters, Kent-
ville; Thomas S. Whitting, Annapolis;
J. E. Gillies, Cape Breton; S. E. Mc-
Donald, Cherry Vale, Queens County,
N. B.

Two North End Hebrews named
Wolf Greenberg and Abraham King-
man are under arrest on a charge of
abusing Emma Thompson, an eight-
year old girl, who came here from
Campbellton last month to find em-
ployment. It is alleged they hired her
to do housework, and that she was
allured to a house of questionable
character.

The annual report of the Maine
cattle commissioners, which was is-
sued yesterday, states that 415 head
of cattle in the state were condemned
and destroyed because of tuberculosis
during last year. The number is an
increase over previous years. It is
also stated by the commissioners that
the disease is still increasing in Maine,
and that the legislature has failed to
provide funds for the commission, which
is badly hampered in its work.

The outlook for an early spring in
New England is very promising. The
ice went out of some of the Maine
rivers yesterday and the snow is
melting very rapidly. The ground is
bare in southern New England. South-
erly winds have prevailed here for the
past ten days, and green grass is ap-
pearing on the public grounds of the
city.

Judge McKim of the Suffolk prob-
ate court has dismissed the petition
brought by Mrs. Annie Covey for the
removal of Rev. C. D. L. Youngkin
as guardian of her five children. She
is the divorced wife of Colin G. Covey.
The children are at Indian Harbor, N.
H., under control of their father.

Countess of Arfleur, formerly of Picton,
March 14, Ella A., daughter of How-
ard D. Webster and May A. Webster,
aged 9 years, formerly of St. John;
at Nashua, N. H., March 16, Mrs. S. Lil-
land, wife of George B. Richardson,
aged 72 years, at West Roxbury,
22 years; in Roxbury, March 17, Mrs.
Ruth Cowperthwaite, widow of Ben-
jamin Cowperthwaite, formerly of St.
John, aged 90 years.

The following exports of flour, meal,
etc., by water to the provinces this
week are announced: 150 barrels flour,
150 barrels meal, to Lunenburg,
per schooner Zeta; 7,000 bushels corn,
to Halifax, per schooner Mystery; 566
barrels flour, 80 bags shorts, 46 bags
corn, to Yarmouth, per steamer Bos-
ton; 530 barrels flour, 410 sacks corn,
260 sacks oats, 985 barrels meal,
60 bags corn, to Digby and Annapolis,
per schooner Haida.

The big lumber dealers report that
trade is a little better, fine spring like
weather having encouraged building
operations. Prices are no higher, al-
though an attempt likely will be made
to force them up within the next
month. There is no great demand for
cedar shingles, the market remaining
quiet. Hemlock, spruce and pine are
selling slowly, with an improvement
noticeable in the spruce trade.

The fish trade is quiet just now. The
feature of the market has been the
record breaking receipts of fresh fish
at Gloucester and this port. Prices
suffered in consequence. The season
for barrel herring is about over, and
prices continue steady. The contin-
ued transfer of the Eastern Maine
sardine factories to an English syn-
dicate has had the effect of hardening
prices here. Mackerel continue in
small supply and high. Live lobsters
are not quite as high as formerly, but
prices are still away up. Canned
lobsters are high and very firm.

A Test—You don't really know how
cold-blooded and heartless the mem-
bers of your family are unless you
wake up with a gasp in the night and
they sleep on—Athenian Globe.

The huge guns of modern navies can
be fired only about seventy-five times,
when they become worn out.

etc., by water to the provinces this
week are announced: 150 barrels flour,
150 barrels meal, to Lunenburg,
per schooner Zeta; 7,000 bushels corn,
to Halifax, per schooner Mystery; 566
barrels flour, 80 bags shorts, 46 bags
corn, to Y