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THE WEEKLY SUN.

ST. JOHN, N. B., FEBRUARY 9, 1898.

MR. HARRIS AND THE INTERCOLONIAL.

We reprint from the Moncton Transcript the report of an interview of Westmorland farmers and others with Traffic Manager Harris of the Intercolonial railway. The promises of Mr. Harris ought to be preserved, for they are many and important. Additional interest seems to attach to Mr. Harris' statements since he explains that the minister has nothing to do with the management of the railway. Apparently everything depends upon Mr. Harris. The general manager is effaced altogether.

Mr. Harris has made several public speeches and has been frequently interviewed. He has written a long letter to Mr. Blair, which has been given to the press. The impression one gathers from these deliverances is that while Mr. Harris may or may not be a great railway man, he is greatly given to boasting, rather addicted to the disparagement of others, and decidedly careless in his statements.

Mr. Harris took an early opportunity to disparage the previous management of the railway as behind the times, and to condemn the constant increase of the capital account of the railway in times past. It does not appear that Mr. Harris took the trouble, before speaking, to find out whether the practice of the Intercolonial had been different from that of other railways in respect to capital charges. If he had examined the record he would have found that the management had not gone so far as either the Grand Trunk or the Canadian Pacific in the way of charging betterments to capital. In fact, he would have seen that instead of making improper charges to capital, the management had charged to current account much expenditure that by the ordinary rules would have gone to construction account. We shall be surprised if the first full year of the Blair-Harris regime does not show a larger charge made to capital than for many previous years.

Then Mr. Harris has taken occasion to condemn the Intercolonial equipment as being insufficient. The Moncton Times is able to show that the Intercolonial has in proportion to mileage double the number of engines that the Canadian Pacific owns, and nearly as many as the Grand Trunk, though the latter road has hundreds of miles of double track. The Times also gives the figures showing that in proportion to mileage the Intercolonial has double the passenger, express, and mail car accommodation that is found on the C. P. R., and half as much again as the Grand Trunk. The government road is relatively better equipped than the other roads in freight cars. A calculation made on the basis of train mileage and tons of freight hauled shows that the equipment of the Intercolonial is larger in proportion to the work to be done than that of the other lines. The Times also states that while Mr. Harris talks of the scarcity of cars on the Intercolonial, from 200 to 300 cars have actually been hired out by the government railway to the Grand Trunk. It also says there is not a single car of 30 ton capacity on the road, though Mr. Harris recently took occasion to say that there were many of them.

If Mr. Harris had sounded a milder note in blowing his own trumpet; if he had taken up his work in a modest business-like way, refraining from sneers at the previous management until he had acquired correct information, his miscellaneous and multitudinous assurances for the future would have greater value. The way to reform and improve the management of the railway is to do it. No great progress can be made by repeated intimations that the universe could not produce another such a railway man as Mr. Harris if it tried.

But notwithstanding the peculiarities of Mr. Harris as a talker, he will have the sympathy of the public if he goes seriously to work to give the people a better service and to develop the resources of the country. No one in the least objects to his producing a revenue from the railway if he can do it by increasing the traffic or decreasing the operating expenses, or both. Better returns from the road, extra traffic, flourishing local industries, happy people along the line of railway, will all speak for themselves and for Mr. Harris as soon as he gives them a chance.

Subscribe for THE WEEKLY SUN.

THE DRUMMOND RAILWAY INQUIRY.

Sir Wilfrid Laurier has given notice of an inquiry into the affairs of the Drummond railway. This proceeding is represented by the government organs as a great blow to the tories who are said to be out-generalled by the unexpected action of the premier.

It does not matter in the least how much disconcerted the tories are. The government cannot be condemned for holding any number of investigations on public matters so long as the inquiries are fairly, honestly and openly held. But in this province we know too well what sort of an investigation may be expected in a department over which Mr. Blair presides, especially when the minister of railways is himself supposed to be mixed up in the transactions to be explored. In New Brunswick we have seen too many courts of Mr. Blair's selection, appointed to try charges against Mr. Blair or his comrades, and have observed with what skill all the damaging part of the allegations have been withdrawn from the inquiry, how all the important questions have been ruled out, and how the accused public men, after establishing the form of the charges, appointed the tribunal, and conducted the trial, ended the programme by dictating the verdict. This may be the game intended at Ottawa. We see no reason in this particular case why the government should not be allowed to ply it, so long as their is no interference with the genuine investigation.

But if the government propose to substitute this investigation for one that is due in the senate, it is another matter. The senate investigation was opened last year. It was in the last days of the session that the Drummond bill reached the chamber. The senate decided that the circumstances in the transaction called for a searching inquiry. The matter was referred to a committee, which organized for the investigation. It was at this point that Sir Oliver Mowat, then leading the government in the senate, put in his plea for delay. Sir Oliver explained that the Drummond contract would remain as it then stood until the next session, and that when parliament again met, the government would interpose no obstacle to a full and complete inquiry by the senators. On the strength of this promise, and in response to this appeal, the inquiry was allowed to stand over. The pledge of Sir Oliver Mowat remains on the record, and the senate will do doubt be ready to act upon it.

We have a suspicion that the government has endeavored to forestall the senate, and to block inquiry altogether, by setting up a sham investigation under the control of Mr. Blair and Mr. Tarte. If the government could do this, it would be a shameful breach of the plighted word of Sir Oliver Mowat. Such a trick would send a man to the penitentiary, if it were pledged in the ordinary business affairs of life. The ministers who took that advantage of the faith with which their fellow men accepted their pledge, would place themselves below the level of the confidence man, or green goods swindler. No compact can be more binding than that by which the government agreed to give the senate all possible opportunity to carry on the investigation which they were about to begin last year.

Nor can it very well be seen how the ministers can block the senate inquiry. The senate has equal authority with the other chamber, and has full power to act in such cases as that of the Drummond railway investigation. Even though the bogus inquiry should be set in motion by Mr. Blair and Mr. Tarte, there is no reason why Senator Miller should not go on with his genuine investigation. If he and his fellow senators know Mr. Blair and his methods, they will not trouble themselves at all about a railway inquiry under the manipulation of the minister. They will go on with their own investigation, regardless of the expenditure of whitewash in the other end of the building.

DR. GRANT AND FREDERICTON.

Rev. Principal Grant, in his argument against prohibition, submitted a statement of the condition and sentiment of Fredericton that calls out a protest from the Herald of that city. There is no doubt that the president of Queens university went too far when he described public sentiment at the capital as favorable to the liquor traffic. It is not a correct statement that hotel keepers who were imprisoned for violation of the Scott act became on that account popular heroes. In the particular cases the genial and kindly qualities of the parties prosecuted had made them many personal friends, who nevertheless did not condemn the law nor regret its enforcement. There are at Fredericton a considerable number of citizens, though a minority of the whole, who are not opposed to the sale or use of liquor. But the Scott act remains law by the repeated request of the Fredericton people, and this notwithstanding the prosecutions which Dr. Grant represents as having been so unpopular in the city.

The Moncton Transcript has published number four of a series of articles in favor of the purchase of the Canada Eastern railway by the government. The Transcript points out that the price put on the road by Mr. Gibson is $320,000 less than the officially reported cost of the road, after deducting the subsidies received from the two governments. This price is said to be $200,000 higher than Mr. Blair's offer. Mark the difference between this proposition and the Drummond bargain. The minister not only proposed to pay Mr. Greenshields the whole officially reported cost of the road, but several hundreds of thousands besides, and then added to it the $700,000 previously received by Mr. Greenshields in subsidies. It is not likely that Mr. Gibson undervalues his property, but he is more than a million behind Mr. Greenshields.

A St. John manufacturer who received notice that the Intercolonial freight rates on his line of goods would be cancelled after the first of February has since shipped a large consignment to Amherst. He has received information from the parties to whom the goods were shipped that the freight was nearly double what it would have been by the old rate. This is business management.

The Montreal Herald says that so far as the press is concerned there is no serious condemnation of the Yukon deal outside of Toronto. The fact is that every conservative paper and nearly all the independent papers in Montreal, Toronto, Ottawa, Kingston, Hamilton, London, Winnipeg, St. John, Halifax, Fredericton, Moncton are outspoken and unsparing in their condemnation.

Those who have announced that Hon. John Costigan has withdrawn from active political service got their answer the other day at Ottawa. Both Mr. Costigan and Mr. Foster addressed a political meeting on behalf of Powell and Slattery, the liberal conservative candidates for Ottawa city in the provincial election.

BRITISH PARLIAMENT.

Forecast of the Queen's Speech to be Delivered Today.

Chief Measures Promised are Local Government for Ireland and London Municipalities Bill.

LONDON, Feb. 7.—The following is a forecast of the speech from the throne to be read at the opening of parliament tomorrow:

Referring to China, the Queen will speak favorably of the pacific relations between the powers, and will then point out the satisfaction experienced at the conclusion of the treaty of peace between Greece and Turkey.

Dealing with India, complimentary allusions will be made to the valor and loyalty of the British Indian troops.

There will be a lengthy reference to the West Indies and the government's intentions, as outlined by the secretary of state for the colonies, Jos. Chamberlain, and the speech will then express the hope that the international sugar conference will have satisfactory results.

The first place in the estimates is devoted to the army needs, and the chief bills promised will be local government for Ireland, and the London municipalities bill, providing, as announced by the Marquis of Salisbury, for the modification of the London county council, in the direction of decentralization.

The speech is expected to be long, but rather more remarkable for its omissions than its contents. It is quite evident that no settlement has yet been arrived at respecting China, which will admit of more than a bare mention. The same applies to the African difficulty with France and the troublesome Cretan negotiations, which are again in a state of collapse.

The public is anxious to learn more about the Soudan advance, but is not likely to be gratified to any extent. It is understood, however, that there will be a long reference to the West Indies and the sugar commission. No proposal will be made to relieve the Indian exchequer of the costs of the campaign on the northwest frontier. The message addressed specially to the house of commons will deal largely with the intended increase in the army estimates, with a view of strengthening the army and amending the conditions of service. Some fourteen new bills will be mentioned, mostly of local interest. The Marquis of Salisbury and the other leaders gave the customary parliamentary dinners this evening.

Lord Rosebury returned to town today from Naples.

Scene: Hairdresser's shop—Young lady (blushingly)—I would like to look at some false hair, please. Shopman (experienced)—Certainly, miss. What color does your friend want?—Glasgow News.

We Beat The Record Last Year

The St. John Business College

In the number of our students placed in good positions. We are ready to repeat the operation this year, and invite correspondence from all who need well trained bookkeepers, stenographers and typewriters.

Our business practice (latest New York system) is a great success.

Business and Shorthand Catalogues mailed to any address.

S. KERR & SON,
St. John, N. B.
Odd Fellows' Hall.

BOSTON LETTER.

To Remove All Canadians Now Working for the City.

Alfred E. Williams of Summerside, P. E. I., to be Tried This Week on a Charge of Murder.

Jerry Simpson to the Front—Edward Farrar Speaks for Mr. Laurier—Lumber Business Continues Dull—Fresh Fish Higher and in Good Demand.

(From Our Own Correspondent.)

BOSTON, Feb. 5.—The past week in Boston has been the most remarkable in many years. A large number of people were obliged to work day and night in order to dig out the city after the big storm, while many did not work at all on account of it. The storm, as the dispatches have already announced, prostrated every telegraph wire out of Boston and blocked trains. It also gave business a vacation Tuesday and Wednesday, and cost many corporations hundreds of thousands. The heavy snowfall was of some benefit, however, for it afforded employment to hundreds out of work, and put a great amount of money in circulation where it did a great deal of good. The most unfortunate feature was the heavy loss of life along the coast of Massachusetts upon which many poor fellows were cast lifeless by the furious seas.

The two-penny politicians in that dignified body known as the Boston common council have decided to join in with some of the Washington legislators and have a fling at diverting their minds from the ordinary channels of routine civic business. A number of councilmen have begun a movement to have all the Canadians at present employed in the various departments of the city removed, and an order has already been adopted requesting the mayor to furnish the names of all employes not residents of the city or citizens of the United States. The sole object of the order is to ascertain how many former residents of the provinces are employed in the city. The pretext set up by the councilmen for the movement is that a Canadian city has adopted an order refusing employment to Americans on city contracts. Councilman McIsaac, who is not altogether a stranger himself to the provinces, in an address at Thursday night's meeting of the council, charged that Nova Scotians (meaning natives of the lower provinces) and Newfoundlanders were preferred to Americans at the city hospital. A second order was passed to have the number of employes at the hospital not citizens published in the City Recorder, the official publication of the city. It is a well known fact that a large number, probably 50 per cent of the city hospital employes, come from the provinces or Newfoundland. They give much more satisfaction than the average American. They attend to their work better, are satisfied with less time off, and have fewer relatives and friends to interfere with their duties. The Canadian employes as a rule are rugged, and not as liable to contract disease as people brought up in a city. These are the chief reasons why so many are employed in the city hospital. The other hospitals also employ many Canadians.

Jeremiah Simpson, the populist congressman from Kansas, the state which, he says has been bled and preyed upon by the leeches and blood suckers of the east, has been making things interesting in the house of representatives as Washington. It will be recalled by many New Brunswickers that the distinguished statesman from "bleeding Kansas" was born on New Brunswick soil. This fact was thrust upon Mr. Simpson in the house a few days ago during a passage at arms between him and Congressman Pitney of New Jersey, the state of lax corporation laws. Mr. Simpson in an address stated that many of the trusts which were organized to prey upon Kansas and other western states had their origin in Jersey. He said the people of New Jersey were to blame that legislation in that state was knocked down to the highest bidders, as they were the descendants of Hessians. Rep. Pitney, in reply, referred to the fact that Mr. Simpson was born in New Brunswick, but not the one in New Jersey, he was glad to say. Mr. Pitney remembered, he said, that after the war of the revolution many tories and traitors in New England were deported to the neighboring provinces of New Brunswick.

Yesterday, Mr. Simpson stirred up Mr. Dingley, the so-called framer of the present tariff law, by asking how a home market man like he wore a hat with a London trade mark in it? Mr. Simpson supposed the hat was obtained in the same vicinity as the source of Mr. Dingley's financial doctrine—from Lombard and Threadneedle streets. The Maine man was obliged to reply that he bought the hat in New York and that the London label was placed in it in order that the dealer might sell his wares to the dudes.

The Tremont street Methodist Episcopal church of this city has by a unanimous vote requested that the bishop allow Rev. J. D. Pickles, a former St. John minister, to continue as pastor another year. Rev. Mr. Pickles is very popular here.

Sir Adolphe Caron, formerly postmaster general of Canada, was in the city a few days ago. He was accompanied by Mr. S. Chapleau of Montreal. Sir Adolphe regretted to hear that many French Canadians in New England were not as prosperous as they might be, but he thought there was plenty of room in Canada for those who were out of employment here.

Dr. C. A. Russell, Wm. L. Williams and Mrs. Williams of St. John, and E. L. Baker and wife of Halifax were in town this week.

H. E. Rand of this city has been arrested on a charge of smuggling sheep purchased from Wm. H. Neal, whose farm is partly in Maine and partly in New Brunswick. Rand says he understood the sheep were on the American side when he purchased them.

Mrs. Cyrus S. Wells, a former Nova Scotian, died at her home in Dorchester, Feb. 1st.

The Herald has been interviewing the Canadian representative in this country on relations between Canada and the United States. In an editorial the Herald says: "The statement which our Washington correspondent gave in his letter, which we printed yesterday, of Edward Farrer concerning the position of the Canadian government face to face with that portion of the fisheries problem which relates to the free trans-shipment of American caught fish at Canadian ports, has a special value given to it, from the fact that Mr. Farrer is a Canadian closely identified with the present government, not, it is true, officially, but as a friend upon whom the Canadian premier relies not a little for counsel and advice. It is Mr. Farrer's opinion that the American fishermen have a grievance when they are compelled to pay a tonnage license tax before they can land their fish in a Canadian port and send it by rail or steamer to the United States. It is also a grievance that they are not permitted to freely purchase bait and other fishing supplies in these ports that are adjacent to the fishing grounds; and yet, as he points out, this restriction is entirely due to the spirit that has animated the policies of the two countries, that each should endeavor to do all that it can to restrict and interfere with the trade of the other. This is merely one of a number of disputed questions which should be settled, and could be settled if the matter of our relations with Canada was definitely taken up and treated on the give and take principle. The only way this can be done is through the creation of a joint international commission, in which both the dominion and the United States shall join."

The Boston Transcript tonight publishes a special despatch stating that a plan is on foot to construct a floating dock at Moncton, which would serve as a rendezvous for a British gunboat in the summer months.

Alfred E. Williams, alias McWilliams, formerly of Summerside, P. E. I., will be placed on trial next week, in the superior criminal court at Salem, on a charge of murdering John Gullo, an Italian laborer, at Lynnfield, in August last. Hon. Charles A. Sayward of Ipswich and N. M. Jones of Newburyport will defend the prisoner. The authorities will present strong evidence against Williams. They will attempt to show that the defendant, who was employed as a farm hand not far from where Gullo lived, murdered the Italian for his money, and then set the house afire, burning up the body in it. It is thought the weapon used was an axe. A number of gold pieces which the neighbors had seen Gullo have were found hidden under the carpet in Williams' room after the murder.

Congressman John Simpkins of this state made an address yesterday in the house denouncing the Canadian government for its treatment of the schooner Carrie E. Phillips at Shelburne last December. He demanded that the United States government take up the matter and file an emphatic protest.

The money question is still on deck in American politics. The republicans and gold men are organizing for the fray. The following from the New York Commercial Advertiser, McKinley republican, is significant: "However democrats, populists and so-called silver 'republicans' may differ on the tariff and other subjects, they bury all such differences when it comes to the question of free silver and cognate issues. A united front on the part of the gold standard forces is the only certain and effective way of crushing out the cheap money movement."

A cable from Dublin today says: "A man known as Wilfred Kinny, belonging to the Eighth Hussars, was placed on trial today at Cather, charged with murdering a comrade named Albert Goodwin. The defendant, according to the testimony, is really named Warburton, is a native of Nova Scotia, and was formerly in the United States army."

The lumber business wil be dull until the snow blockade is over. Shingles continue dull. Quotations are as follows:

Spruce—Random cargoes, $11.50 to $12.50; frames by car, 10 inches and under, $13 to 13.50; 12 in., $14 to 14.50; 14 in. and up, $15 to 16; yard randoms, $11.50 to 12.50; bundled furrings, $9 to 10; boards, planed one side, $11 to 12; boards, planed one side and matched, $12 to 14; kiln dried floorings, clear, $19 to 22; No. 1, $17 to 18; No. 2, $14 to 16; air dried, $12 to 16; laths, 1 5-8 in., $2.10 to 2.15; do., 1-2 in., $1.85 to 1.90; extra clapboards, $29 to 30; clear, $27 to 28; second clear, $23 to 25.

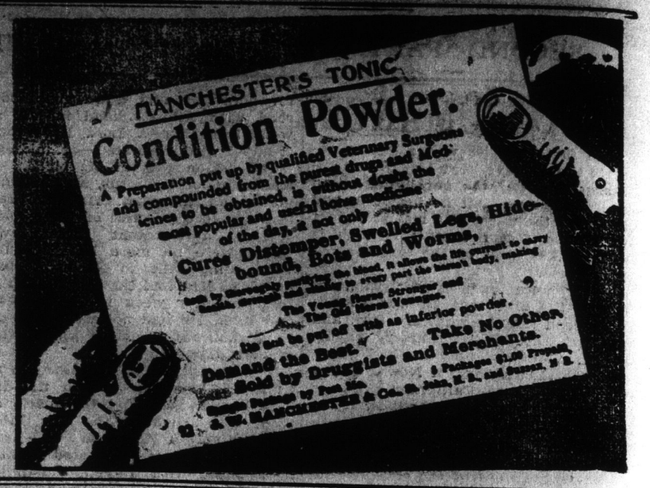
Hemlock, pine, etc.—Eastern pine, coarse No. 2, $16 to 17; matched boards, $19 to 22; extra pine clapboards, $35 to 40; clear, $30 to 35; second clear, $28 to 30; No. 1 eastern hemlock, $10 to 11; extra cedar shingles, $2.60 to 2.70; clear, $2.25 to 2.50; second clear, $1.75 to 2; extra No. 1, $1.50 to 1.75.

Fresh fish are higher and in good demand. The salt fish trade is quiet, with a slightly increased demand for cod. Herring are steady and only in fair supply. Canned lobsters continue scarce and firm. Prices at first hands are as follows:

Salt fish—Large No. 3 mackerel, $14 per bbl.; medium No. 2, $17 to 18; large No. 2, $19 to 20; bay No. 1, $21 to 22; shore No. 1, $24 to 25; extra No. 1, $28 to 30; large dry bank cod, $4.50 per qtl.; medium, $4; large pickled bank, $4.50 to 4.75; medium, $3.50; large shore and Georges, $6 to 6.50; medium, $4; pollock, $2.50; haddock, $2.75; Nova Scotia split herring, $6 to 6.25; Newfoundland, $5.50 to 6; medium, $4.75 to 5; fancy Scatteri, $8; round shore, $3.50 to 4.50; box herring, medium scaled, 14c.; lengthwise, 13 to 15c.

Fresh fish—Market cod, 4 to 4 1-2c. per lb.; large, 4 to 5c; steak, 6c.; haddock, 2 to 3c.; hake, 2 to 2 1-2c.; pollock, 2 to 2 1-4c.; white halibut, 11 to 12c.; gray, 10c.; chicken, 12 to 14c.; Oregon salmon, 10c.; eels, 9 to 10c.; herring, $1.25 to 2 per 100; provincial smelts, common, 6 to 7c.; extras, 9 to 10c.; native, 14c.; lake trout, 9 to 10c.; live lobsters, 16c.; boiled do., 18c.

Canned fish—American sardines, quarter oils, $3 to 3.25; three-quarter mustards, $2.25 to 2.50; lobsters, flats, $3; uprights, $2.75 to 2.90; mackerel, one lb. ovals, $1.50; 2 lb. do., $2.25 to 2.50; 3 lb do., $2.75 to 3.



PRESENTATION AT HUMPHREY'S

John W. Snow, well and favorably known by reason of his connection with the woollen mill at Humphrey's, was greatly surprised the other evening before leaving the mill to be waited on by the proprietor, W. F. Humphrey, and a large number of the staff, who presented him with a well filled purse accompanied by the following address.

HUMPHREY'S, Jan. 31st, 1898.

To J. W. Snow—We, the undersigned, knowing that you have this day severed your connection with the firm of J. A. Humphrey & Son after a continuous service of over 13 years, to seek your fortune in the Klondyke, and wishing in some way to show our appreciation of the good feeling that has always existed between you and your employers and fellow workmen, take this opportunity of presenting you with the accompanying purse, and we trust that the success you so well deserve may follow you. Wishing you and yours a safe journey and a safe return, we are yours truly.

(Signed by about forty of the employes).

Mr. Humphrey read the address and made the presentation. Mr. Snow has many friends in Moncton, who will join those with whom he has been so long associated in wishing him every success in his new venture and safe return.

Mr. Snow, who is foreman of the finishing department, is leaving for the Klondyke this week. On Wednesday afternoon last, just as the hands were quitting work, he was taken by surprise when Selina Arsenault, on behalf of the girls in the room, read a complimentary address. At the conclusion of the reading of the address Miss Mary Jane Goguen handed him on behalf of the employes a silver mounted cane. Mr. Snow made a brief and appropriate acknowledgment.

THE FARMERS' ASSOCIATION.

The approaching annual meeting of the Farmers' and Dairymen's Association, at Fredericton, promises to be of more than usual interest and a large attendance is assured. The programme includes a paper upon Taxation, by W. B. Fawcett of Sackville, and addresses by Dr. Fletcher of the Experimental Farm, Ottawa; Col. McCrae, Guelph, Ont.; J. E. Starr of Kings Co., N. S.; the members of the Maritime Experimental Farm staff; the N. B. dairy superintendents, and several prominent farmers.

A full and free discussion is expected on each and every subject. The meeting opens at 2.30 p. m. on the 15th of February, and runs through the two following days.

The Good Roads Association meets on the 17th.

There will be one fare rates on all railways. Through tickets for Fredericton can be bought from all I. C. R. booking stations, and purchasers of I. C. R. and C. P. R. tickets must always secure a standard certificate to ensure their return free.

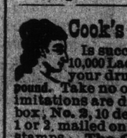
SLANDER ALLEGED.

ST. STEPHEN, Feb. 5.—A. H. Bell of the Bell cigar factory through his solicitor, W. C. H. Grimmer, is having writs issued against Wm. Bruckhof of St. John for slander and defamation of character.

A SERIOUS DRAWBACK.
(Chicago Record.)

"Don't you love a bright sunshiny day in winter?"

"No; it makes my wife talk about house cleaning."



Cook's Cotton Root Compound

Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other, as all Mixtures, pills and imitations are dangerous. Price, No. 1, $1 per box; No. 2, 10 degrees stronger, $3 per box. No. 1 or 2, mailed on receipt of price and two 3-cent stamps. The Cook Company Windsor, Ont. Nos. 1 and 2 sold and recommended by all responsible Druggists in Canada.

Sold in St. John by all responsible druggists, and W. C. Wilson, St. John, West.