SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Feb 4—St Keemun, 1,984, McKie, from Glasgow, Schofield and Co, gen cargo.

Ship Marlborough, 1,383, Cochran, from Gloucester via Barbados, Wm Thomson and Co, bal.

Sch Hunter, 187, Whelpley, from New York, D J Purdy, wire.

Sch Nellie J Crocker (Am), 312, Henderson, from Portland, master, bal.

Sch Clarine, 96, Dickson, from Salem, J W Keast, bal.

Feb 5—Sch Romeo, 111, Campbell, from New York, Peter McIntyre, coal.

Sch Pefetta, 124, Maxwell, from New York, D J Purdy, coal.

Coastwise—Schs Wanita, 42, Margarvey, from Annapolis; Titheys, 9, Johnson, from Welshpool.

Feb 7—Str Flushing, Ingersoll, from Grand Manan, Merritt Bros and Co, mail, pass and mdse.

Sch Hattie C, 181, Buck, from Lynn, F Tufts, coal.

Sch Irene, 90, Fardie, from Boston, Elkin and Hatfield, bal.

Coastwise—Schs Rita and Rhoda, 2, Ingalls, from North Head; Porpoise, 32, Ingersoll, from Grand Harbor; Restless, 25, Graham, from Sandy Cove.

Cleared.

Feb 4—Coastwise—Schs Mary E Whorf, Mackay, for Yarmouth; T W McKay, Butterwell, for Parrsboro; Hazelwoode, Farris, for North Head; Aurelia, Scovil, for North Head.

6th—Coastwise—Schs Titheys, Johnson, for Welshpool; Alph B Parker, Outhouse, for Tiverton; Annie, Hatt, for North Head; barge No 2, Salter, for Parrsboro.

7th—Str Mantinea, Mulcahy, for London.

Coastwise—Schs Westfield, Cameron, for Quaco.

Sailed.

5th—bark Low Wood, for Melbourne; barktn Lovisa, for Buenos Ayres.

CANADIAN PORTS.

Arrived.

BRITISH PORTS.

Arrived.

At Barry, Feb 2, bark Sagona, Thompson, from Darien.

At Liverpool, Feb 1, bark Ossuna, Andrews, from Darien.

At St Johns, NF, Jan 30, str Tyrian, Angrove, from North Sydney.

At Bermuda, Jan 30, str Taymouth Castle, Forbes, from Halifax for Windward Islands.

At Kingston, Jan 24, str Beta, Hopkins, from Halifax via Bermuda.

At Liverpool, Feb 5, bark J H McLarren, Cook, from Carnarvon.

At Shanghai, no date, ships Marathon, Crossley, from New York; McLaurin, Oakes, from do.

At Bermuda, Feb 2, str Beta, Hopkins, from Jamaica via Turk's Island for Halifax (to sail 3rd.)

At Demerara, Feb 4, sch Gypsum Emperor, Morris, from New York, 15 days passage.

LIVERPOOL, Feb 6—Ard, strs Lake Ontario, from St John Via Halifax; Ottoman, from Boston; Philadelphia, from Boston.

HOLYHEAD, Feb 7—Ard, ship Loanda, from St John for Fleetwood.

Sailed.

From Savana la Mar, J, Jan 13, bark Peerless, Saunders, for New York.

From Liverpool, Feb 5, ship Fred E Scammell, Mahoney, for Ship Island.

FOREIGN PORTS.

Arrived.

At Turk's Island, Jan 14, schs Tyree, Richards, from Barbados (and sailed 18th for La Have, NS); 15th, Fauna, Ham, from Kingston (and sailed 19th for Lunenburg, NS); 18th, Three Bells, Harding, from Port Spain (and sailed 20th for Lockeport); 19th, sch Pearline, Berry, from St Vincent, WI (and sailed 20th on return).

At Nassau, Feb 2, sch Shafner Brothers, Lecain, from Kingsport, NS, for Havana.

At Manila, Dec 7, ship Glooscap, Spicer, from Newcastle, NSW; 13th, bark Launberga, McDougall, from do.

At Portland, Feb 2, sch Wm Jones, McLean, from Boston for St John.

At New London, Feb 3, sch Roger Drury, Dixon, from Perth Amboy for Boston.

At St Lucia, Feb 1, bark Alkaline, Houghton, from Philadelphia.

At Turk's Island, Jan 21, brig Clio, Gerhardt, from Ponce (and sailed 22nd for Lunenburg); 29th, str Beta, Hopkins, from Jamaica for Bermuda and Halifax (to sail same day.)

At Canary Islands, prior to Feb 5, sch H B Howan, McNeill, from Apalachicola.

At Havre, Feb 3, bark Muskoka, Crew, from San Francisco via Queenstown.

At Yokohama, Feb 4, ship Bucdleuch, Robbins, from New York.

At New York, Feb 5, bark Albertine, Dill, from Buenos Ayres; sch Turban, Bulford, from Bermuda.

At Trapani, Jan 27, brig Shamrock, Westcott, from Genoa.

At Fall River, Feb 5, sch Abby K Bentley, Price, from Amboy.

JACKSONVILLE, Feb 7—Ard, sch Leonard Parker, Christiansen, from Havana.

HAVANA, Feb 6—Ard, sch Susie Willcut, Winchester, from Kingsport.

PORTLAND, Me, Feb 7—Ard, str Vancouver, Jones, from Liverpool.

SALEM, Mass, Feb 7—Ard, schs Geo A Pierce, from Calais for New York.

Sld, schs Ella Pressey, for Thomaston; Water M Young, for Eastport; Harvard H Havey, for St John.

VINEYARD HAVEN, Feb 7—Ard, sch Mary F Pike, from Hoboken for Eastport.

Psd, sch Elwwod Burton, from Hillsboro for New York.

Cleared.

At Savannah, Feb 2, bark Lancefield, Grant, for Santos.

At New York, Feb 2, brig Acacia, Hart, for San Andreas and Bluefields; sch Calabria, Grant, for Demerara.

At Philadelphia, Feb 3, bark Egeria, Haley, for Montevideo for orders.

At St Vincent, Cv, Jan 20, str Dora Mitchell, Barry, for St John N B.

At Wilmington, N C, Feb 5, sch Bessie Parker, Carter, for St John, NB, and Halifax, NS.

At Mobile, Feb 4, sch Lena Pickup, Roop, for Havana.

At New York, Feb 5, schs Gypsum Queen, Morris, for St Pierre, Miq; Nellie I White, Kerr, for Elizabethport, NJ.

At Mobile, Feb 5, sch Bahama, Tooker, for Kingston.

At Pensacola, Feb 5, bark Buteshire, Wyman, for Buenos Ayres.

Sailed.

From Manila, Dec 15, ship Savona, McDougall, for Delaware Breakwater (New York or Philadelphia), and passed Anjer Jan 4.

From Turk's Island, Jan 14, sch Latona, Loye, for Lunenburg.

From Perth Amboy, Feb 2, sch James E Woodhouse, Morris, for St John.

From New York, Feb 2, schs Abby K Bentley, Price, from St George, ST, for New London; Roger Drury, Dixon, from Amboy for Boston.

From Hart Island Roads, Feb 2, sch Severn, Langlier, from New York for Santos.

From Boothbay, Feb 2, sch Alfaretta S Snare, for Pisarinco.

From New York, Feb 3, brig Acacia, for San Andreas; 2nd, sch Emily C Denison, Comeau, from Amoy for New London.

From Macoris, Jan 20, brigs Curacoa, Faulkner, from New York; 22nd, Ora, Sprague, do.

From Saugor, Jan 17, ship Cedarbank, Robbins, for Middlesborough via Table Bay.

From Boothbay, Feb 4, schs Stella Maud and William Jones.

From New York, Feb 4, sch James E Woodhouse, for St John.

From Jacksonville, Feb 5, sch Chesile, Hatfield, for Demerara.

MEMORANDA.

In port at Cape Town, Jan 5, ships Record, Getson, from Barry; Ellen A Read, Landry, from Penarth; barks Culdoon, Richter, from Mobile; Swanhilde, Fraser, from Penarth; Innerwick, Morine, from Cardiff.

Passed Isle of Wight, Feb 3, bark Athlon, Sprague, from New York for London.

Passed down at Reedy Island, Feb 5, bark Egeria, for Montevideo.

In port at Macoris, Jan 26, brig Iona, Mosher, from St Vincent, CV, arrived 18th, to sail about Feb 6 for New York.

In port at Ponce, PR, Jan 16, sch Narka, Sponagle, for Boston, ldg.

SCILLY, Feb 6—Psd, str Halifax City, from St John via Halifax for London.

SPOKEN.

Ship Charles S Whitney, Atkins, from Barry for Cape Town, Jan 27, lat 49 N, lon 14 W.

Ship Astracana, Griffiths, from Chemainus for Queenstown, Jan 9, lat 13 N, lon 34 W.

Bark Antoinette, from Halifax for Penarth, Jan 29, lat 42,40, lon 49.

NOTICE TO MARINERS.

SANDY HOOK, NJ, Feb 2—The electric buoy lights in Gedney Channel are not burning tonight.

TOMPKINSVILLE, N Y, Feb 3—The Lighthouse Board gives notice that the severe weather and the movement of ice have extinguished the electric buoys in Gedney and Chapel Hill Range channels and at Southwest Spit, and that certain unlighted buoys have been displaced in the Main Channel, New York lower bay. The lighthouse tenders are at work repairing the lighted buoys and replacing all channel aids.

WASHINGTON, Feb 3—Notice is given by the Lighthouse Board that on or about Feb 21, the second class fog siren will be re-established at Race Rock light station, on Race Rock, north side of the main easterly channel to Long Island Sound, but will be actuated by compressed air, and the characteristics of the signal, during thick or foggy weather, will be blasts of 3 seconds' duration, seperated by two silent intervals of 3 seconds and one of 45 seconds, instead of the former characteristic. If the alarm be disabled, the fog bell will be struck by machinery, the same characteristic as at present.

TOMPKINSVILLE, N Y, Feb 5—The Lighthouse Board gives notice that the following iron buoys, in Raritan Bay, New York and New Jersey, have been removed for the season, and markers substituted therefor: Old Orchard Shoal, No 2; Conaskonk Point, No 3.

WASHINGTON, Feb 5—Notice is given by the Lighthouse Board that the light shown from Smith Creek bacon light No 2, southwesterly edge of the shoal making out southwesterly from Windmill Point Smith Creek, Potomac River, is red instead of white.

TOMPKINSVILLE, N Y, Feb 4—The Lighthouse Board gives notice that all the electric lighted buoys in Gedney and Bayside channels, and at Southwest Spit, New York lower bay, are extinguished, and that it will be impossible to relight them until the running ice has been carried off.

Notice is also given that the following unlighted iron buoys in the lower bay of New York have been removed for the season and markers substituted therefor: Outer entrance of Gedney Channel, G, GE, GF2; Mid Channel, B1, B2, B3; False Hook, NW, end buoy; Palestine Shoal; Palestine Shoal, west, No 4; Flynn's Knoll, No 6; Flynn's Knoll, No 8; Southwest Spit, south side, No 10; Southwest Spit, No 12 (turning buoy); Chapel Hill Cut, C2; Chapel Hill Cut, C4; Chapel Hill Cut, C6; Swash Channel, S1, S3.

BOSTON, Feb 3—Gant Baker, of tug Mercury, reported the Cape Ann whistling buoy has dragged from its position and has drifted NNW from Race Point.

PORTLAND, Me, Feb 4—Wood Island Harbor and Saco River, Me—Notice is hereby given that Ram Island Ledge buoy, spar, red, No 2, has gone adrift. It will be replaced as soon as practicable.

REPORTS.

NEW YORK, Feb. 6.—The British ship William Law, Captain Abbott, which has been anchored in the bay off Stapleton, Staten Island, preparing for her voyage to Shanghai, China, with a full cargo of case oil, took fire today and was beached on the mud flats at Stapleton to save her from destruction. The fire was confined to the space under the cabin and the cargo was not damaged. The amount of damage to the vessel has not been ascertained as yet. The William Law registered 1,634 tons and is owned at Yarmouth, N. S., her hailing port. J. F. Whitney & Co., are her agents.

NASSAU, N P, Feb 2—The British schooner Shafner Bros, Captain Lecain, from Kingsport, NS, via St John, NB, for Havana, with a cargo of potatoes, before reported arrived here with slight damage after stranding at Little Rum Cay, Berry Islands, came here to settle salvage and will then proceed.

NOTICE TO SUBSCRIBERS.

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

BIRTHS.

LECAIN—At Elm street, Truro, N. S., Feb. 3rd, to Mrs. and Mrs. James LeCain—twin sons.

MARRIAGES.

SHAW-SINCLAIR—At the residence of the bride's parents, Feb. 1st, by the Rev. Willard McDonald, Robt. J. Shaw to Annie C. Sinclair, all of New Maryland, York Co., N. B.

STEADMAN-BRYDEN—At the Mission Station, Scovel, Corea, on Sept. 29, 1897, by the Rev. E. E. Paulling, Rev. Fred Steadman, Baptist Missionary, late of Billtown, N. S., to Miss Agnes T. Bryden of Boston, Mass.

DEATHS.

AYKROYD—On the 6th Feb., James Aykroyd, a native of Manchester, England, aged 66 years.

BUSBY—At Ottawa, Feb. 6th, after a brief illness, Elizabeth Mary Busby, daughter of the late Rev. Sampson Busby.

CROWELL—At Harmony, N. S., Feb. 2nd, of consumption, Clessie Alice, aged 14 years, daughter of George and Martha Crowell.

GARRATY—At Cambridge, Mass., Miss Lilian Maud, aged 14 years and 4 months, beloved daughter of John W. and Bertie Hunter Garraty, after a lingering illness.

LIVINGSTON—In this city, on Feb. 3rd, James Ira, son of John and Rebecca J. Livingston, aged 6 months and 18 days.

MALCOLM—At Moncton, N. B., Feb. 6th, William Donald Malcolm, infant son of Donald and Charlotte Malcolm, aged 1 month and 6 days.

McCABE—At Charlottetown, P. E. I., Feb. 3rd, Mrs. Mary McCabe, relict of the late John McCabe, aged 74 years.

McCARRICK—In this city, on Feb. 3rd, James, eldest son of the late Bernard and Mary McCarrick, in the 60th year of his age, a resident of Golden Grove for the last 50 years.

PATTERSON—At South Farmington, N. S., Feb. 2nd, Alexander Patterson, aged 60 years.

PHILPS—In this city, on Feb. 4th, after a lingering illness, Jane Philps, widow of the late James Philps, in the 64th year of her age, leaving one daughter and three sons to mourn their sad loss.

RAINNIE—At Campbellton, Feb. 7, Wm. Rainnie, in his 71st year.

REID—At Bible Hill, Truro, N. S., Feb. 2nd, Maggie Jane Reid, aged 25 years.

SULLIVAN—On Feb. 5th, at her son's residence, 129 Brussels street, Mrs. Clara Sullivan, widow of the late John Sullivan, in the 86th year of her age, leaving one son and one daughter to mourn the loss of a kind and affectionate mother. Born at Digby, N. S., and for the last forty years a resident of this city.

WARD—On Sunday morning, at 20 Wellington row, Miss Maitland Ward.

WELLS—At Dorchester, Mass., Feb. 1st, Louise Fulton, wife of Cyrus S. Wells. (Nova Scotia papers please copy.)

SAND POINT COLLISION.

A collision occurred at Sand point on Sunday about eleven o'clock between engine No. 70, drawing ten cars of western freight, and shunting engine No. 74. The accident occurred at the Blue rock semaphore, and resulted in both engines being pretty badly smashed up. The ends are out of each boiler and the trucks disabled.

"There is a new society just organized called 'The Order of the Crown.'" "All dentists?"

PARLIAMENT.

Hon. Mr. Foster Exposes False Pledges of Government.

The Member for York Handles the Premier in a Lively Manner.

Yukon Railway Deal Strongly Condemned—Aberdeen and His Toronto Speech.

OTTAWA, Feb. 7.—The debate on the address was resumed in the commons this afternoon by Hon. Mr. Foster, who delivered a scathing criticism of the government and their failure to carry out their pledges.

Sir Richard Cartwright replied.

Sir Charles Tupper asked if the government would lay the Mackenzie & Mann contract on the table tomorrow, and with it the probable estimate as to the amount of gold taken out of the Canadian Yukon, and what proportion taken out by Canadians and what by foreigners.

Premier Laurier said the information would be forthcoming, as far as possible.

Hon. Mr. Sifton informed Hon. Mr. Foster that the question of American soldiers without arms being permitted to pass through Canadian territory was the subject of a communication between the two governments.

Hon. Mr. Foster, who on rising was received with loud conservative cheers, at the outset laid down the principle that the leader of a party should keep his pledges to the electorate when he came into power. Sir Charles Tupper had criticised the premier's stewardship of eighteen months, and not a word had Premier Laurier ventured to say in reply. Instead he rose and in almost childish anger seemed to have the idea that the adulation of eighteen months must continue to take the place of criticism. He boasted of many things, but proved nothing. He made an unfortunate explanation of the Yukon deal, declaring that this great subsidy was only for a temporary railway and made no difference whatever. Such was the premier's speech, which ended in a splutter of fireworks. (Laughter.) Mr. Foster then proceeded to criticise the speech. Dealing with the claim of national prosperity, he said one of its essentials was political stability. Where would this political stability have been had Fielding's secession movement of fourteen years ago been successful, or if the Winnan commercial union tad had been successful? When the national policy which had done so much to build up this country was inaugurated, how bitterly it was opposed by the liberals. They cannot claim credit for the good accomplished by that policy, and like last year, they swallowed their professions of seventeen years and accepted that policy. (Hear, hear.) For its present prosperous condition the country owed nothing to the present government.

Referring to the preferential tariff, he said if there was anything done under false pretences, based on false grounds, and which had led to humiliation, backdown and disaster, it was tariff legislation of last year.

Sir Richard himself had admitted that the preferential clause was not primarily and exclusively for England alone, and that eventually all countries, including the United States, might be included in it. Both Laurier and Davies had given their legal opinions that the German and Belgian treaties did not apply to it, and yet despite these views the treaties were denounced. This was Canada's humiliation, that having declined to admit certain countries, which, under the favored nation clauses, were entitled to the benefits of the reciprocal tariff, this country was compelled to throw down the barriers and allow these countries to share the benefits of the reciprocal tariff. An attempt has been sedulously made to lead the British people to believe that the preferences were given to them alone. Not only had Great Britain and favored nationed countries been allowed in, but the government had gone further and admitted Japan and the Netherlands to the benefits of the reciprocal tariff, which had no such claim. Gentlemen opposite wore jubilee honors and took jubilee plaudits which had largerly come to them on the belief of the English people that these preferences had been given to Great Britain alone. (Hear, hear.)

So far from the preferential tariff improving our trade with Britain, our imports last year from the mother country had actually decreased, while imports from the United States had increased. The actual reduction in the tariff was but seven-tenths of one per cent, and yet honorable gentlemen opposite boasted that they were to give the country a revenue tariff. This boasted tariff gave privileges to nine-tenths of the foreign countries of the world, and withheld it from nine-tenths of the sister colonies, all in the name of kinship and imperial unity. (Cheers.)

He proceeded to score the government for abandoning their high-toned principles when in opposition, permitting shameful evil of members sitting in the house with promises of office in their pockets. He quoted the record to show how public works and railway business had been promised and given although previously declaimed against. Where was the reduced expenditure? Where the reduction in the number of ministers? What had they done regarding this Yukon railway matter? One week before the meeting of parliament, after a secret conference of which no one knew anything except those who were interested or wished to be interested, a contract was entered into, one condition of which, according to Sir Louis Davies ten days ago, was that a portion of the contract was to be carried out in twenty-six days. Before parliament could discuss the measure, a portion of the work was to be in operation. There were things which should cause liberals to ask themselves whether or not ministers should be allowed to take important franchises and dispose of them as they pleased.

Mr. Foster then took up Laurier's speeches in England and showed how he had violated every profession made in Canada to endeavor to secure preferential trade.

Resuming after dinner, Hon. Mr. Foster quoted from the interview with Sir Wilfrid Laurier in the London Chronicle, and his speech to the Cobdenites, to show his devotion to free trade. The premier was so much a free trader that he could subscribe to all doctrines of the Cobden club. While they had no right to quarrel with Sir Wilfrid because he held these views, he (Foster) insisted that the premier had no mandate from parliament or the people of Canada to superimpose these views as the voice of the people of the dominion. (Loud cheers.) What excuse had he to offer for his conduct?

In the height of the Toronto election, the Globe published a statement of what occurred at a conference of the premier with Chamberlain in which the colonial secretary was made to say that he would not accept preferential trade except on the basis of free trade within the empire. He desired to ask the premier if the Globe's statement was correct.

Premier Lourier—The hon. gentleman said that conference was confidential. A report had been made of what took place, but so far I have no authority to disclose it, though it is probably at some future date the report will be made public.

Hon Mr. Foster—If these papers are confidential, how is it that the Globe at a critical moment makes a semi-official announcement? And what was still more important, if the conference was confidential, what right had Premier Laurier on Friday night to state that the only condition upon which preferential trade could be discussed was upon the condition that there should be absolute free trade and no customs duties between the different parts of the empire. If he could state that then he he could lay papers on the table to substantiate it.

His (Foster's) conviction was that if the government had made a straight offer of preferential trade to Great Britain alone when Great Britain should abrogate treaties the result would have been effective.

Turning again to the Yukon deal, Hon. Mr. Foster strongly condemned the proposed monopoly, as well as the extent of the land grant. There was something behind all this. Possibilities for wide-spread corruption were very great, certainly the prima facie case against the government was a bad one. Sir Wilfrid had himself said that the future historian would skip from 1867 to 1897. The premier in his pride might think so, but he would warn him of the fate of Nebuchadnezzar, who for his arrogance was sore afflicted and signally punished. (Applause.)

Sir Richard Cartwright only spoke briefly in reply, commiserating Tupper on what he termed family dissensions in the tory party. He forgave Tupper for his long speech of Friday, for his peroration and what followed. He claimed it was unfair to say the tariff of last year had reduced the year's imports from Canada, as it was only in effect one month of 1896-7.

Sir Hibbert Tupper made a slashing reply to Sir Richard Cartwright and then discussed general questions on preferential trade matters. He asked if Aberdeen in Toronto voiced the opinions of the government.

Sir Wilfrid—The hon. gentleman knows very well that when Lord Aberdeen spoke on the occasion to which he refers he did not speak as the governor general of Canada, but simply as Lord Aberdeen.

Sir Hibbert then asked Speaker Edgar if it would be proper for him to discuss the speech of Lord Aberdeen when he spoke in Canada not as governor general.

The speaker said he was inclined to think that when the governor general spoke in his private capacity his speeches were not free from criticism in the house—(hear, hear)—but at all times he must be referred to with respect. On all public questions, of course, his advisers assumed responsibility for the governor general's actions.

Sir Hibbert said he wanted to ascertain where the governor general stood in regard to his advisers. It was extraordinary that he should discuss in public a question dividing the two political parties, and yet have no government nor minister who would dare to say he spoke with their authority. He knew of no precedent for such an extarordinary course.

Sir Charles Hibbert defined his own position in regard to preferential trade, showing that his protectionist principles were not averse to the making of such an arrangement, knowing it could be done without impairing our ability, through the maintenance of our manufacturing and agricultural prosperity, to bear our share of imperial responsibilities. In closing, he cited from a speech of Mr. Chamberlain to show that even the colonial secretary was aware that what had been done to make Canada a nation had been accomplished by the conservative party, although opposed by the gentlemen now in power at every advance. (Cheers.)

Mr. Davin moved the adjournment of the debate, and the house adjourned at 11.45 p. m.

NOTES.

A conservative caucus is called for Wednesday morning.

The Ottawa ministerial association today decided to ignore the request of the Ontario Sabbath Observance association to secure pledges from the candidates for the local legislature in favor of making the Sabbath laws more stringent.

A report from Gracefield, sixty miles from here, states that a young woman has murdered her three illegitimate children.

Major Cartwright, son of Sir Richard, has been appointed assistant adjutant general for Canada.

The conservative newspaper criticism has had its effect. The government told the Washington authorities that the American relief expedition cannot be accompanied by armed troops.

The senate met tonight and commenced the discussion of the address. Senator Fiset was introduced by Hon. Mr. Scott and Hon. Mr. Mills. Hon. Mr. King of New Brunswick moved the address. He said the Yukon railway bargain had been adversely criticized, but he had confidence that when the papers came down it would be found the government had made a good bargain. He could not speak with authority, but he understood the monopoly clause in the agreement only prevented the construction of railways from the coast into the Yukon country. If this was the case and the Yukon proved as rich as it was expected, capital would be found to build a railway to that country from the east, and then the farmers of the Northwest would have a new and profitable market for their products.

Hon. Mr. Dandurand seconded the address, and on motion of Sir Mackenzie Bowell the debate was adjourned.

A conference was held today of representatives of the Toronto, Montreal and Vancouver boards of trade, to endeavor to overcome some regulations affecting the Canadian miners for the Yukon by way of Dyea and Skagway. This suggestion was made to the government and adopted by them: "We would recommend that the government of Canada make arrangements to advance at the Canadian border the amount of money due as a refund to each traveller, as shown by American customs' officers certificates, persons holding such a certificate to endorse the same over to the Canadian customs officer, when the said amount will be refunded to the Canadian government's representative on the presentation to the American collector at a port of entry, as provided for by section 8 of the American regulations issued at Washington February 2nd."

SUMMERSIDE'S FINANCES.

The financial statement of the town of Summerside, P. E. I., for 1897, has just been issued by Mayor Hunt. It shows a gross revenue from all sources of $12,251.75, of which $1,177.33 are credited to the Canada Temperance Act for fines collected during the year. The expenses of the C. T. A. collection amounted to $166.55, leaving a net balance of $1,010.78 from this source alone. There is also a brief retrospect of town affairs during the year, and brief references are made to the school system, improvements in streets, the waterworks and sewerage question, and public improvements generally.

Sch. Genesta gets 85 cents on coal from New York to this port.

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The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.

In all the world to-day—in all the history of the world—no doctor nor institution has treated and restored so many men as has the famed ERIE MEDICAL CO. of Buffalo, N. Y.

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They will send their costly and magically effective appliance and a whole month's course of restorative remedies, positively on trial without expense to any honest and reliable man!

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They give full strength, development and tone to every portion and organ of the body.

Failure is impossible and age is no barrier.

This "Trial without Expense" offer is limited by the company to a short time, and application must be made at once.

No C. O. D. scheme, no bogus philanthropy nor deception, no exposure—a clean business proposition by a company of high financial and professional standing.

Write to the ERIE MEDICAL COMPANY, BUFFALO, N.Y., and refer to seeing the account of their offer in this paper.

LAY OUT YOUR MONEY BUT LAY IN A BARGAIN.

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FOR 40 CENTS

Is one of the best known ways we know of to do this. If we hear of anything better we will let you know.

Geo. S. DeForest & Sons,

MARINE MATTERS.

(From Daily Sun, February 5.)

Capt. Richard Keay, late of the St. John ship Constance, is now master of a big steel ship. His wife is at the present time visiting St. Andrews friends.

A Nassau despatch of the 2nd says: Sch. Shafner Brothers, Capt. Lecain, from Kingsport, N. S., via St. John, N. B., for Havana, stranded on Berry Islands Jan. 30, and afterward got off with assistance, and arrived here with slight damage.

James Desmond is building at Chatham a bark-carrying barge for the Miller Extract Co. in the old Muirhead shipyard. It is in frame. Patrick Desmond is building a 50 ton schooner for the W. S. Loggie Co. on Ritchie's wharf. It is partly in frame. She is intended for carrying supplies to the fishing and canning establishments of the firm. The Miller Foundry is building a small towing steamer, George Henderson being the marine architect in charge of construction. She will be 53.8 feet over all, 52.8 feet at load water line, 13.6 feet beam, 11 feet beam at load water line, and will draw 5 feet 3 inches.

Ship Marlborough, Capt. Cochran, arrived at the Island Thursday night, and came up to port yesterday morning. She sailed from Gloucester, Eng., for Sandy Hook, and in coming out of channel she lost her rudder, and Captain Cochran was forced to bear up for Barbados in order to get a new one. She sailed from Barbados December 13, and had fine weather until three weeks ago, when Seal Island was made. Then boisterous weather set in and gales were met continuously. Three times the ship was blown off. At one time she was within forty miles of Cape Cod. She passed through a terrible experience, as she became badly iced up. Last Tuesday a regular blizzard was encountered. Several of the crew were slightly frost-bitten. The vessel reached port just in the nick of time, for the provisions were down to a low ebb.

(From Daily Sun, February 7.)

Schooner B. C. Borden, before reported ashore at Machias, has been floated and towed to wharf. She is badly damaged.

A Salem despatch of the 1st, said regarding the recent storm, sch Georgie, from St. John, N. B., for New York, went adrift through the fleet, being badly damaged. Sch Helen G. King is ashore on the flats.

A despatch to J. W. Smith states the brigt. Louil is ashore at Burin, Nfld., and it is thought she will be a total wreck. The Louil, Capt. Swain, was bound from Boston to St. Johns, Nfld., where she was to load fish for Brazil. Her former commander, S. H. Cook, left her in Boston and went home to Yarmouth. The Louil is 186 tons register and was built at Shelburne in 1889. She hails from Yarmouth and is owned by Edgar K. Spinney of Yarmouth, J. Willard Smith, Capt. S. Cook and others. She is partly insured.

Sch. Clayola loads laths here for New York.

Fishing schooner Davy Crockett, which was driven ashore near Shelburne, N. S., Tuesday morning, was totally wrecked. Crew has arrived at Boston. Captain remained to save gear.

Ship Andora, Capt. Passmere, from Junin for Dunkirk, went ashore near the latter port. Efforts are being made by the crew to float her by jettisoning some of the cargo. A tug has offered to float and tow her to dock at Dunkirk after the weather moderates for £450, on the basis of "no cure, no pay."

Ship Celeste Burrill, Capt. Trefry, while being towed into Newcastle, N. S. W., Dec. 11, was driven on the northern sand spit when rounding the Nobbys. After remaining about an hour and a half she was towed off, apparently uninjured.

Sch. Leonard Parker, from Havana, has arrived at Jacksonville to load lumber for Martinique.

Sch. Sadie Willcut, from Kingsport with a cargo of potatoes, has reached Havana.

Sch. Bessie Parker has cleared from Wilmington with a cargo of naval stores for Halifax and this port.

A New York despatch of yesterday says: The British ship William Law, outward bound for Shangai, beached on the flats at Stapleton, R. I., yesterday morning while the fire was being extinguished in her lazarette, was pulled off this morning.

PATENT REPORT.

Below will be found the only complete report of patents granted last week to Canadian inventors by the Canadian and United States governments. This report is prepard specially for the Sun by Messrs. Marion & Marion, solicitors of patents and experts, head office, Temple building, Montreal:

Canadian Patents.

58,721—O. I. Bergeron, St. Gregoire, P. Q., sleigh.

58,740—Napoleon Duhamel, Vercheres, P. Q., bicycle.

American Patents.

597,703—Geo. S. Bingham, Hamilton, Can., grain shocking machine.

598,048—Richard F. Carter, Niagara, Can., apparatus for producing acetylene gas.

597,840—Hugh Dixon et al, Montreal, Can., miner's lamp.

597,882—Peter Kelly et al, Montreal, boot last.

597,803—Joseph R. de Lery, New York, incandescent gas burner.

597,890—Frederick W. Shipman, Toronto, portable theatre.

Wooden shoes in France are produced to the extent of about 4,000,000 pairs yearly. They are made in Alsace and Barriers by machinery, and in Lozere by hand. In the last named province 1,700 pounds are engaged in this manufacture, and the yearly product is more than half a million pairs.