

Recent Ev Around Together Wit from Corre Exo

When ordering WEEKLY carried the NAME of the which the paper that of the office sent.

Remember! To ensure prompt of request.

Home in Grafton, to attend to his some time.—Disp

John Lorigan a one time carried city, failed a sho abilities were ab normally about

While Oscar T. Reach, Kings Co on Monday, 28th fell. The team a his body, breaking three places, frac turing other sever

At a lecture on given in Glasgow Lean of Glasgow Alexandria Rame Muir's The Maple

Another loyal Can of St. John, N.B. very warmly rece ursday night.

A New Band writes: Jeremiah late residence in D ester Co., on Sun 35 years. Deceas

much respected. here at the early a His wife, three so

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N. H. Athoe, for ganist and choir sion church of St left yesterday aft

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one of the most in in Canada. Mr. friends while her

to lose him, cannot the recognition of offer he has just a

Messrs. Olive an tors of hulls and received a circular

rain, great crowds awaited the results in Fleet, Batteries and other centres

of exciting contests. There was a great gathering of liberal politicians

at the national liberal club, where the progressive victories were hailed with delighted cheering.

Notice is given that letters patent G. P. King, L. R. Ora, Frank L. Tut

Lean, S. A. McLoe J. N. Burnett, Cha ther, Edwin Hall

D. A. Sinclair, Cha G. Magee, incorpor Chisholm Lake Fish property of the C Chisholm and Dick

A Vanceboro let Commercial says: B day on his way t purchased part of which consisted of

articles, which he get cheaper here country. He will drugs and surgical

a kit of dental tools as well as an M. D. good luck, as he is deserves a prospero

gold region." An ordinary could be thought much of neglect may mean

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SCEPTICS ARE CONVERTED.

Scoffers and Doubters are Convinced that Paine's Celery Compound Makes People Well and Keeps them Well.

An Almost Miraculous Cure in Cornwall, Ont

The Great Spring Medicine Saves Life After the Physicians Fail.

The almost miraculous cure of Mr. Thos. Warren of Cornwall, Ont., by Paine's Celery Compound, has truly demonstrated and proved to the satisfaction of all intelligent men and women that Paine's Celery Compound cures disease when all other means fail.

Mr. Warren, after his rescue from death by Paine's Celery Compound, sent the following strong testimony, which is endorsed by Mr. E. H. Brown, Cornwall's popular druggist:

Dear Sirs—Ten years ago I contracted a bad cold, which subsequently developed into inflammatory rheumatism, and I was laid aside for six months. I recovered and was able to work for a time, when I was again seized with the terrible disease. I kept getting worse, and suffered the most intense agony. My bowels were partially drawn out of place, and my knees were swollen to nearly double their natural size.

Words fail to express what I suffered, and for days at a time I could not get out of bed, nor move myself. During all that time I was under the care and treatment of one of our best physicians, but he did not seem to be able to relieve me, and I kept getting worse.

Believing that the doctor's medicine was not producing any good I decided to try Paine's Celery Compound.

The following visitors from the provinces were in the city this week: Donald Fraser and Mrs. Fraser, Fredrickton; Madam McDonald, B. V. Pearson, F. W. Clement, W. L. Kane, G. E. Franklyn, Halifax; Thos. Killam, Yarmouth.

The following provincials were married this week at Providence: James MacQuarrie of Charlottetown and Miss Florence J. McLean formerly of Pictou, in this city; Charles Henderson, formerly of St. John, and Annie Jones of St. John; at Newton, Dennis McCarthy of Newton and Miss Eugenia M. Smith of North Sydney.

The following deaths of provincials are announced: In this city, Feb. 21, Capt. G. N. Dakin, aged 55 years, formerly of Newswick, where interred; at Somerville, Feb. 20, Felix MacDonald of Grand River, P. E. I., killed by electric shock; in this city, Feb. 21, Sarah T. Stewart, daughter of the late Robert Stewart of Halifax (where interment occurred); at Somerville, Feb. 18, James R. Bull of Liverpool, N. S., aged 79 years; on Great Round Shoal, off Nantucket, Mass., by wreck of St. John ship Asia, Feb. 21, Capt. G. N. Dakin, aged 55 years; in Yarmouth, N. S., also John Cook of Weymouth, mate of the Asia; at Cambridgeport, Feb. 24, Mrs. Stephen Hutchinson, daughter of Wm. D. Faynter, of Nova Scotia, aged 32 years; in this city, Feb. 20, James Phillips of St. John, aged 82; at Lexington, Feb. 23, D. E. P. Packard, native of Nova Scotia, in this city, Feb. 20, Mrs. S. Story, aged 83 years, formerly of Halifax.

Rev. F. W. Pelly, formerly prefect of St. John's college, Qu'Appelle, N. W. T., and former vicar of Bellechamps and diocesan lecturer of the Church of England in Manitoba, died recently in Washington. Rev. Mr. Pelly was an Englishman by birth. Two years ago he joined the Roman Catholic church in Connecticut.

The spruce trade has improved slightly within the past week, the market shows prospects of stiffening, largely on the strength of the statement of Maine lumbermen that the heavy snowfall will curtail their cut 20 per cent. Many lumbermen have been obliged to take their teams out of the woods. Shingles and clapboards are in moderate demand.

Although this is Lent, the fish trade is not as active as usual at this season for some reason. Mackerel are dull, and fairly firm; herring firm and fresh fish steady, with the demand fair. About 200 barrels of mackerel arrived from the provinces this week. Lobsters are scarce and very high.

THE LATE WM. YOULD. (Amherst Press.) The death occurred at Truro last week of William Yould, sr., assistant trackmaster of the I. C. R., aged 78 years. He came to this country from New Brunswick in 1854, and was the first foreman of tracklaying on the Nova Scotia railway, now a part of the I. C. R., and began work in Halifax shortly after the completion of the railway here. He was appointed trackmaster of the Windsor branch. He held that position until about 1876, when he was appointed assistant to trackmaster, between Halifax, Amherst and Pictou landing. Deceased was an Englishman by birth, and came out to take the place of the employ of New Brunswick in the construction of the money railway contractors Peto, Brassey and Betts. His two daughters are Mrs. Wm. McKay, Truro; Mrs. Rutherford, wife of Conductor R. F. Rutherford, Sydney, C. B. Of his six sons, William, the eldest, is mechanical superintendent of the Dominion Atlantic railway. Paul Press, George is also employed in the west. David is a locomotive engineer on the I. C. R., running out of Kentville, N. S., is in the employ of the D. A. R., as is also Benjamin, the youngest of the family.

Advertisement in the WEEKLY SUN.

BOSTON LETTER.

The Grand Trunk Working in Interest of American Roads.

Enormous Value of the Poultry Raising Industry—New War Scare—Industrial Situation in New England Very Unsatisfactory.

BOSTON, Feb. 26.—The country is still at peace with the nations of the world, although it is true a large proportion of the American press is preparing for war, and doing its best to force the issue which is said to exist between the United States and Spain.

The feature of the week in the Spanish agitation was the furry in the stock market Thursday, when panicky conditions prevailed, some stocks falling \$3 to \$12 a share. The hand of the professional men of course had a good deal with the scare.

The government, notwithstanding reports to the contrary, is rushing work on nearly all the coast defenses, and the New England armories and arsenals are busier than usual. This activity, however, is merely precautionary, and there is little chance of any serious conflict with Spain. Today no more is actually known in this country as to what caused the destruction of the battleship Maine in Havana harbor than on the day following the disaster.

The railroad war in the west is progressing much faster here. The Boston and Maine road is understood to be in sympathy with the Canadian Pacific to a large extent, although the B. and M. is not directly affected. Senator Hanebrough of North Dakota has requested Hon. John D. Long, secretary of the navy, to explain why he shipped supplies for the Mare Island, Calif., navy yard, over the C. P. R. instead of by American roads.

From a Canadian standpoint the Canadian Pacific is deserving of support, as its policy is altogether different from that of Hays and his crowd who operate the Grand Trunk speed of Canada in favor of American supports and American roads.

The second trial of Thomas M. Spain, the former mate of the barkentine schooner Puller, for the alleged murder of Capt. Charles L. Nash on the high seas, will be begun in the United States circuit court here on March 15. Charles Nichols, a new witness, will testify that Bram wanted to take possession of a vessel by force several years ago.

Herbert W. Collingwood, editor of the Rural New Yorker, says of the poultry raising industry in this country: "There are in this country today, 40,000,000 chickens and 10,000,000 ducks, and 4,000,000 turkeys. In 1897 the export value of the egg crop was \$14,000,000,000, and the value of the egg crop this year is estimated at \$15,000,000,000. The value of the meat-as broilers, broilers and bakers' stock, at a conservatively rate, \$20,000,000.

This great value of the hen crop is scattered broadcast. We deal with it chiefly from the individual side, and it is astonishing to realize how much it is in the aggregate. In order that these figures may be appreciated, comparative figures are interesting: Earnings of poultry \$229,000,000 Total of pensions \$19,280,000 Total of school expenditures \$18,215,556 Total of interest on mortgaged property \$76,728,077 Value of all real estate \$7,519,000,000 Total military expenditures \$2,347,976 Value of all minerals \$15,169,788 Value of hogs \$4,610,000 Value of gold \$4,610,000 Value of silver \$7,519,000 Value of wool \$3,146,569 Value of sheep \$3,146,569 Value of milk cows \$26,355,545 Salaries of all school teachers \$139,290,076 Value of poultry property \$229,000,000 Total military expenditures \$2,347,976 Value of all minerals \$15,169,788 Value of hogs \$4,610,000 Value of gold \$4,610,000 Value of silver \$7,519,000 Value of wool \$3,146,569 Value of sheep \$3,146,569 Value of milk cows \$26,355,545 Salaries of all school teachers \$139,290,076 Value of poultry property \$229,000,000

State Detective P. F. Murray has been notified that a man suspected to be Paul Muller, the farm hand who is suspected of murdering the Newton boy, is being detained at North Sydney, C. B. Since the murder twenty men suspected of being Muller have been arrested in various parts of the country. A suspect was detained at Cocagne, N. B., three weeks ago, but he was not the man wanted.

J. F. Masters, formerly general passenger agent of the Dominion Atlantic railway here, has been promoted to the position of New England superintendent.

The industrial situation in New England is still very unsatisfactory. The large cities nearly all report that there are hundreds of men idle. The cotton mills of New Bedford, Taunton, Biddeford and Saco, Me., have been closed since Jan. 17 on account of strikes over the reduction in wages, and it is hard to tell when they will reopen. The Androscoggin mills at Lewiston, the Cabot mills at Brunswick, Me., the Vale mills at Nashua, N. H., the Robeson at Fall River, the White Rock at Westley, R. I., and the Geneva and Wampscott mills are also closed, all but one having been shut down because of the refusal of the operatives to accept the cut down. It is thought further strikes will occur in Rhode Island.

Hon. Charles S. Hamlin, ex-attorney-general of the United States, is pushing his campaign in favor of reciprocity with Canada. In an address a few days ago here he said: "Boston is the natural outlet for the northern territory. I believe that if we can have a general reciprocity treaty with Canada in fifteen years, Boston will be as great a port as New York. Our mill industries seem to be dwindling, and our industries are sorely threatened. Unless Boston can get better markets, her industrial doom is sounded. Boston is one of the great nature outlets to foreign countries. What better market could we wish

THE EDMONTON ROUTE.

The St. John board of trade has been asked to endorse the demand for the construction of a wagon road via Edmonton to the Yukon. The boards of trade of Winnipeg, Toronto, Hamilton, Ottawa, Montreal and Quebec have all passed resolutions favoring this all-Canadian route.

When a western deputation stated the case to the government recently, Mr. Bole of the Winnipeg board said: "They were not present to oppose any other route, but they found a unanimous feeling among the boards of trade that we should have cheap freight and access through Canadian territory. It may be that we will have, by a careful computation, \$1,000,000 of trade will get to the coast only \$3,000,000. He asked therefore that the government give prompt encouragement to the route from Montreal."

Frank Oliver, M. P. of Alberta, also spoke. He said: "Already 600 people have started by the Peace river and Mackenzie routes from Edmonton. Thousands of people in the United States are anxious to take the new routes for special reasons. The only question they ask is, is the route practicable. These parties wish to go to the coast by the Peace river, a distance of 1,000 miles from Edmonton. Provisions can be handled for ten cents per pound by wagon road for a distance of 1,000 miles. As far as the route is known, there is plenty of fodder for pack-horses. Beef will drive itself to market, and many parties are ready to start to drive their own pack-horses. The route must be open. As to the cost he would only say the greater the expenditure the greater the benefit. A wagon road to Nelson and wagon roads to the portage would be infinitely preferable."

Sir Wilfrid Laurier told the deputation that the various routes would be explored next summer, and, if the means of the country permitted, a rail or wagon road would be built. With 1,500 miles of practically unknown territory it was necessary to have some knowledge of its resources before expending public money. Now at Mackenzie and Mann wanted a contract in that direction the urgency of the case might be a good deal more apparent to Sir Wilfrid and his colleagues. Nor would there in that event be such serious concern about what the means of the country would permit. There has been enough of the public domain thrown away on the Stickeen contract to open up several routes to the Yukon.

FARMING IN KLONDYKE.

In those parts of the Yukon district which are now attracting the attention of the civilized world, owing to the richness of its gold deposits, the summer climate is too cold to admit of much being done in the way of growing grain, fodder plants, or vegetables. The department of agriculture has just issued a bulletin prepared by Dr. William Saunders, director of experimental farms, that embodies the latest and most accurate information concerning the possibilities of agriculture in that region of which Dawson City is the centre. The facts compiled by Dr. Saunders do not hold out much hope to the tiller of the soil in the auriferous, but frost-ridden lands.

The meteorological records for 1887 show that in May the thermometer during the greater part of the month ranged from 32 degrees to 50 degrees, that the rivers broke up from the 11th to the 15th of May and ran thickly with ice until about the 28th, that the mercury was below 32 degrees eighteen times and that it went to 60 degrees above only five times in the month, the highest point being 62 degrees. It snowed one day and rained on four days. In June the thermometer was four times at and below 32 degrees, 47 times at and below 40 degrees, and ranged the greater part of the day from 40 degrees to 60 degrees. Seven times the temperature went above 70 degrees and once only, on the 26th, it reached 80 degrees. It rained on 13 days. In July the hottest days were the 1st and 2nd, when a temperature of 81 degrees was recorded. During the greater part of the month the temperature ranged from 40 degrees to 70 degrees, nine times it was at 40 degrees below, and 11 times at 40 degrees below. The lowest record was 33 degrees. It rained on three days. In August the highest temperature recorded was 76 degrees, and seven times the thermometer recorded above 70 degrees. Twice the temperature was 83 degrees and below, and 12 times at 40 degrees below. It rained on eight days. In September the possibilities for the growth of vegetables were very limited. Eight times the mercury ranged from 32 degrees down to 48 degrees, and 23 times it was at 40 degrees below. The highest point reached was 63 degrees on the 17th. During the greater part of this month the thermometer ranged in day time from 40 degrees to 60 degrees.

The records given of the summer temperatures at Fort Constantine, Yukon, latitude 64 degrees N., longitude 140 degrees W. for 1896, agree closely with those of Mr. Ogilvie above quoted. The mean temperature of June 1896, was 53.4 degrees, the last being recorded on the 7th. The high for July was 57.3 degrees; August, 52.5 degrees. For September it was only 52.2 degrees, and winter set in on September 27th, 1896. The mean temperature and lowest points were as follows: October, 18.9; mean 24 degrees; zero was first touched on the 5th November, 1896; mean temperature 6.5 degrees; lowest, 38 degrees below zero. January, 1896, mean 28 degrees below zero. February mean 23.4 degrees below zero, and the mean temperature for March was 7.5 degrees above zero and that for April 10.5. Between December 19th, 1895, and February 6th, 1896, it never rose above zero, the lowest reading—65 degrees below zero—was taken January 28th, and on 24 days during the winter the temperature was at and below 10 degrees below zero. Dr. Saunders adds: "The summer season of 1897, as far as heard

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SUN PRINTING COMPANY, ALFRED MARKEHAM, Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., MARCH 5, 1898.

ONTARIO HAS SPOKEN.

(From Wednesday's Daily Sun.)

A striking and impressive sign of the times is afforded by the Ontario election. The liberal conservative opposition went into the contest with twenty-five seats out of ninety-four. They came out with forty-three or forty-four, and perhaps more. The Hardy government, which was able to command a majority of over forty, with the help of its alleged independent allies, at the time of the dissolution, has now a possible majority of three or four, and may not have a majority at all.

It is shown that the Ontario government was immensely stronger when supported by Sir Wilfrid Laurier in opposition than when burdened with the support of the Laurier administration. Everything was in favor of the Hardy ministry, but the fatal connection with the Laurier-Raffa-Blaik ministry.

Sir Wilfrid Laurier took the stump for Mr. Hardy and called upon the electors to support the provincial government, which he declared to be "The Right Arm of My Administration." Whether his arm was deprived of his right arm remains to be seen, but it is proved that the people of the largest province are not disposed to strengthen the present administration at Ottawa.

One feature of the election is the almost complete disappearance of patron and independent representation. It seems that these elements, which were mostly drawn from the conservative party, have returned to their allegiance, disgusted with the course of the party to which their representatives allied themselves.

This Ontario election is the first striking indication of the return away which will sweep the Laurier ministry from power at the close of the present term.

THE YUKON DEAL.

The Montreal Transcript declares that opposition attacks on the Yukon railway contract are shown to be based upon gross misrepresentation, and adds that "the minister of railways must feel rather pleased to find his course and attitude so strongly justified." The facts are that the government, knowing that Hamilton Smith, backed by a strong syndicate, was prepared to submit an offer to build the road, ignored him and all others and gave the contract to their friends, Mackenzie and Mann. As was clearly shown in the Sun's Ottawa letter on Tuesday, Mr. Sifton admitted that he knew that Hamilton Smith was prepared to submit an offer. And it is shown that this offer would have been infinitely more advantageous to the country than that of Mackenzie and Mann. The reason the latter did not receive from the government a gift of the whole Yukon country appears to be simply that they did not ask for it. Hamilton Smith would build two roads, one by the Stickeen route and one by the Dalton trail for half the pay that Mackenzie and Mann get for building the former road. The contract with the latter firm was completed before any other possible contractors knew that the government were prepared to receive offers. There can be only one inference. The government were determined to give these men the job. Somebody will get rich as a result of the bargain. It will not be the people of Canada, whose resources are thus alienated with a view to the for every patriotic principle that should animate those to whom the country's affairs are entrusted. Mackenzie and Mann are alleged by an admiring minister to have a genius for railroad building. It will strike the average citizen that they have a much greater genius for bargain making, when they can get hold of a government that is ready to accept their terms. Why the government was so ready is a suggestive query, and one to which the people of Canada will demand an answer. As to the "course and attitude" of the minister of railways, referred to by the Transcript, Mr. Blair would probably not thank his newly fledged admirer for making any allusion to that subject.

SCARCELY. (Phillips's Equivocal.) "Will the Atlanta society woman who is seeking to secure a statue raising please send her photograph and her age to the newspapers?"

Advertisement in the WEEKLY SUN.