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 ALFRED MARKHAM,
 Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., MARCH 23, 1898.

ANOTHER CASE FOR RECONSIDERATION.

The bargain now proposed with the Drummond Railway company is \$500,000 better to the country than the one which Mr. Blair tried to force through parliament last year. It is still far too bad a bargain for the country. But we have still no statement of an improved bargain with the Grand Trunk company. The contract made last year required the payment of \$100,000 a year for the railway to be used in common and for the Intercolonial share of the terminus. As the government now borrows money, this is equal to a cash payment of \$3,400,000. The total value of this railway and terminus is estimated by Mr. Schreiber and Mr. Blair at \$3,750,000—that is, \$3,500,000 for the station, freight house, part of the workshops, and that part of the yard used in common. This means that the Intercolonial assumes \$3,400,000 of the burden of providing property for the joint occupation, while the Grand Trunk assumes \$350,000. Now the Grand Trunk business handled at Montreal will be from five to ten times that handled there by the Intercolonial.

Thus we see that one of the joint owners bears about ten times the burden that the other does. Also, one of the roads makes ten times as much use as the other of the property. But the railway which makes ten times as much use is not the one that pays ten times as much of the cost.

PUBLIC ACCOUNTS INVESTIGATION.

The unanimous finding of the public accounts committee is a complete justification of the attitude of Messrs. Pinder, Dibblee and Sumner and an emphatic answer to the attacks made on these gentlemen by the subsidized government press. It goes further. It shows that the ministers have not exercised a due regard to economy in the purchase of supplies for the institutions of the province under their control. The majority of the committee are supporters of the government, and are not therefore open to the charge of having been actuated by partisan feeling in their condemnation of the acts of the executive. The members of the assembly were with a few exceptions elected to support the administration. Yet the house unanimously concurred in the report of the committee, which was as follows:

"The committee to whom were referred the public accounts for the fiscal year ending 31st October last, beg to report:

"1. Your committee have carefully examined all accounts placed before them and have found the vouchers to correspond with the various items in the auditor general's report.

"2. We wish to call attention to the fact that a considerable number of by-road commissioners have not made returns of expenditure before the end of the year and we are of the opinion that steps should be taken to secure such returns duly filed before the close of the fiscal year.

"3. Your committee, after some examination into the matter, are of the opinion that the amount paid for public printing might be somewhat lessened without serious injury to the public service, and would respectfully direct the attention of the provincial secretary to this matter.

"4. From evidence produced before the committee it appears that the prices charged for bridge bolts were in some instances higher than current market prices. We express the hope that the department of public works will make minute inquiry into this matter and endeavor to obtain all supplies required for the public service at a fair uniform rate.

"5. Your committee has made a serious investigation of the accounts of the lunatic asylum and have found all items properly 'checked' for and charges fair and reasonable except in the case of some items of the hardware accounts, in reference to which a resolution was unanimously passed by the committee, a copy of which is hereto annexed. We highly approve the course adopted by the chief commissioner in sinking an artesian well for the purpose of procuring an independent water supply for the institution.

"6. Your committee find on examination that large amounts have been paid out for the supervision of repairs to public buildings, both to the architect and inspector, and are of the opinion that such work should be performed at a somewhat lower rate."

The resolution referred to in section 4 of the report is as follows:

Resolved, That after careful examination of the bills for supplies to the lunatic asylum it is the opinion of this committee that while most of the prices charged are fair and reasonable, some of the items are excessive, and that the department of public works should be directed to make minute inquiry into this matter and endeavor to obtain all supplies required for the public service at a fair uniform rate.

How public opinion will regard the report of the committee is very clearly voiced by the St. Stephen Courier, a newspaper that is decidedly friendly to the government:

"The public accounts committee of the legislature have been doing some hard work this session. They have been carefully scrutinizing charges made against the government for various services and find that in many instances the country has been paying pretty steep rates for much material supplied. Some of the members of the legislature and a section of the press are inclined to attempt to belittle the work done by representatives of the opposition on the committee. That won't do. The temper of the country just at present stands for strict economy in the administration of public affairs, and while partisans may rail at the efforts of the committee to let the people know just what is done with their money in the different departments of the government, its members should be satisfied with the assurance that in their work they have the approval of the great body of the electors."

THE LUMBER TRADE.

The facts set forth in another part of today's Sun, relative to the lumber market of the east coast of England, are of great importance to all engaged in the lumber business. The east coast has never been systematically exploited by our shippers, perhaps because that market required a more costly and more extensive trade than has been cheerfully accepted on the west coast, and also partly because the Baltic shippers took particular pains to secure and hold the east coast market. But now the denudation of Baltic forests has enhanced their value, and English buyers have turned their eyes this way, with the result that already quite large orders have been booked for provincial spruce. Of course the present low price of spruce is a special inducement. But the opportunity now offered should be turned to good account. We have the lumber and timber in the market. That market requires certain specifications in cargoes purchased, and also requires the high standard of manufacture set by the Baltic mills. Our manufacturers cannot hope to dictate to the buyers as to the sizes or the quality of manufacture. They must learn what the market wants, and produce it. The present outlet offered for spruce will not be likely to enhance prices here, at least for some time, but it will help to relieve the congestion, and benefit the business of the latter part of the year. If a profitable market for spruce can be secured on the east as well as the west coast of England it will be of very great benefit to the trade of these provinces. The figures which we give of the imports of timber of all kinds at a few of the east coast ports shows what an immense yearly consumption there must be at the coast ports and the interior markets which they supply. These provinces should have a share of that trade, and they never had so good an opportunity to exploit that market as they have this season.

THE I. C. R. TARIFF.

The process of tinkering with the I. C. R. tariff goes merrily on. Manager Harris begins with a supreme contempt for the old tariff. "We may judge from the changes made in the last few days, he now regards his own first effort with equal scorn. But on one point Mr. Harris is firm. The low rate from Montreal is not to be disturbed. Neither is the increased rate from St. John, on those classes of goods in which Montreal now has an advantage. Montreal and the west are the object of Mr. Harris's ambition and desires. With the fear of Montreal criticism before his eyes, he gravely counsels the St. John merchants to take a broad view. The Sun's prediction has been fulfilled. The I. C. R. is to be managed with regard solely to Mr. Blair's ambitious scheme to develop through traffic. If the interests of the local patrons of the road stand in the way, so much the worse for them. The new tariff, Mr. Harris states, was arranged with regard to those of connecting lines in the west. Mr. Harris also observes, incidentally, that he intends to make the road pay its way. He expects great things from his competition with water routes. It will not be much consolation to the farmer or trader, who pays higher rates, that Mr. Harris has been able to put a few schooners out of business. But as a matter of fact the owners of coastwise schooners expect to reap no little advantage from the very tariff which he thinks will be fatal to them. It is difficult just now to discuss the tariff itself. It presents some new features every day. Mr. Harris has been very accommodating in some respects. He has made some important concessions. Possibly he will make more, in so far as those changes will not adversely affect Montreal and the west. The most interesting instance of lightning changes yet brought out is in the case of the rate on lime to Halifax. If Mr. Harris's statement that the rate is now ten cents is correct, there have been four different rates in force in a matter of two and a half months. In view of that fact, there is of course unlimited scope for the imagination in respect to future changes. The element of permanency does not obtain, always excepting those cases where

the interests of Montreal and the west are concerned. The people along the line of the I. C. R. in New Brunswick and Nova Scotia have been sold out by Mr. Blair.

MR. HARRIS'S PROGRESS.

Manager Harris of the I. C. R. appears to have been an object of much interest at Amherst on Saturday. He held the train for half an hour, in order to hear the complaints of the representatives of a dozen industries seriously affected by the new tariff. The News, which is a grit paper, states that he "gave all the promises that where actual increases had been made there would be a substantial reduction made in the tariff now being prepared. He assured the delegation that it was the intention to give manufacturers who did considerable business a reduction, and assured them that if they by actual experience found that there was an increase, a special rebate would be given on writing to Moncton." It will be remembered that at St. John Mr. Harris talked about the rebate system as one that should be discontinued. The comments of the News are especially interesting. It says: "The delegates as the train pulled out were somewhat puzzled as to who had got the best of the encounter, and were all of the opinion that Manager Harris was an ally customer, who would have made a grand success as a politician. They are now on the look out for the revised tariff and in the meantime they will try the effect of writing to Moncton about the next freight bill that is unusually high."

The Amherst Press discusses the interview in much more caustic terms, observing that "one of their servants appeared among them in all the paraphernalia of state and in lordly style discussed affairs of interest to his masters; and even condescended to a stay of their train a little longer than usual, so that they might be able to realize the magnificent effect his palace on wheels would have upon their imagination."

The Moncton Times says: "A large delegation of farmers from Westmorland and Cumberland was expected to meet him in Moncton on Wednesday, but only one or two put in an appearance. One of them, a good liberal, asked as to why the others had not put in an appearance, replied that their time was too valuable to spend chasing after a traffic manager who did not keep his word, and that Mr. Blair was the man he was going to look to for satisfaction."

The Railway News states that the passenger service on the Oxford branch under the new timetable is not at all satisfactory. It says that passengers are often unnecessarily delayed and no consideration whatever is given to traffic on branch lines.

The New Glasgow Enterprise gives a number of instances of outrageous freight charges, and adds that a great deal of lumber and produce awaiting shipment will not be shipped unless the rates are lowered. All along the line there is complaint, and Mr. Harris and his palace car are promised an interesting season.

But the people will not forget that Mr. Blair, not Mr. Harris, is the real author of their woes.

Mr. Henry Bessemer, whose name is indissolubly connected with the development of the world's steel industry, is dead. His discovery of the means of rapidly and cheaply converting pig-iron into steel, by blowing a blast of air through the iron, was a great deal of steel by the Bessemer process in Great Britain in 1858 rose to 2,140,791 tons, and in the seven principal steel making countries to 8,278,813 tons.

The San Jose scale is a power for evil across the line, and Canada has moved none too quickly in invoking the aid of the statute book to keep out the pest. At present the states where the scale is most numerous are Michigan, Maryland, New Jersey, Illinois and California. A considerable effect on the scale is widespread, and in the latter state it has baffled all attempts at extermination. The San Jose scale was the cause of the exclusion of California apples and pears from Germany.

Mr. Dibblee has been read out of the ranks of the government party. The job was performed by Mr. Fowler of Kings, who has been engaged to do that class of work for the present administration, which was formerly entrusted to the notorious William Wilson of York. Mr. Fowler can see in Mr. Wilson's fate at the polls the pit he is digging for himself.

Great Advances

Have recently been made in methods of teaching commercial subjects—book-keeping and correspondence especially. Our methods are not those of five or ten years ago, but the very latest, embracing the latest features at the close of 1897.

Our shorthand is also the best—the latest. Catalogues to any address. SKERR & SON.

NOVA SCOTIA.

Arrival of the Lake Ontario at Halifax—Agricultural College at Truro Bureau.

HALIFAX, N. S., March 21.—The Beaver liner Lake Ontario arrived from Liverpool at 1:45 o'clock this afternoon, with mails and passengers. She brought the following passengers: Lieut. G. A. Miller, R. N., Lieut. H. W. McMillan, R. N., and child; Mr. M. Jackson, A. Moss, R. Templeton, Miss Muir, thirty-one intermediate, and one hundred steerage. The saloon passengers were landed here. She sailed at 5 o'clock for St. John, N. B.

TRURO, March 21.—The agricultural college building, Bldg. XIII, was burned to the ground at 1 o'clock today. The fire is supposed to have caught from a spark on the roof. The fire had "burned out" this morning, and all sparks were thought to have been extinguished. Part of the furniture and the valuable laboratory apparatus were saved. The loss is \$7,000 to \$10,000. The Truro fire alarm was sounded and the firemen were soon at the fire, one mile from the town, but the building was then a mass of flames with a high wind preventing the firemen from getting near. The building was a two-story one, isolated. It was built seven years ago, and cost \$30,000. The insurance is \$5,000 on the building and \$1,000 on the contents. A. J. Bell's agencies.

PARSBORO, N. S., March 21.—A cotton carnival, the 10th Aberdeen Fair, was held on St. Patrick's day. The attendance was very good, but cotton was not very much in evidence. Owen McGuire, one of the oldest residents, died on Wednesday of pneumonia, aged seventy-two. His funeral took place yesterday and was largely attended.

The bankrupt stock of James Taggart, an Amherst merchant, has been purchased by O. L. Price and James W. Day.

Not a single vessel has yet been chartered to load at West Bay this season. This is something unusual in the history of ship port of late years, for sometimes a dozen or more charters are made before the season is over.

CORNWALLIS, N. S., March 21.—A party of trip to Windsor was made by a correspondent of the following facts: There are eleven lumber mills at work in Cornwallis and vicinity. The lumber is being used chiefly for the erection of buildings in Windsor. The court house and post office, which were built of wood, and only partially burned out, have been rebuilt in stone. The stores consist of small shanties, a few of which are of brick. The houses are of wood. There is no hotel in the town. The Methodist church of Kentville held its first anniversary on March 19th.

The Kentville Coal Co. have bought the Kentville colliery, and will have the building to be built by John Redden. They will use the upper part and will have a reading room in connection.

On Wednesday a young boy named Beach, aged 15, and another boy named Holden were in the barn at Rev. A. M. Holden's, when a knife with which each other. Beach had a knife with which he was cutting some wood. Between the two boys, when Beach fell on the sharp blade. He had no coat on, and the blade pierced the heart. Mr. Edward Dimock was being handsome, built, and Dora has built a big hotel that cost \$25,000.

ST. MARTIN'S NEWS.

ST. MARTIN'S, March 19.—The lumber operations in the woods are about completed for the season, and the harbor presents unusual signs of activity loading the lumber into the vessels. At the present time there are nine vessels loading for different points on the American coast, among them three large three-masted schooners. The vessels are Bentley & Co., Capt. G. B. McDonough, Capt. R. Carson and others.

It looks now as though a cheese factory will be established here in the near future. This enterprise has been worked up largely through the efforts of Mr. Kelly, who purposes to be one of the stockholders.

William Smith, one of our merchants, who has been seriously ill for the past week, is improving. Dr. Gilmore has attended him through his sickness.

Letters have been received from the parties who left here a few weeks ago for the Klondike. They purchased their outfits and supplies at Vancouver, and proceeded up the coast en route for the gold fields.

MR. PICKLES EXONERATED.

An arbitration case was held here this week. It was mostly interested with the Rev. F. W. Pickles, formerly pastor of the church at Port Lawrence, and a son of the people connected with the Port Lawrence Methodist church. It was a case in which Mr. Pickles was offered to be responsible for the additional expenses, which was placed at \$50. Subsequently, at a meeting of the board one of the leading officers in connection with the church told Mr. Pickles, it is stated, that they did not require his money, having done much better than they had expected. "Leave it alone," he said, "the Port Lawrence people came to the conclusion that they had a right to the \$50, and consequently the matter was settled by arbitration. The arbitrators were Mr. Brocken, C. A. Chapman and Albert Carter. This board, after a session of Wednesday and Friday, at 10 o'clock, adjourned at 10 o'clock. Mr. Pickles' favor—Sackville Post.

I. C. R. FREIGHT RATES.

Work is typical case, the way the thing works at one of the stations along the line, and from one learn all. A merchant in Fredericton, N. B., of phenolite, has terms with the shipper, but the freight is high. The freight was prepaid at the old rates, but when the car arrived the new rates were in force. Another merchant had three hundred of phenolite, "shook" sent him from a station along the line, and when he went to pay 30 cents more for freight than the goods cost him. A Glasgow merchant who formerly sent his goods by freight from Antigonish, now says he will drive them up the road, as it is cheaper. All along the line, and all kinds of products waiting shipment, and which will not be shipped unless the rates are lowered.—New Glasgow Enterprise.

MANCHESTER'S TONIC Condition Powder.
 A Preparation put up by qualified Veterinary Surgeons and compounded from the purest drugs and most choice ingredients, in which the most valuable and most popular and useful home medicines are incorporated.
 Cures Distemper, Swelled Legs, Hides, Blisters, Bots and Worms, and all the diseases incident to the horse, making him healthy and ready to work.
 It is put up in a tin of an inferior powder.
 Demand the Best. Take No Other.
 Sold by Druggists and Merchants.
 Sole Proprietors: J. W. MANCHESTER & Co., Ltd., 11, R. and R. Street, N. B.

FREDERICTON.

The Government Stables Destroyed by Fire—Prof. Davidson's Lecture.

FREDERICTON, N. B., March 21.—The government's stables were burned this afternoon between 5 and 6 o'clock. They were erected some years ago at a cost of about \$2,500. It is understood that there is \$2,000 insurance on the buildings.

Prof. Davidson delivered a lecture at the university tonight, his subject being "Luxury and Extravagance."

CAMBERLEDGE FROM LONDON.

Meeting of the Colonial Party—To Consider the Postage Question.

MONTREAL, March 21.—The Star's London cable says: At the request of Sir Charles Dilke and other members, a meeting of the parliamentary colonial party has been convened for Tuesday, to consider the action of the government in bringing pressure upon Canada for the withdrawal of the Canadian proposal to reduce the postage from that colony from 21-2d. to 12-2d. per letter.

THE SUBMARINE BOAT.

NEW YORK, March 21.—The Holland submarine boat made another trip from Perth Amboy, N. J., this afternoon. At a depth of fifteen feet under water she showed good speed, and was handled with ease. After she came to the surface the boat grounded in the mud and was hauled off by a tug. The boat's conning tower will be fitted with electric lights before another trip is made.

MANITOBA SCHOOLS.

WINNIPEG, Man., March 21.—Speaking at the reception in St. Norbert convent last evening, Archbishop Langevin stated that he had hopes of a settlement of the school question would be reached in a short time. It is said a greater latitude will be allowed the Roman Catholics in a not too distant interpretation of the law.

NEWS FROM WRANGLER.

A Vancouver despatch of March 21 says: Captain Campbell arrived from Wrangler, B. C., yesterday. He says there are 5,000 people in Wrangler and 3,000 on the ice six miles off, commencing to get through on the 15th. Drags have been abandoned, the ice being too rough and horses are in use instead. Food is in great demand, and many people are therefore coming out. The Dysentery is common.

N. B. POULTRY ASSOCIATION.

Provincial Organization Elected and Officers Elected.

A number of gentlemen interested in poultry raising met at the Dufferin hotel last evening and took preliminary steps towards forming a poultry association for the province. They were present: Dr. John Berryman, W. Hubbard of Sussex, Dr. W. Morrison, W. A. Jack, J. B. Jones, L. J. Coll, Seth Jones of Sussex, J. S. Armstrong, F. Ham, Frank Mearns, left, Burke, Wm. Crutcher, John Magee, F. R. J. S. Armstrong, Dr. Danery, Geo. Snider.

The following gentlemen were appointed a committee to prepare a constitution and by-laws for the association: John Magee, R. J. Hubbard, Dr. John Berryman, J. B. Jones, W. A. Jack and W. W. Hubbard.

It was resolved that a provisional board of officers be appointed, and on resolution of the following gentlemen were elected: President, Dr. John Berryman; 1st vice president, Dr. W. Morrison; 2nd vice president, John Magee; 3rd vice president, J. S. Armstrong; 4th vice president, F. Ham; 5th vice president, W. A. Jack; 6th vice president, Dr. Danery; 7th vice president, Geo. Snider; 8th vice president, W. W. Hubbard; 9th vice president, Dr. John Berryman; 10th vice president, John Magee; 11th vice president, J. B. Jones; 12th vice president, W. A. Jack; 13th vice president, Dr. Danery; 14th vice president, Geo. Snider; 15th vice president, W. W. Hubbard; 16th vice president, Dr. John Berryman; 17th vice president, John Magee; 18th vice president, J. B. Jones; 19th vice president, W. A. Jack; 20th vice president, Dr. Danery; 21st vice president, Geo. Snider; 22nd vice president, W. W. 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