SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

May 6—Sch Beaver 192, Huntley, from New York, Elkin and Hatfield, coal.

Sch Annie Laura, 99, Marshall, from Boston, Troop and Son, scrap iron.

Sch Charles H Tricker, Parsons, 266, from Boston, J H Scammell and Co, bal.

Sch Progress, 33, Erb, from Boston, A W Adams, bal.

Coastwise—Schs Buda, 20, Stuart, from Beaver Harbor; Beulah Benton, 36, Mitchell, from Sandy Cove; Malpert, 20, Titus, from fishing; Freeman Colgate, 25, Hicks, from Westport; Kedron, 22, Taylor, from Digby; Thelma, 8, Milner, from Annapolis; Gertie H, 32, Thompson, from Sandy Cove; Miseres, 33, Thompson, from Westport; Tethys, 9, Johnson, from Tiverton; str Prince Rupert, Potter, from Halifax.

May 7—Str Taymouth Castle, 1145, Forbes, from West Indies, Schofield and Co, mails, mdse and passengers.

Sch Avalon, 116, Wagner, from New York, J W Smith, wire.

Sch Leo, 92, Barton, from Boston, J W McAlary, bal.

Sch Bertha Maud, 82, Wilcox, from Eastport, J A Gregory, bal.

Sch Centennial, 124, Ward, from New Bedford, J M Taylor, bal.

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

Coastwise—Schs Princess Louise, 21, Watt, from Grand Manan; Lennie and Edna, 30, Hains, from Freeport; Eva Mc, 19, Belleveau, from Belleveau's Cove.

May 8—Sch Bessie Parker, Carter, from New York, R C Elkin, coal.

Sch Otis Miller, from New York, coal.

Sch H M Stanley, from ——.

Sch Temperance Belle, ——.

May 9,—Stmr Flushing, Ingersoll, from Grand Manan via Eastport, Merritt Bros and Co, mails, pass and mdse.

Sch Bonnie Doon, 124, Chapman, from New York, coal.

Sch H M Stanley, 97, Flower, from Norwich, Conn., J W McAlary, bal.

Tug Sea King, 87, Weldon, from Lubec, master, bal.

Sch Bessie Parker, 227, Carter, from Perth Amboy, R C Elkin, coal.

Sch Temperance Belle, 90, Belyea, from Boston, J A Likely, bal.

Coastwise—Schs Viking, 87, Clark, from St Stephen; Seattle, 76, Huntley, from Londonderry; Greville, 57, Baird, from Port Williams; Bessie Carson, 79, Hawa, from Parrsboro; Three Links, 31, Egan, from Sackville; Rex, 57, Sweet, from Quaco; Evelyn, 69, McDonough, from do; E E Tanner, 63, Sullivan, from Meteghan; Chieftain, 71, Tufts, from Point Wolfe; Friendship, 65, Seely, from Apple River; Richard Simonds, 45, Patterson, from Margaretville; Hattie McKay, 72, Durant, from Parrsboro; Selina, 59, Matthews, from Point Wolfe; Wescano, 115, Balser, from River Hebert; Rebecca W, 30, Gough, from Quaco.

Cleared.

6th—Tug Sea King, Weldon, for Lubec.

Coastwise—Schs Alice, Trahan, for Belleveau's Cove; Buda, Stuart, for Beaver Harbor; str Westport, Payson, for Westport; schs Restless, Graham, for Sandy Cove; Maggie Lynds, Christopher, for Hopewell Cape; Hustler, Gesner, for Bridgetown; Rebecca W, Godsh, for Quaco; Bear River, Woodworth, for Port George; Ben Bolt, Sterling, for Sackville; Tethys, Johnson, for Yarmouth; str Lunenburg, Hirster, for Halifax; barge No 4, Salter, for Parrsboro.

May 7—Bktn Frederica, Ryder, for Drogheda.

Sch Cora May, Harrington, for Boston.

Sch Joker, Mitchell, for Eastport.

Coastwise—Schs Gertie H, Thompson, for Sandy Cove; Roland, Roberts, for Parrsboro; Gipsey, Adams, for Quaco; Wanita, Magarvey, for Annapolis; Alice, Benjamin, for Windsor; Aurelia, Scovil, for Grand Manan; Thelma, Milner, for Annapolis; Victor, Tufts, for Quaco.

May 9.—Str St Croix, Pike, for Boston.

Sch Lizzie B, Belyea, for Thomaston.

Sch Onward, Colwell, for Salem.

Sch Victory, Stiles, from Boston.

Coastwise—Schs Miranda B, Day, for Quaco; Swallow, Branscombe, for Alma; Lone Star, Dakin, for North Head; Friendship, Seely, for Apple River; Lennie and Edna, Hains, for Freeport; Evelyn, McDonough, for Quaco; Kedron, Taylor, for Digby; Beulah Benton, Mitchell, for Weymouth.

CANADIAN PORTS.

Arrived.

At Dorchester, May 3, sch Fraulein, Steeves, from Portland.

At Moncton, May 5, sch Jessie, Edgett, from Windsor.

At Newcastle, May 6, str Ardova, Smith, from Sydney.

At Shediac, May 7, bark Kalstad, Hansen, from Liverpool. (She has a cargo of salt for Charles Harper of this place).

At Windsor, May 3, sch Edward Burton, Day, from Calais.

HALIFAX, N S, May 9—Ard, str Portia, Farrell, from St Johns, N F; bark Magiore, Isacksen, from Bremen; sch Narka, Spongle, from Ponce, PR.

Sailed, Italian warship Amerigo, Vespucci, for Gibraltar; str Halifax, Pye, for Charlotteown; steam yacht Enquirer, Lyons, for New York (letter returned on account of heavy sea outside); sch Flitts B, Thorburn, for Demerara.

Cleared.

At Windsor, May 3, sch Fred Gower, Sergeant, for New York; 5th, sch Gypsum princess, Merriam, for New York.

BRITISH PORTS.

Arrived.

At Hong Kong, May 3, str Empress of Japan, from Vancouver.

At Queenstown, May 3, bark Andrada, Adams, from San Francisco (has been reported arrived April 24.)

At London, May 4, bark Ochertyre, Kennealy, from Portland, Ore.

At Belfast, May 4, ship Austria, Dexter, from Mobile.

At Cape Town, May 3, ship Erin's Isle, Owen, from Barry.

At Grenada, May 6, stmr Grenada, McMillen, from New York.

QUEENSTOWN, May 9.—Ard, str Canada, from Boston for Liverpool.

Cleared.

From London, May 6, str Plates, Allen, for St John.

Sailed.

From Barry, May 4, str H M Pollock, Newman, for Philadelphia.

From Portland, E, May 6, bark Howard D Troop, Corning, for New York.

From Plymouth, May 6, bark Jupiter, Axtsen (from Arendal), for Bridgewater, NS.

From Westport, May 5, bark Bowman B Law, Harlburt, for Philadelphia.

From Belfast, May 7, bark G S Penry, Dagwell, for Miramichi.

From Waterford, May 4, Glevar, for Halifax, N S.

FOREIGN PORTS.

Arrived.

At St Malo, France, May 6, bark Ashlow, Dakin, from St John.

At Lisbon, May 5, sch Vamoose, Knowlton, from St John—27 days

At Rio Janeiro, May 6, ship Z Ring, Gratton, from Ship Island.

At Boston, May 5, sch Saine Marie, Moorehouse, from Hamilton, Ber; Beldahcn, Bardner, from Mayaguez.

At New York, May 4, sch Gold Seeker, Page, from Trinidad; Alfaretta S Snare, Lawson, from Perth Amboy for Salem.

At Havre, May 4, bark Abrams, Robbins, from Tacoma.

At San Domingo City, April 22, bark Edith Sheraton, Mitchell, from New York.

At Pensacola, May 4, ship Vandusra, Purdy, from Liverpool.

At Reedy Island, May 5, sch Siracco, Reid, from Havana (in tow of tug Sewell).

At New York, May 5, sch Ayr, Brinton, from Wickford.

At Rio Janeiro, May 4, bark Kelverdale, Brown, from New York.

At Norfolk, May 7, sch H B Homan, Macoris, from New York.

At Macoris, April 15, sch Wentworth, from Bahia, and remained April 26, to sail about May 1 for New York.

At Turk's Island, April 21, schs Circassian, Eldridge, from St Kitts (and sailed 23rd for Yarmouth, NS); 23rd, Three Bells, Harding, from Port Spain (and sailed for Lockeport, NS).

At Gloucester, May 6, sch Nellie J Crocker, from Port Reading.

BOSTON, May 9—Ard, str Elliot, from Louisburg; schs Ernest T Lee, from Calais; Clifford C, from St John; Ava, from Whitewater, NS; Mary F Smith, from Lockport N S; Sandalphon, from Bellevue Cove; Hattie P, from Salmon River, NS; Annie, from do; Stella E, from Bridgewater, NS; V T H, from Clementsport; Muriel, from Bear River, NS; E Norris, and Roy, from do; Lakota, from Parrsboro, N S.

Cleared, str Storm King, for Antwerp via Baltimore; schs Lena Maud, for St John; Clifford, for Lunenburg; Geo M Warner, for Bellevue Cove; Donzella, for Liverpool, NS.

CALAIS, Me, May 9—Ard, schs C W Dexter, and Eastern Light, from Boston; William Todd, from New York.

Sailed, schs Annie Gus, for Wellfleet; E and G W Hinds, for Milton.

EASTPORT, May 9—Ard, schs T and E Givan, from Lepreaux, NS; Joker, from St John.

PORTLAND, Me, May 9—Ard, schs Maggie Miller, from Fredericton, NB, for Salem, f o.

SALEM, Mass., May 9—Ard, schs A Gibson, for St John, NB, for orders; Lyda B, from St John, N B, for Stony Brook; Two Sisters, from Quaco, NB, for orders; Addie Mrgan, from Calais for Pawtucket; Edna, from Boston for St George N B.

LYNN, Mass., May 9—Ard, sch Arizona, from St Marys Bay, NS.

NEW YORK, May 9—Ard, strs Manitoba, from London; Aragonia, from Stettin.

VINEYARD HAVEN, Mass, May 9—Ard, schs Rondo, from Edgewater for St John; Valetta, and E H Foster, from Providence for do.

May 8—Ard, schs Carrie Easler, from New York for Halifax; Lizzie Cochran, from Nova Scotia for New York.

Cleared.

At New York, May 5, ship Andelana, Staling, for Shanghai; sch Harry W Lewis, for South Amboy; Ravola, Forsyth, for Clarence Bay, Bah; John S Parker, for Brunswick, Ga.

At Mobile, May 5, schs J W Durant, Durant, for Vera Cruz; Boniform, Jones, for Ruatan.

At Buenos Ayres, March 28, bark Saerimmer, Borresen, for Canadian port (and sailed about 31st).

At New York, May 6, ship Armida, Craig, for Melbourne; schs Ida Maud, Stuart, for Halifax, NS; Petetta, Maxwell, for St John, NB; Quetay, Hamilton, for do; Sackville Packet, Cook, for Sackville, NB; 7th, schs Moama, Nixon, for St Pierre and Fort de France; Melbourne, Matheson, for Tarpun Bay; Nellie I White, Kerr, for Port Greville, NS; Ayr, Brinton, for St John, N B.

Sailed.

From New York, May 4, schs Hattie C, for Moncton; San Blas, for Halifax; Ella May, for St Andrews; Sadie Wilcutt, from Philadelphia for Lynn.

From Mobile, May 3, ship Harvest Queen, Forsyth, for South London.

Hong Kong, May 2, bark Howard D Troop, Corning, for New York.

From Rotterdam, May 3, bark Omero, Liceti, for Miramichi.

From Montevideo, March 30, bark Strathmuir, McDougall, for Antwerp.

From New York, May 5, schs Rewa, for St John; Alfaretta, S Snare, for Salem; Stephen Bennett, for ——.

From Havre, May 2, bark Howard D Troop, Corning, for New York.

From Genoa, May 7, str Marian, for St John.

From Flushing Bay and Whitestone, May 5, schs D W B, Tay, Ella May, Sadie Wilcutt, William Jones.

From New York, May 6, str Micmac, for Antwerp; bark Wildwood, for Sydney, NSW.

From Buenos Ayres, March 29, bark Florence B Edgett, McBride, for Boston.

From Mobile, May 6, sch Boniform, for Ruatan.

From Rio Janeiro, May 4, bark J H McLaren, Cook, for Pascagoula.

RED BEACH, May 9—Sailed, schs Maggie Todd, for New York.

MEMORANDA.

In port at Yokohama, April 13, bark Anconis, Robbins, from New York.

In port at Liverpool, May 7, str Arbela, Smith, for Miramichi—expects to sail May 11th.

In port at Macoris, April 26, bark L W Norton, Parke, from Barbados (arrived 21st, to sail about May 7 for New York; sch Shenandoah, Gibson, from San Domingo City (arrived 21st, to sail about May 1 for New York).

Passed in at Cape Henry, May 6, sch Blanca, Lambert, from St Kitts.

In port at Calcutta, April 7, ship Andorinha, Morgan, for New York; bark Donna Francisca, Simon, for Boston.

SPOKEN.

Bark Odin, Christoffersen, from Bristol for Shediac, May 1, lat 47, lon 32.

Ship Troop, Fritz, from Swansea for New York, April 25, lat 49, 17, lon 15.23.

Bark Holden, from Belfast for Dalhousie, April 27, lat 52.45, lon 26.58.

NOTICE TO MARINERS.

WASHINGTON, May 4.—Notice is given by the Lighthouse Board that, owing to the planting of submarine mines in Baltimore harbor and Patapsco River and the prohibition of navigation at night, the following named lights will be discontinued from this date until further notice: Craighill Channel, front and rear (Craighill Channel range); Seven Foot Knoll; Cut-off Channel, front and rear (Cut-off Channel range); Fort Carroll; Hawkins point, front; Leading Point, rear (Brewerton Channel range.)

Notice is also given that, owing to the planting of submarine mines in the entrance to Portland, Me, harbor, and the prohibition of navigation at night, the following named lights and fog signals (at night only) will be discontinued until further notice: Portland Head, Spring Point Ledge; Portland Breakwater.

BOSTON, May 5.—Bell buoy in Pollock Rip Slough is not in working order, and lies sunk on its station, with top of bell just awash. No. 2 buoy in the slough, which drifted away, has been replaced. Reported by steamer H F Dimock.

BALTIMORE, May 4.—Cape Charles lightship, which went adrift last week, has been returned to her station from Portsmouth, Vt., after undergoing repairs.

PHILADELPHIA, May 5.—Notice is given by the Lighthouse Board that the Newcastle (Del) range (front and rear) lights have been discontinued until further notice.

NEW YORK, May 7.—The Lighthouse inspector of the third district gives notice that the two coal-laden barges which were sunken and partly capsized in Newark Bay, N. J., about 350 feet NE. by E. from Corner Stake Light, have been removed. The spar buoy placed to mark the outer barge and the red lantern exhibited from each barge have therefore been discontinued.

WASHINGTON, May 7.—Notice is given by the Lighthouse Board that on May 3 Cape Charles Light Vessel, No. 94, was replaced on her station, off Smith Island, N. side of the entrance to Chesapeake Bay, and about 9½ miles ESE ½ E from Cape Charles Light Station. The vessel is subject to withdrawal.

MARRIAGES.

WOODWORTH-TAYLOR—At the residence of Clifford Bishop, Hillsboro, N. B., on May 5th, by Rev. W. Camp, pastor of Sussex Baptist church, Fred Woodworth of Albert Mines, Albert county, to Miss Mary Taylor of Hillsboro.

DEATHS.

ALCORN.—At his residence at Hebron, Albert Co., May 6th, of old age, Andrew Alcorn, aged 98 years, a native of County Donegal, Ireland, and for sixty-eight years a resident of Albert county, leaving one daughter and a large circle of friends and connections.

—(Pennsylvania and Boston papers please copy.

CLARK.—Suddenly, on May 8th, 1898, of congestion of the lungs, James David, infant son of David and Ida Clark.

McMULKIN.—Suddenly, at 98 Charles street, Boston, Mass., on May 4th, Mrs. Mary Jane McMulkin.

—(Queens Co. Gazette please copy.

STAPLES.—Suddenly, Sunday, May 8th, Sarah J., daughter of the late Nicholas J. Spence and wife of Ernest E. Staples, leaving a husband and one child to mourn their sad loss.

VANDINE.—At Homesville, Car. Co., on April 19th, of blood poison, Vanderbilt S., aged 16, second son of Cobern S. and Elizabeth Vandine, leaving five brothers and four sisters, with a large circle of relatives and friends to mourn their loss.

PARLIAMENT.

Laurier Says Government Has No New Matters to Bring Up,

And as a Result There May be an Early Adjournment of the House.

False Despatches Sent Out to Telegraph and Halifax Chronicle on Drummond County Enquiry.

OTTAWA, May 6.—The house was in supply this afternoon. Dealing with the vote for the agriculture department, Mr. McMullen objected to the cost of the statistical department, and Mr. Charlton expressed the opinion that the whole civil service cost fifty per cent. more than was necessary.

On the vote of twenty thousand for the preparation for the Paris exposition of 1900 Hon. Mr. Fisher said that Professor Saunders, Dr. Dawson and Dairy Commissioner Robertson had been consulted, and advised that some money be voted this session to begin preparations, even though the show does not happen for more than two years.

Hon. Mr. Foster and some other members though the amount more than would be needed so early as this.

Hon. Mr. Fisher offered to reduce the vote, but on further consideration he was entrusted with the whole amount.

This evening the committee on supply dealt with Mr. Tarte's estimates.

DOMVILLE GOT THE MONEY.

Major Wedderburn and Milton Barnes were called today to testify in the case of the payment of three hundred dollars last June to Colonel Domville for Milton Barnes' five years to the armory for the 8th Hussars. Mr. Barnes testified that he got his rent year by year from Mr. Wedderburn, the arms caretaker. Mr. Barnes stated that he had not made out the account presented in June by the colonel in his name, and had received no money from Col. Domville. The money was not due him at the time Mr. Wedderburn testified that he had paid $60 a year rent, but always considered he had a claim to get it back from the government. This claim had not, however, been accepted or acknowledged. Col. Domville had occasionally undertaken to try and get it. Mr. Wedderburn himself made out Mr. Barnes' alleged account, being instructed to do so by Col. Domville. He and the colonel had been talking over ways and means whereby the latter could get money to pay this way to the jubilee, and Mr. Wedderburn had told Col. Domville that he would lend him the money if he could get it. He did not know for some time that Col. Domville got the money and Mr. Wedderburn had not got it yet.

DRUMMOND CO. INVESTIGATION.

In the Drummond committee today the chief witnesses were Messrs. Greenshields and Farwell. The former, who had previously refused to tell what he paid for his Drummond stock, stated today that he paid par for 1,300 shares, 800 shares he got from the Mitchell family for $30 a share. Five hundred shares he got for nothing. From this it appears that one-third of the 4,000 shares of the company came into Greenshields' hands for $24,000. Mr. Farwell is the man who engineered the arrangement under which the sale to the late government was attempted. He swore that he tried to get two and a half million dollars for the railway, and made arrangement with Mr. Ryan to manage the sale on the terms mentioned some weeks ago by Mr. Greenshields. But he went on to say as Greenshields failed to do that, Ryan only had an option of the road for one month, and gave up the attempt long before the late ministry resigned office. Afterward Mr. Farwell spoke to Messrs. Ives, Pope, Cleveland and other politicians about the matter, but he seems to have made no headway at all. It was not till the change of government, when Grenshields got most of the stock, that the negotiations were attended with success.

NOTES.

The Yukon military expedition set out from here today. They are a fine looking body of men, but there is some doubt of the necessity and wisdom of the costly enterprise.

Hon. Mr. Mulock brought down an estimate that his newspaper postage scheme will bring in $88,000, of which some $25,000 would be paid by three papers in Toronto and two in Montreal.

OTTAWA, May 9.—Premier Laurier announced today that the government had no new matters of public policy or of large general importance to be brought in this session. This is supposed to indicate an early adjournment.

Hon. Dr. Borden, replying to a question of Sir Charles Tupper, admitted that a part of the supplies for the Canadian forces, moving toward the Yukon, were forwarded by United States railways, United States ports and United States ships. The contract for this transportation amounts, as the minister said, to about one-third of the whole quantity which was given to the Boston-Alaska Co., the goods to be forwarded by Northern Pacific railway and port of Seattle. Hon. Dr. Borden gave no reason except that the contractors desired to ship part of the goods by that route.

Sir Charles Tupper brought the attention of the house to a remarkable despatch to the St. John Telegraph and Halifax Chronicle. This despatch stated that before the Drummond committee Mr. Farwell swore that Sir Charles wrote a letter which he had seen, in which he promised to buy the road for $2,500,000, or $100,000 a year. Mr. Farwell had, as a matter of fact, sworn that he was not sure that there was a letter at all, and if there was there was no price named. Sir Charles showed by the despatch sent by the same correspondent to the Toronto Globe, in which the exact words of Farwell's evidence was given, that correspondent must have known that Mr. Farwell swore to nothing of the sort. He thought it creditable to the Toronto organ of the government that it did not accept or use such false reports as seemed to be demanded by the Chronicle and Telegraph. He also pointed out that Mr. Magurn, the correspondent mentioned, was also the official shorthand reporter of the Drummond committee. This added to the offence of putting in circulation a group of "striking lies" contained in a report to the lower province government press. Sir Charles concluded by stating that he had never wrote such a letter as was mentioned, nor had he at any time heard or dealt with a proposition for the purchase of the line. He added that he was asking the committee to call him as a witness in the enquiry.

At this stage Premier Laurier interposed with an objection to the discussion of matters now before a committee of the house. The premier professed to be uncertain whether a St. John and Halifax reporter, or that of the Toronto Globe, might be true.

Mr. Lister, who is chairman of the Drummond committee, stated that Mr. Magurn had informed him that he had telegraphed a correction of his report to the Chronicle and Telegraph. Mr. Lister went on to say that the error was not so serious as was claimed, as he understood that Sir Charles did not deny having written a letter on the matter.

Sir Charles—I do most emphatically deny it.

Mr. Lister—He denies having written such a letter, but not that he had written some letter.

Sir Charles—I certainly do deny that I wrote a letter of any kind on this subject.

Hon. Mr. Foster pointed out that this was not a party matter. All members had an interest in protecting themselves from false statements on matters of fact.

After further discussion the matter was dropped, Hon. Mr. Foster stating at the close of the discussion that he had just had a note from Mr. Magurn stating that he was one of the three official reporters and that he had not been in the committee room when the evidence in question was given; also that he had telegraphed a correction.

Replying to a question, the solicitor general stated that Day, Russell & Co. of London, of which firm Charles Russell whose visits to the vatican are often discussed, is a member, were made solicitors for Canada in September, 1896. They had since received three thousand five hundred dollars in fees, and had a claim for eight thousand five hundred more, making twelve thousand dollars in a year and a half.

Mr. Casey's bill for protection of railway employes was taken up. The clause providing for compensation to employes killed or injured was opposed by the premier and Hon. Mr. Blair, whose opinion, fortified by that of the department of justice, was that this was one dealing with civil rights and belonged to provincial jurisdiction. Mr. Blair was a little uncertain, and Mr. Powell, who rather thought that parliament had jurisdiction, was also not positive. Mr. Blair moved that the clause be struck out.

Sir Charles thought in view of the uncertainty that this had better be done.

The motion carried in committee, 50 to 13.

The bill as amended was then read a third time.

Mr. Richardson's bill to give powers to garnishee the salaries of civil servants, was called up. Mr. Laurier said he had considered the matter and thought the bill ought to be recast.

Mr. Richardson therefore withdrew the bill, stating that he would bring it in again next year.

The house adjourned at 1 a. m.

NOTES.

The consolidated railway case was argued today by Hon. Mr. Pugsley for the appellants, and by Cassel and Stockton opposite. It will be continued tomorrow.

A private message from Toronto at midnight states that Dalton McCarthy's condition is critical. He had a rib broken inward, affecting the lung.

THE SENATE.

The senate today by a vote of twenty-three to eighteen passed the second reading of the bill incorporating Hamilton's company, which wants to build a road to the Yukon by way of the Dalton trail without any subsidy.

The minister of justice opposed the bill and moved the six months' hoist.

Mr. Loughead, who has the bill in charge, said that in view of Hon. Mr. Mills' orevious statement that the charter would interfere with the government programme he had waited till now for the government to announce their programme. As the minister had not done so, he asked for a second reading.

Hon. Mr. Mills said the construction of the railway partly in American territory would be a concession to the Americans, and was unwise in view of the approaching conference. It would also interfere with the future construction by any Canadian route.

Senator Boulton moved to adjourn the debate pending a report of the committee which is considering the question of the Yukon routes. Lost, seventeen to fourteen. Hon. Mr. Mills' motion was lost, 23 to 18, and the second reading was carried by the same division. Messrs. Bellerose, Temple, McDonald and Perley, conservatives, voted against the second reading.

Hon. Mr. Mills told the senate today that the plebiscite bill, the franchise bill and the superannuation bill would be before the senate this week, but as the latter has not got a second reading in the commons he may be wrong. He also stated that the bill to provide additional judges in some provinces and one for the administration of the Yukon would be introduced this session.

Nearly sixty men are employed repairing damaged British steamer Turret Age, at St. Johns, Nfld. A large number of plates have been taken off on both sides of the vessel.

Advertise in the WEEKLY SUN.

RIDING SADDLES

JUST RECEIVED:

.....Gent's Riding Saddles, Ladies Side Saddles, Whips,.....
.....Curry Combs, Brushes, at very low Prices

NOTICE

We beg to thank our numerous customers throughout the Maritime Provinces for their liberal patronage bestowed during the past fifty years. Owing to our old quarters being too small, we have removed to the large five story brick building No. 11, Market Square, lately occupied by Messrs Mollison Bros & Co. Our new quarters is one of the largest buildings in Canada devoted to

Horse Furnishings, Harness, Collars, and Saddlery Hardware.

Which we offer wholesale and retail at the lowest bottom prices. Hoping to be favored with a call,

We Remain Yours Very Truly

H. HORTON & SON.

1898. Exhibition. 1898.

13th SEPT. TO 23rd SEPT.

Arrangements are now in active progress for the best Show yet held in St. John. The Exhibition Association ask all to assist in making this an accomplished fact and solicit Exhibits of Manufactured Products, Farm Produce, Fruit and Live Stock, Fish in all marketable forms, and Natural Products of the Forests and Mines.

W. C. PITFIELD, President

CHAS. A. EVERETT, Manager and Secretary.

Facts About Spain's Treatment of Her Colonies.

To the Editor of The Sun:

Sir—I have been surprised to note the espousal of the Spanish cause by some of my fellow-Canadians, in the existing Hispano-American war; and on looking for the reason, can only conclude that they do not know the gravity of the cause that has led up to American intervention.

I cannot conceive of any Anglo Saxon (one of whose chief characteristics has always been sympathy with the oppressed, and deliverance from the oppressor) taking sides with a nation whose name has been a synonym for ruthless cruelty whereven its standard has been planted in the last four centuries.

Since the discovery of America, Spain has ever carried and used the sword in one hand, but forgotten the cross she professed to carry in the other; marking her course in the new world with death and oppression, until her continued cruelties drove all her colonies successively into revolt.

The Ruler of the universe long since wrote up the "Mene mene tekel upharsin" against her; and having already witnessed her decline, we are fast drawing near the last chapter in her judgment.

"Distance lends enchantment to the view," and therefore I think some of our Canadian brethren, lured by a false glamor of chivalry, which the Spaniard has often claimed to possess, and ignorant of the true character that rests under that mask, have been misled in their judgment.

Not so, Great Britain, who, with nearer acquaintance of the true character, and with true British detestation of the horrible treatment by Spain of her colonial subjects, has already proclaimed her sympathy with the suffering Cubans, and her staunch approval of the righteousness of American intervention, by refusing to join with the European powers in any note of protest and thus guaranteeing to the United States freedom from complications with other European powers, in carrying out her policy towards Cuba.

The ten years' war (so called) in Cuba, from 1868 to 1878, was only brought to a end by the promise of Spain to grant to the Cubans a more liberal and less oppressive government; but as soon as the rebels were disbanded, the promise was forgotten.

Spanish vampires in every office, Spanish soldiers in every town, Spanish taxes in every form, a tariff framed on import duties descriminating very largely in favor of Spanish bottoms, thus forcing them at greatly enhanced values upon the colonists, continued to suck out Cuba's life blood, and soon brought the population again into a condition of revolt.

The last rebellion began three years ago, with a few thousand half-armed men and no artillery, raging a guerilla warfare. Spain added an army to her many troops already in the island without subduing them, the insurrection meanwhile extending over the whole island; while the ten years' war did not extend beyond the "Jucaro Moron trocha," being generally confined to the eastern half of the island.

The captain general, Martinez Campos, a man of mercy and a good soldier, being thought too lenient by Spain, the heartless Weyler was sent out to stamp out the insurgents, which he bragged he would do in six months. Ample reinforcements were poured in upon him until Spain had sent as many as 200,000 men to put down an insurrection of poorly armed patriots, who never probably numbered over 20,000 men. He succeeded in partially driving them out of Pinar del Rio, a western province, but could not suppress them in any other district.

Under the plea that their sympathies were with the insurgents (which is quite probable) and that the insurgents got or took supplies from them, he issued the famous, or rather infamous, cruel edict of reconcentration, which was an order to force the small farmers and peasantry to leave their farms and come with their families into the cities, within ten or fifteen days, under penalty of being treated as insurgents if they did not comply. Their cattle were driven off, their houses in many cases burned, and themselves driven into the near-by cities and nerded like pigs on their outskirts.

Without any means of livelihood, with no adequate provision for their support, they could only become beggars, subsisting on charity and the refuse that might be found in a city. Their shelters, palm leaf huts, with no floor but the damp earth, living under conditions in every way unsanitary, they soon fell victims to disease and starvation. About 400,000—men, women and children—one quarter of Cuba's population, were thus forced into the cities; and in eighteen months one-half of them, 200,000, had succumbed to disease and starvation. Such was the report of Senator Proctor, who personally investigated the subject in Cuba; and with my personal knowledge of the island and the conditions that would ensue on such an edict being put in force, I do not doubt its correctness.

Is it any wonder that our Anglo-Saxon cousins (who had long since, under Cleveland's regime warned Spain she must pacify Cuba or they would be compelled to interfere) boiled over on learning the effect of that infamous Weyler edict; and after vainly striving to gain by diplomacy the relief she asked for Cuba, unsheathed her own sword, and, like a true scion of the old stock, started out to shed her own blood for the deliverance of an oppressed people?

But some will say, the unsheathed it just as Spain had decided to grant, and actually offered autonomy, "autonomy freer than we have it in Canada," as one of their statesmen put it. Prince of liars, Spain has always been; and it is easy to see who is her instructor and guide in recent centuries. This autonomy (save the word) provided a government consisting of about 35 representatives, I think, but its chief autonomous factor consisted in a majority of one, i. e., eighteen to be elected by Cuba, and seventeen appointed by the Spanish government.

Canadians can judge how near this is to Canadian autonomy, and the ease with which Spanish influence could secure one of the eighteen Cuban representatives, to enable her to hold the island as completely under her control and oppression as in the past.

But enough! Spain could never live but by blood, and thank God the time of her drawing blood in Cuba is near its end.

One of our university men at St. George's dinner speech, was quoted as stating that the United States would very likely treat Canada some day as she is now doing in Cuba; an unfortunate remark, whose effect is to excite jealousy or enmity between members of the same family, who should be friends, and without basis of probability, as the reason for intervention, bad government and oppression will never exist under British rule.

Any observer of the world's history can easily see that the future welfare of the human race; and especially the welfare of the two most highly civilized, best educated, most enlightened, and most truly religious nations in the world; the two great Anglo-Saxon races depends on their drawing closer together in mutual help and sympathy. I rejoice that our dear fatherland was true to see the right, and quick to hold out the approving sympathy to our great brother in his work of freeing the oppressed.

May we continue to cement our friendship, and bury our petty jealousies, that the world may profit by a combined Anglo-Saxon influence in its future history.

Yours truly,

R. MATTHEW.

Gondola Point, May 5, '98.

NOTICE OF SALE.

To Archibald Duncan of the Parish of Addington, in the County of Restigouche and Province of New Brunswick, farmer, and all others whom it may in any wise concern.

NOTICE IS HEREBY given that under and by virtue of a power of sale contained in a certain indenture of Mortgage, bearing date the first day of June, A. D. 1892, and made between the said Archibald Duncan of the first part, and the undersigned John E. Stocker of the second part, and registered in book L of the Restigouche County Records, pages 175, 176, 177, 178 and 179; there will for the purpose of satisfying the monies secured by the said Indenture of Mortgage, default having been made in the payment thereof, be sold by Public Auction, at Phoenix Square, in the City of Fredericton, in the County of York, on THURSDAY, the Eighteenth day of August next, at twelve o'clock, noon, the lands and premises mentioned and described in the said Indenture of Mortgage, as follows: "All and singular the eastern half part of that certain tract of land, situate in the said Parish of Addington, known and distinguished as lot number nine, bounded and described in a certain deed bearing date the Ninth day of October, A. D. 1885, made between Margery J. Duncan, David Mott, Christina Mott, James Campbell, and Sarah Campbell of the first part, Alexander A. Duncan of the second part, and the said Mortgagor of the third part, and registered in the office of the Registrar of Deeds in and for the said County of Restigouche, the Eighth day of May, A. D. 1886, as number 3219, on pages 673, 674, 675 and 676, in book H of the Records of the said County, as follows: "On the east by lot number eight, granted to Robert Duncan; on the west by lot number ten, commonly known as the Christopher property; and on the north or front by the River Restigouche, containing two hundred and ten acres, more or less," the said eastern half part being that portion of the above described tract of land conveyed to the said Mortgagor by the above described deed." Together with the buildings and improvements thereon and the appurtenances to the same belonging or appertaining.

Dated this Fourth day of May, A. D. 1898.

JOHN E. STOCKER, Mortgagee.

WESLEY VANWART, Solicitor for Mortgagee.

NATURAL HISTORY SOCIETY OF NEW BRUNSWICK.

Prize Competition, 1898.

By the generosity of a public spirited citizen the Natural History Society has been furnished with means to offer a number of prizes for competition throughout the province. The object of the competition is to encourage in the young an interest in nature, and to direct that interest along lines of importance to our agricultural community. The prizes will be awarded for the best collections made during the year of insects, weeds and fungi. These collections will be exhibited at the exhibition in the fall, when the prizes will be awarded. In the case of the insects and fungi competitors are to distinguish between those useful, injurious and otherwise. The prizes will be as follows:—

Insects—1st, $25; 2, $10; 3, $7; 4, $6; 5, $5; 6, $4; 7, $3.

Fungi—1st, $20; 2, $10; 3, $6; 4, $4.

Weeds—1st, $10; 2, $6; 3, $4.

A circular containing full information for intending competitors can be had on application to the secretary of the society, PERCY G. HALL, St. John, N. B.

TOO QUICK FOR THE TEACHER.

A visitor at a school, during geography lesson, asked a bright boy, "What is the axis of the earth?"

"An imaginary line passing from one pole to the other, on which the earth revolves," answered he, proudly.

"Yes," said the examiner, well pleased, "and could you hang a bonnet on it?"

"Yes, sir."

"Indeed! And what sort of a bonnet?"

"An imaginary bonnet, sir."—Indianapolis Journal.

Latest news in THE WEEKLY SUN.